55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

Denarau Island, Nadi, Fiji
22 — 26 October 2018

AGENDA ITEM 5:   AVIATION SECURITY AND FACILITATION

OPTIMIZE REGIONAL COOPERATION TO ADVANCE AVIATION SECURITY

Presented by the United States

SUMMARY

As terrorist groups persist in their attempts to attack civil aviation through a variety of means, the International Civil Aviation Organization and its Member States are developing new security Standards to mitigate acts of unlawful interference against civil aviation, particularly to address the evolving threat and highlighting improvised explosive devices (IEDs). This Paper proposes that the Member States of the ICAO Asia Pacific (APAC) Region work collaboratively to use their collective resources and existing regional mechanisms to coordinate an expedited implementation of the new security Standards to effectively mitigate the threat posed by explosives and IEDs.

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1.   **INTRODUCTION**

1.1   In recent years, terrorist groups have conducted or attempted to conduct attacks on aviation through the following means:

- Explosive devices concealed in accessible property;
- Explosive devices concealed in cargo;
- Explosive devices concealed in hold baggage;
- Use of airport insiders; and
- Assaults on airport public areas.

1.2   The overall threat posed by IEDs concealed in personal property, hold baggage and cargo consignments, along with insider facilitation to introduce such devices on aircraft, remains a concern as terrorist groups continue to show their intent, capability, and evolving methodologies to exploit vulnerabilities in the global aviation security regime. For these reasons, it is imperative that States, industry, and other stakeholders demonstrate their commitment to work collaboratively to effectively address the threats facing the international civil aviation community

2.   **DISCUSSION**

2.1   While baseline security measures for global aviation security are outlined in the Standards and Recommended Practices (SARPs) of Annex 17 of the Chicago Convention, evolving threats to civil aviation have resulted in vulnerabilities that are challenging to mitigate using traditional methods and technologies. As a result, some individual Member States, including the United States, have set additional requirements for security measures for flights into their territories based upon threat assessments and associated risk analyses. Effective implementation of security measures utilizing technologies and procedures that mitigate threats posed by IEDs is more important than ever. ICAO and its Member States have taken an important step in this direction with the recent Amendment 16 to Annex 17 – Security, which was adopted in February 2018 and becomes applicable in November 2018, that specifically requires Member States to implement screening measures for passengers and accessible property that are capable of detecting of explosives:

> 4.4.1*bis* Each Contracting State shall ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by passengers on persons or in cabin baggage. Where these methods are not applied continuously, they shall be used in an unpredictable manner.

2.2   While each Member State is required to develop and implement National Civil Aviation Security Programs in line with Annex 17, updated with each new Amendment, all Member States should also seek to expedite implementation of these new security measures, which are designed to counter new and evolving threats to civil aviation, while ensuring efficacy and sustainability, through collective efforts within the region. States can learn from neighbors and other partners in the system. Due to the interconnectivity of the global aviation system, all stakeholders have a vested interest in aiding each other in order to ensure effective and sustainable measures are implemented. Additionally, regional collaboration can provide States with more opportunities to influence new measures worldwide and ensure their efficacy for their respective region.

2.3   It is recognized that the Member States of the ICAO APAC Region have a diversity of capabilities and resources. It is further recognized that contributions in both capabilities and through ideas and initiatives for addressing challenges from the APAC Region would provide value to ICAO as the Organization and all of its Member States work to raise the baseline of global aviation security as called for in United Nations Security Council Resolution 2309 (2016) and supported by ICAO's No Country Left Behind initiative and the Global Aviation Security Program (GASeP). Regional

mechanisms that can aid Member States in the implementation of these new AVSEC Standards include both the Regional Aviation Security Coordination Forum (RASC/F) of this DGCA Conference, the Cooperative Aviation Security Programme for Asia and the Pacific (CASP-AP) and the ICAO APAC Regional Office. As responsibility for activities to ensure the effective implementation of AVSEC Standards is increasingly placed within ICAO's Regional Offices, the ICAO APAC Regional Office is well-positioned to serve as a conduit and facilitator for region-wide activities related to sharing of best practices, as well as regional collaboration and coordination on effective implementation.

## 3.	ACTION BY THE CONFERENCE

3.1		The Conference is invited to note the content of this Paper.

3.2		The Conference is requested to encourage Member States to partner within the ICAO APAC Regional Office to collaboratively address the ongoing and diverse threats to civil aviation, and developments in the international AVSEC regulatory environment to ensure the effective implementation of and compliance with all Annex 17 SARPs.

3.3		The Conference is further requested to urge Member States to use regional mechanisms available through RASC/F, CASP-AP, and the ICAO APAC Regional Office to:

a)	Analyze the current capabilities of APAC Member States and their airports serving international civil aviation, to effectively implement new security requirements as detailed in Amendment 16 to Annex 17;

b)	Share best practices for the effective implementation of new security requirements;

c)	Identify and leverage any appropriate opportunities or mechanisms through which resources and expertise may be shared to fill identified gaps in capabilities, with a specific focus on technologies and procedures that are capable of detecting explosives and explosive devices; and

d)	Provide recommendations that would enhance ICAO's AVSEC domain, including new and improved SARPs, guidance material, and capacity building efforts to support the effective and sustainable implementation of security measures; and

e)	Facilitate and encourage APAC Member States' participation in and/or contribution to the various Working Groups of the ICAO AVSEC Panel of Experts to provide greater breadth of perspective and AVSEC subject matter expertise.

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