INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIXTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION (DGCA/6)
(Brazzaville, Congo, 2 – 4 November 2016)

Agenda Item 5.1: Global and regional developments related to Aviation Security and Facilitation

Regional developments related to Aviation Security and Facilitation

(ICAO SCRETARIAT)

SUMMARY
This paper presents the regional development on aviation security and facilitation in the areas of: • Implementation of USAP-CMA in AFI States • Implementation of ASIP • ANNEX 9: Non Machine readable Passports • ICAO Public Key Directory • Status of ratification of the latest International Instruments pertaining to AVSEC
REFRENCE(S): *Electronic Bulletin, Security Risk Indicators and Significant Security Concerns* *(EB 2010/31) Annex 9 — Facilitation* *Annex 17 — Security* *Doc 10047, Aviation Security Oversight Manual — The Establishment and Management of a State's Aviation Security Oversight System* *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, done at Beijing on 10 September 2010 (Doc 9960)* *Doc 10022, Assembly Resolutions in Force (as of 4 October 2013)*
Related ICAO Strategic Objective(s): **This paper relates to Strategic Objective C —Security and Facilitation.**

1. **INTRODUCTION**

1.1 A compliant aviation security and Facilitation system is considered as essential to sustaining air transport, it can foster local and regional tourism, create employment, and support economic growth.

1.2 The progress made in these twin areas will be primarily measured in terms of USAP-CMA findings and progress against the stated objectives of the AFI SECFAL Plan, the timely resolution of noted deficiencies, the impact of training activities, the nature of major aviation security incidents and a reduction in the number of Significant Security Concerns (SSeCs) identified and their timely resolution.

2. **Implementation of USAP-CMA in AFI States**

2.1 As of 30 September 2016, a total of 48 USAP-CMA activities, including 45 audits and 3 validation missions to evaluate the resolution of Significant Security Concerns (SSeCs), had been conducted. An additional five audits are planned in the remainder of 2016. A total of 12 States in the AFI Region have been audited under the USAP-CMA so far.

2.2 The following chart illustrates the global results, as well as the average results in the AFI Region for USAP audits conducted under both the second cycle USAP audits and under the USAP-CMA. These measure the effective implementation (EI) by States of the eight critical elements of an aviation security oversight system (CEs), as identified in Doc 10047 — Aviation Security Oversight Manual — The Establishment and Management of a State's Aviation Security Oversight System. It should be noted that while this information has been aggregated into a single chart, the underlying protocol questions used for the conduct of the audits have changed significantly since the second cycle. As a result, the aggregated percentages should be used with some caution, particularly when comparing the global results to individual States' USAP-CMA results. As more USAP-CMA audits are conducted in all regions, it is expected that the global results will become increasingly precise. Further information and analysis can be found in the USAP-CMA Analysis of Audit Results booklet, 6th edition, available through the USAP secure portal.

2.3 These results indicate that there is still significant room for improvement and that CE-7 - States' quality control obligations, remains the critical element with the lowest overall level of effective implementation in the region. Meanwhile, CE-8 - resolution of security concerns, CE-6 - Certification and approval obligations, CE-5 - The provision of technical guidance, tools and security-critical information, and CE-4 - Personnel qualifications and training are also areas of concern.

2.4 The timely signature of the USAP-CMA MoU clearly indicates engagement by Member States in the security audit programme. It is worthwhile to indicate that a good number of AFI States are yet to sign the USAP-CMA MoU (20). The importance of the MoU was recently re-emphasized by sending reminder letters to States that have not yet signed, encouraging them to do so at the earliest opportunity.

2.5 As at 20 October 2016, four SSeCs remain unresolved in two AFI States. The ICAO Secretariat, including the Regional Offices, is working closely with these States to monitor progress toward the resolution of the SSeCs and to provide assistance in this regard..

3.   Implementation of Aviation Security Improvement Plan (ASIP) to States

3.1   ICAO collaborated with States, international and regional organizations and industry supporters that were in a position to contribute resources and expertise to expand the scope and effectiveness of assistance activities offered in both aviation security and facilitation. The success of the assistance and capacity building activities is centered on Aviation Security Improvement Plans (ASIPs) that are developed in partnership between ICAO and the assisted State, and incorporate a role for other assistance providers. ASIPs emphasize the need for States' political will and full commitment to strengthen aviation security to benefit from the support of ICAO and other partners.

3.2   Aviation Security Improvement Plan to States (ASIP), being conducted by ICAO in 21 States is allowing beneficiary States to improve the effective implementation of States security and facilitation oversight critical element.

4.   ANNEX 9: Non Machine Readable Passports

During 2015, in the light of Standard 3.10.1 of Annex 9 (13th Edition, 2011) that required Contracting States to ensure the expiration of non-machine readable passports by 24 November 2015, the ICAO Secretariat undertook an intensive communications campaign to remind States of the "deadline," and to respond to a 2012 State letter on the matter. By 31 December 2015, formal responses received from AFI States to the letter indicated that non-machine readable passports were still in circulation in 5 AFI States. The time lines proposed for removal by those States escalate between end of November 2015 and 2022.

5.   ICAO Public Key Directorate (PKD)

The ICAO PKD was established to support Member States in gaining access to public key information stored in the chip to validate and authenticate ePassports. The validation of ePassports through the use of the ICAO PKD is an essential element in capitalizing on the investment made by States in developing such travel documents, contributing to improved border security and facilitation, combatting terrorism and crime, and promoting secure and efficient air travel globally. As of today 5 AFI States have joined the ICAO PKD.

6.   Status of ratification by AFI States of the latest International Instruments pertaining to AVSEC:

6.1 Beijing Convention and Beijing Protocol:

The Diplomatic Conference on Aviation Security held at Beijing from 30 August to 10 September 2010 adopted on 10 September 2010 the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention) and the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol). The Convention and the Protocol shall enter into force on the first day of the second month following the date of the deposit of the twenty-second instrument of ratification
The State letter referenced LE 3/44, LE 3/45-11/53, dated 30 June 2011 was distributed to States with administrative packages to assist in the process of ratification.
The Beijing Convention and the Beijing Protocol were ratified respectively by 4 and 5 African States

6.2 Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft Done at Montréal on 4 April 2014. It was adopted on 4 April 2014 at the International Air Law Conference held under the auspices of ICAO at Montréal from 26 March to 4 April 2014. This Protocol shall enter into force on the first day of the second month following the date of deposit of the

twenty-second instrument of ratification, acceptance, approval or accession with the Depositary. The Protocol was ratified by 2 African States so far.

7. ACTION BY THE MEETING

The meeting is invited to:

a) note of the implementation of the USAP-CMA in the AFI region
b) urge States that have not done so, to sign the MoU relating to the USAP-CMA
c) request States to continue their support to the USAP in seconding short- and long-term experts for USAP activities
d) encourage AFI States that have not yet removed non-machine readable passports from circulation to file the difference to ICAO and, revise their proposal date in line with the date stated by the relevant Windhoek target
e) urge all AFI States to join and actively use the ICAO PKD to validate and authenticate ePassports
f) advise AFI States that have not done so to sign, ratify the latest international legal instruments relating to AVSEC, and incorporate the relevant provisions into their national legislation

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