



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

First Meeting (DGCA-MID/1)
(Abu Dhabi, UAE, 22-24 March 2011)

Agenda Item 6: Aviation Security Issues

ICAO COMPREHENSIVE AVIATION SECURITY STRATEGY

(Presented by the Secretariat)

SUMMARY

ICAO has adopted a comprehensive aviation security strategy to allow the Organization to allocate resources more efficiently to critical security objectives. Many elements of the new Comprehensive Aviation Security Strategy (ICASS) are already being implemented, as described in this paper, and will continue to be treated as priorities throughout the 2011 to 2016 period.

1. NEW COMPREHENSIVE AVIATION SECURITY STRATEGY

1.1 The ICAO Council, during its 189th Session in early 2010, adopted a comprehensive aviation security strategy to allow the Organization to allocate resources more efficiently to critical security objectives. The 37th Session of the Assembly endorsed the new ICAO Comprehensive Aviation Security Strategy (ICASS) and stressed the importance of its implementation during the coming years.

1.2 Comprised of seven focus areas, ICASS advances ICAO's aviation security policy and regulatory framework while providing for security audits of Member States and concentrating more intently on addressing security shortcomings through assistance to States. Its priorities are aligned with the goals expressed in the ICAO Assembly Declaration on Aviation Security, and its successful implementation will contribute to the realization of the Declaration adopted unanimously by the 37th Session of the Assembly.

2. KEY ACTIVITIES OF THE NEW TRIENNIUM

2.1 Strategic focus area 1: Addressing new and existing threats

2.1.1 In addressing new and existing threats, ICAO recognizes the need to implement a threat- and risk-based and vulnerability-driven programme, which is flexible and responsive to evolving threats. Aviation security Standards and Recommended Practices (SARPs) were updated and strengthened with the adoption in 2010 of Amendment 12 to Annex 17, emphasizing the need for States to implement the measures according to a risk-based approach. The new and revised provisions will become applicable on 1 July 2011.

2.1.2 The Secretariat, in coordination with the Aviation Security Panel's Working Group on Threat and Risk, has begun development of a new risk assessment tool known as the Global Risk Context Statement, in essence a more accurate description of the threat and risk environment that will be updated regularly. The Statement is expected to provide States with the information they need to develop their own risk assessments.

2.2 Strategic focus area 2: Promoting innovative, effective and efficient security approaches

2.2.1 ICAO is providing leadership in the development of a blueprint for a future airport checkpoint and improved screening processes that will provide effective security without impeding the flow of passengers. Most recently, a workshop held jointly with the International Air Transport Association (IATA), Airports Council International (ACI) and screening equipment manufacturers was held in Geneva from 6 to 7 December 2010.

2.2.2 In coordination with the Aviation Security Panel Working Group on Technology, ICAO is continuing the development of a web-based platform, named "AVSECPaedia", to encourage the exchange of information of a sensitive nature between States including information on screening technologies and techniques.

2.3 Strategic focus area 3: Promoting the sharing of information amongst and within member States to raise awareness of threats and aviation security trends

2.3.1 ICAO actively promotes use of the Point of Contact (PoC) Network as an effective means of communication among States concerning imminent threats to civil aviation, and by the end of 2010 had increased membership to 158 States from 99 members at the end of 2009. To evaluate the effectiveness of the Network, a number of system tests were conducted which proved successful.

2.4 Strategic focus area 4: Promoting global compliance and establishing sustainable aviation security oversight capability of States

2.4.1 ICAO continues to audit States' effective implementation of the Critical Elements of a State's aviation security oversight system under the Universal Security Audit Programme (USAP), identify deficiencies and provide recommendations for Member States to implement corrective actions to fulfil their sovereign obligations with regard to aviation security.

2.4.2 To improve the effectiveness of aviation security assistance efforts, ICAO has developed a more structured assistance strategy focused on Member States with the greatest need for aid in meeting their obligations. The goal is to continuously improve the level of implementation of aviation security programmes in Member States through timely and comprehensive assistance and capacity-building activities.

2.4.3 The Council, during its 187th Session, agreed to a proposal for the application of a continuous monitoring approach (CMA) to the ICAO Universal Safety Oversight Audit Programme. At the same time, the Council also directed the Secretary General to undertake a study to assess the feasibility of extending the concept of CMA to the USAP after the conclusion of the current second audit cycle in 2013, while taking into consideration the principle of confidentiality and the appropriate level of transparency associated with data collection and reporting under the USAP. In accordance with this direction and in coordination with the Aviation Security Panel, ICAO will develop proposals for the evolution of USAP after 2013.

2.5 **Strategic focus area 5: Improving human factors and security culture**

2.5.1 Given the vast developments in aviation security technology and research since the issuance in 2002 of Doc 9808, *Human Factors in Civil Aviation Security Operations*, ICAO has collaborated with relevant working groups of the Aviation Security Panel to update the existing guidance material on human factors. ICAO also continues to promote the adoption of effective security processes and concepts through high-level awareness-raising conferences, seminars and workshops.

2.6 **Strategic focus area 6: Promoting the development of mutual recognition for aviation security processes**

2.6.1 ICAO recognizes the importance of balancing aviation security and facilitation, and acknowledges the need to minimize disruptions or delays caused by repetitive security checks at transit/transfer airports on the basis of Standard 4.4.2 of Annex 17. ICAO continues to support and encourage further regional coordination and cooperation to promote one-stop security.

2.7 **Strategic focus area 7: Emphasizing the importance of security amongst States and stakeholders**

2.7.1 ICAO was instrumental in organizing a series of Ministerial-level regional conferences during the first half of 2010 in order to build international consensus on the critical issues that need to be addressed in light of the continuing threat to civil aviation. The outcome of the conferences held in Mexico City, Tokyo, Abuja and Abu Dhabi substantively shaped the Declaration on Aviation Security that was unanimously adopted by the 37th Session of the ICAO Assembly.

2.7.2 The Secretariat supported and participated in the first regional aviation security conference to focus on the implementation of the ICAO Declaration on Aviation Security. The conference, which was held in New Delhi on 14 and 15 February 2011, placed special emphasis on aviation security assistance activities in the region. ICAO will continue to collaborate with States in convening regional aviation security conferences, sponsored and hosted by States.