

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

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**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

RECENT DEVELOPMENTS IN AVIATION SECURITY

Presented by the International Civil Aviation Organization

INFORMATION PAPER

SUMMARY

This paper presents information on recent developments in aviation security policy and the Universal Security Audit Programme.

1. INTRODUCTION

1.1 States' security priorities are guided by Annex 17 – *Security Standards and Recommended Practices (SARPs)* and associated amendments, applicable Resolutions of the ICAO Assembly and United Nations, the Global Aviation Security Plan (GASeP), decisions of the ICAO Council, and recommendations of other advisory/expert groups of ICAO, such as the Aviation Security Panel.

1.2 The Twenty-ninth Meeting of the Aviation Security Panel (AVSECP/29) was convened in Montréal from 19 to 23 March 2018. AVSECP/29 considered six agenda items and formulated 60 recommendations designed to facilitate progressive aviation security enhancement at the State, industry and/or ICAO levels. The Panel's recommendations were reviewed and approved by the 214th Session of the ICAO Council. This paper discusses recent developments in aviation security and summarizes the most relevant outcomes and discussions from AVSECP/29.

2. OVERVIEW OF RECENT DEVELOPMENTS IN AVIATION SECURITY

2.1 An awareness of both ongoing risks and recent trends is important to enable all Member States to remain vigilant and adaptable in order to mitigate threats and to assist the global aviation community in proactively developing and applying appropriate security measures. In addressing aviation security threats and risks, it is recommended that:

Current threats and risks to civil aviation

- a) States provide incident data to the Secretariat following an actual or attempted act of unlawful interference, as required by Annex 17 Standard 5.3.1, to help identify trends, and inform threat and ongoing risk assessments;

Chemical, biological and radiological (CBR) threat

- b) steps be taken by all relevant stakeholders to raise awareness and vigilance among relevant personnel of the CBR threat, encourage industry to review emergency response plans, and consider other possible mitigation measures as appropriate;
- c) States share any analysis or information on viable and effective mitigation measures that may be developed;

Sharing of threat and risk information

- d) States develop the necessary mechanisms including legal framework and practical measures to enable the sharing of information with other States, among relevant national authorities, and with industry partners;
- e) States provide the Secretariat with best practices on how to share sensitive aviation security information with a view to updating existing, or developing new, guidance material on the matter;

Improvised Explosive Devices (IEDs) concealed in personal items

- f) States, industry partners and the Secretariat, in coordination with the appropriate Working Groups of the Panel, carry out the recommendations of the Task Force on Improvised Explosive Devices;
- g) States and industry partners provide the Secretariat with relevant information on the use of screening equipment and methods such as, but not limited to, ETDs, body scanners and explosives detection dogs to assist with the development of new guidance material on these subjects;

Other matters

- h) States avoid imposing unilateral security measures on foreign aircraft operators without prior engagement and consultation with the aviation security authorities of the host State(s) concerned;

- i) Greater efforts be made by States to ensure stronger international aviation security cooperation, including through the sharing of information among State aviation security authorities. A model clause for bilateral agreements to facilitate information sharing is available on the ICAO-NET;
- j) States ensure that non-AVSEC staff at airports undergo appropriate security awareness training. States and industry should share best practices and useful experiences in developing and delivering such training;
- k) States take into account various initiatives in promoting behaviour detection techniques to complement existing aviation security measures. Guidance material developed by States and regional organizations, as well as other material, including workshops developed by States, regional Groups and organizations, could be provided to the Secretariat so that they could be taken into account in its future work programme;
- l) Member States effectively mitigate the threats posed by the introduction of prohibited articles into airport supplies, by screening these supplies or ensuring a secure supply chain; and
- m) Member States, when developing/implementing a National Civil Aviation Security Programme (NCASP), consider adopting an outcome focused approach, allowing for a range of measures suitable for specific operational environments, provided that they have an equivalent security outcome.

3. ICAO AVIATION SECURITY RISK CONTEXT STATEMENT

3.1 The ICAO Aviation Security Global Risk Context Statement (RCS) is instrumental in providing information on threats and risks facing civil aviation, as well as methodology for States and aviation security stakeholders to conduct risk assessments. To ensure that the RCS receives the highest level of awareness among State officials and security stakeholders for whom it is intended, the 7th Edition of the RCS was assigned a document number, and was published, as ICAO Doc 10108 and placed on the ICAO-Net under “Publications” and “Documents” in English with other ICAO languages to follow shortly.

4. ICAO AVIATION SECURITY WEEK 2018

4.1 The second annual Global Aviation Security Symposium (AVSEC2018) will be convened from 27 to 28 November 2018 at ICAO Headquarters, and preceded by an Industry Engagement Day held on 26 November 2018, which will include workshops that will stimulate panel discussions on existing and anticipated challenges facing aviation security.

