



TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 2: Aerodrome operations – improving airport performance 2.1: Airport capacity

UPDATE ON DEVELOPMENTS ON THE ICAO AVSEC REGULATORY AND POLICY FRAMEWORK

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper provides an update on developments in the ICAO regulatory and policy framework relating to security. In particular, key areas addressed are:

- a) outcome of the twenty-third meeting of the Aviation Security Panel (AVSECP/23); and
- b) strengthening of guidance material.

1. KEY POLICY DEVELOPMENTS AND INITIATIVES

1.1 Policy proposals stemming from the Aviation Security (AVSEC) Panel

1.1.1 The twenty-third meeting of the AVSEC Panel (AVSECP/23), held in Montréal from 26 to 30 March 2012, reached consensus with regard to the strengthening of Standard 4.2.6. of Annex 17 — *Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference* which is aimed at addressing the insider threat while retaining the principle of 100 per cent screening of persons other than passengers. A proposed amendment to Standard 4.2.6 of Annex 17, along with other revisions and/or additions for Amendment 13, is envisaged to be submitted to the Council for possible adoption in 2014.

1.1.2 With respect to protecting the global supply chain of air cargo, ICAO, through the AVSEC Panel Working Group on Air Cargo Security, is currently developing a comprehensive cargo framework aimed at strengthening cargo and mail security. The AVSECP envisaged global endorsement of a comprehensive air cargo security framework by the 2012 High-level Conference on Aviation Security (held in Montréal from 12 to 14 September 2012), and adoption of strengthened cargo-related Standards and Recommended Practices (SARPs), expected to become effective in 2014.

1.1.3 The AVSECP also recommended that the Secretariat further develop risk-based criteria for capacity building and technical assistance to States, which will include training elements as an important means of addressing deficiencies in the implementation of Annex 17 SARPs, and also

recommended that the Secretariat continue to develop a Universal Security Audit Programme (USAP) – Continuous Monitoring Approach (CMA) that combines a risk-based approach to auditing and continuous monitoring.

1.2 Addressing cyber security

1.2.1 The Eighth Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted), which was published earlier this year, introduced new guidance and best practices on cyber security (Chapter 18 — Cyber threats to critical aviation information and communication technology systems). The guidance material was shared with the air navigation community, which is expected to provide the ICAO AVSEC Branch with continuous input and developments on the subject as they become available.

1.2.2 Recognizing the need for a harmonized and global approach to cyber security and the threat that it poses to civil aviation, the Secretariat has cooperated over the past months with different entities, including the European Organisation for Civil Aviation Equipment (EUROCAE), to develop the most efficient strategy for addressing global cyber security initiatives. In this respect, close collaboration with the various parties involved is essential in order to support the coordination of global cyber security initiatives carried out by various international organizations and specialized working groups.

1.3 In this regard, the ICAO Aeronautical Communications Panel (ACP) was recently identified as the most adequate panel and forum to bring synergy to the development of Standards and technical guidance in the field of cyber security. Close collaboration with other organizations and technical bodies in the AVSECP is welcome and encouraged.

1.4 Next generation of passenger screening

1.4.1 The AVSECP, at its twenty-second meeting (AVSECP/22), held in Montréal from 21 to 25 March 2011, took on the responsibility of examining issues related to the future of passenger screening, including, but not limited to, costs, performance, infrastructure (e.g. impacts on airport space), and facilitation processes. The AVSECP/23 endorsed a series of principles that should be observed when considering changes to the passenger screening process. In particular, the AVSECP stressed the importance of mutual recognition of risk-based passenger screening approaches amongst States to improve efficiency and effectiveness.

1.4.2 While the transition to a new security environment is a long-term endeavour, operational trials around the world are currently being carried out to test configurations, methodology and technology. In implementing such trials, the AVSECP recommended that “proof of concept” be sought to ascertain that the benefits outweigh the costs of implementation. The proof of concept should include a precise set of objectives and components to be tested during operational trials in order to adequately measure changes in the efficiency and/or effectiveness of trials. Results should be shared with the AVSECP who will, in due course, discuss improvements for which regulatory changes may be needed.