



## 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**

#### FOCUS POINTS FOR THE DEVELOPMENT OF AVIATION SECURITY

*(Presented by Sudan)*

#### **1. INTRODUCTION**

1.1 A quick review of the period following the 11th of September 2001 incidents tells us that history has changed. Aviation security has become a top priority for the International Civil Aviation Organization (ICAO). Several conferences were held which produced numerous recommendations and amendments to appendix (17) of the aviation security regulations that now number the 12th amendment.

#### **2. DISCUSSION**

2.1 Looking at the rapid-fire developments in aviation security in connection to the implementation requirements placed on Arab countries and in keeping-up with events, we find that no sooner do we achieve one requirement are we faced with another. As a result we have found ourselves lagging behind the developed countries. By contrast, if we were to look at increased crime rates in aviation security in the Arab world, we would notice that our world enjoys better safety and fewer incidents. This could be mainly due to the moral values and noble traits of our peoples, which safeguards us against serious and major incidents. Our societies are coherent, individuals appreciate one another, and the will of the people is respected. Such morals and values are widespread among our people in a continuation of a long history rife with noble traits and good morals.

2.2 In light of the above, we are not concerned about security in our countries. However, as ICAO members, we cannot ignore what is happening in the world around us. As crimes in aviation security are transnational, the organization put in place a strategy for aviation security in 2006, which we - as countries - have not put into effect. We now have a strategy for aviation security for the 2011-2016, and ICAO has put into place the Universal Security Audit Program (USAP) in 2003 - we are still working hard on implementing its recommendations. Therefore, as Arab countries, we have to lay down a comprehensive plan for aviation security, through ICAO's regional office and in collaboration with others, which shall focus on the following:

#### First - Developing a road map to aviation security

- I. This was included in Abu Dhabi Declaration of 2010. However this has not yet been established and no information has been gathered from the countries in question. We believe that a survey should be conducted in order to obtain road map information and learn about the position of Arab countries, and in particular, to use the results of Universal Security Audit Program as guidance.
- II. Developing a road map to aviation security will mark the start of the systematic and collective approach to aviation security with the aim of building a foundation the coming future to facilitate all practical and theoretical aspects in aviation security.

## Second

- I. Promoting sharing information and sustaining relationships among member states in realization of the international cooperation principle, thus establishing regional cooperation. Two rules in appendix (17) are required to be followed in this regard.
- II. States of the region have great capabilities. There also exists a kinship bond, with citizens of each country residing in the country of one another. These are governed by our ideals, values and faith. All of this can facilitate training development, and sharing expertise and information about threats and related responsibilities and implications.

## Third - Continued training, sharing expertise, improving skills and developing competencies

- I. Sharing training among countries is not difficult to achieve, especially that our countries have training abilities, as well as existing institutes and institutions that fulfill this role in coordination with the regional office. Our countries spend large amounts of money on training from that benefit non-Arab parties that do not share our culture, customs and traditions. As states with numerous similarities and capabilities we can set a standardized approach to be adopted, supported and developed by the regional office with a view to setting them as a form of international cooperation (standard rule 3.1.6 of Annex 17). This can include sharing information in the area of expertise and training, as well as in the field of information and levels of new threats and means of limiting them.

## Fourth - Creating an audit team for regional aviation security

The regional office may create an audit team for aviation security, especially from regions where experts in this domain are available. This team can in charged with implementing program involving regional states to bring about several benefits such as:

- I. Undertaking a regional audit. This would increase the confidence of these states concerning their security work, raise the levels of implementing recommendations, and fill the gaps in preparation for ICAO audit.
- II. Developing, training and improving the competence and experience of national auditor by involving them in the regional audit program. This would enable states to create local teams, and conduct intra-state audits thus killing two birds with one stone: training auditors and implementing the National Aviation Security Program.
- III. The audit team would prove helpful in making recommendations for developing the National Aviation Security Program and other programs, and in sharing information and expertise in this field.
- IV. Regional audit would prove in informing and performing analysis and surveys, and identifying security weaknesses and insufficiencies. This would also enable the regional office to offer technical assistance. Benefits would be shared among states and, consequently, states would be able to help one another and create an area of integrated roles as different states have different capabilities.
- V. The audit team would prove helpful in applying continual surveillance approaches; this is already required from ICAO. As the teamwork increases it would gain more power and coherence resulting in undermining terrorist actions in the region and deterring terrorists from thinking of penetrating into the Arab countries.

## Fifth - Linking security bodies in the Arab region:

- I. Aviation security operations represent a single system, and we have aviation security experts, the Arab Aviation Security Committee, and the audit team to be created. Should all these bodies join forces and collaborate through the regional office, their work in this field would be strengthened, differences would be minimized, and security consistency would be achieved. This would result in sharing thoughts and opinions concerning developing aviation security.

### Sixth - Putting a mid-term security plan to develop aviation security

- I. Sustaining aviation security has become a strategic goal and an international and regional requisite. ICAO has therefore put a strategic aviation security plan in 2002 and is now in the process of laying a new plan for the new comprehensive aviation security strategy. As Arab countries, we should develop a comprehensive regional strategy based on the organization's plan and set a general framework. Each state would develop its own plan in line with this framework.
- II. There are seven areas of focus in the new comprehensive aviation security strategy. However, certain countries have not yet filled the gaps in the comprehensive audit plan; this encumbers the implementation of the new ICAO strategy. These countries should therefore seek the assistance of the regional office in order to incorporate these gaps in the new strategy and develop them in one plan.
- III. Upon reviewing the seven areas of focus in the organization's plan, some differences in the countries' positions concerning implementation may be noticed. These need to be in line with the above mentioned seven areas of focus. This requires gathering information from each country in order to assist with implementation, conducting surveys to assess the gaps that need to be bridged, and preparing corrective plans for the outcome of the comprehensive audit.
- IV. Since ICAO's new strategy is set for the period 2011- 2016, all areas of discussion can be reviewed. This will require organizing a workshop composed of aviation security specialists and experts from Arab countries to achieve a broad scope of discussion aimed at presenting papers offering substantial conclusions and recommendations.

### **3. ACTION BY THE MEETING**

3.1 To urge MID countries to adopt the suggestions included in this paper and to create a work team which would undertake developing a plan to meet security requirements.

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