4.2 AVSEC2018 will be followed immediately by the second High-level Conference on Aviation Security (HLCAS/2) from 29 to 30 November 2018. Information on the theme, organization and agenda of HLCAS/2 was disseminated through a State letter on 5 July 2018.

5. GLOBAL AVIATION SECURITY PLAN

5.1 An ICAO Regional Conference on Global Aviation Security Plan (GASeP) was held in Bangkok, Thailand from 20 to 21 December 2017, and served as a forum for an open dialogue to promote and focus on priority settings in the Asia and Pacific Region. The Conference was opened by the Prime Minister of Thailand, attended by approximately 150 participants from 23 States, and resulted in the adoption of a Regional Aviation Security Roadmap for Asia and the Pacific (<https://www.icao.int/APAC/Meetings/Pages/2017-GASeP.aspx>.)

5.2 The Secretariat has made progress in implementing the Global Aviation Security Plan (GASeP), including the development of the “GASeP Toolkit”, scheduled to be released later in 2018. At AVSECP/29, many States underscored the importance of developing a progress indicator framework, which will be presented to the HLCAS/2. The possible inclusion of goals that support the objectives of security related provisions of Annex 9 – *Facilitation* to support the use of passenger information, for example, should also be explored.

5.3 With regard to the HLCAS/2, key outcomes expected from the High-level Conference include adoption of the Plan's global indicator framework, and direction on the GAsEP's future evolution, concrete actions to address insider threat, and a high-level communiqué reaffirming global commitment on various strategic issues.

6. ANNEX 17 – SECURITY

6.1 Proposals for Amendment 17 to Annex 17 were discussed, taking into account growing concerns about threats posed by insiders. This review led to agreement in the Working Group on Annex 17 (WGA17) on the definition of background checks, the upgrade of Recommendations 2.1.4, 3.1.10, 3.4.9, 4.1.2 as Standards, and the introduction of new Standards 4.2.6 bis and 4.2.10. In light of the need for further work in this regard, it is envisaged that Amendment 17 will be finalized in 2019.

7. GUIDANCE MATERIAL

7.1 The following new and/or updated guidance material is now available to stakeholders via the ICAO-NET under the “Publications” top menu: the newly issued Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (Doc 10084) by selecting “Documents”. The following documents are available by selecting “Other”: Recognition of Equivalence of Security Measures — One-Stop Security, Model Clause on Aviation Security, Quality Control, and Chemical, Biological and Radiological Incidents.

8. UNIVERSAL SECURITY AUDIT PROGRAMME – CONTINUOUS MONITORING APPROACH (USAP-CMA)

8.1 As at 1 August 2018, a total of 101 USAP-CMA activities have been conducted in 91 States, including 74 on site audits, 22 documentation-based audits and five validation missions to evaluate the implementation of measures to address Significant Security Concerns (SSeCs). A total of 38 USAP-CMA activities were scheduled in 2018, including 32 on-site audits and 6 documentation-based audits. In total, five States in the APAC region were audited in 2018 as at 1 August 2018.

8.2 The global average of Effective Implementation (EI) of the Critical Elements of an aviation security oversight system is 72.10 per cent as at 1 August 2018. In the APAC region this average is 67.58 as at 1 August 2018. Currently, one State in the APAC region has one SSeC.

8.3 The Secretariat continues its efforts to ensure all Member States sign the Memorandum of Understanding (MoU) regarding the USAP-CMA. As at 1 August 2018, 150 States signed the MoU. Within the APAC region, Afghanistan, Cook Islands, Malaysia, Nauru, Pakistan, Palau, Papua New Guinea, Samoa, Sri Lanka, Tonga, Tuvalu, Vanuatu and Viet Nam have yet to sign the MoU. The Secretariat would like to re-emphasize the importance of all States signing the MoU at the earliest opportunity.

8.4 The Secretariat, in consultation with the Secretariat Study Group on the USAP, completed the revision of the Protocol Questions that will be used to conduct USAP-CMA audits under Amendment 16 to Annex 17, which will become applicable on 16 November 2018. As of that date, States will be expected to comply with new and revised Standards on the following subjects, inter alia: information sharing with stakeholders for the conduct of a risk assessment; use of appropriate screening methods capable of detecting explosives; supply chain security processes for airport and in-flight supplies; cyber security; and reporting of acts of unlawful interference.

9. CYBERSECURITY

9.1 The ICAO Europe, Middle East and Africa (EMEA) Regions, together with the Romanian Civil Aviation Authority, convened the ICAO EMEA Cybersecurity in Civil Aviation Summit from 7 to 9 May 2018, a multi-disciplinary event focused on promoting and harmonizing the actions in the field of cybersecurity at global and regional levels. The Summit concluded with the publication of the Bucharest Communiqué, containing six recommendations for ICAO's cybersecurity strategy. Furthermore, the Secretariat Study Group on Cybersecurity held its third meeting on 9 and 10 May 2018 in Bucharest. The meeting was focused on the initial development of a global aviation cybersecurity strategy, and recommended that its working groups commence their work, without delay.