



ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Security Policy

**CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES  
RELATED TO THE SAFEGUARDING OF INTERNATIONAL CIVIL  
AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE**

(Presented by the Council of ICAO)

**EXECUTIVE SUMMARY**

This paper presents proposals to revise Assembly Resolution A36-20: *Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference*. It takes into account the outcome of Regional Conferences which took place in Mexico City, Mexico; Tokyo, Japan; Abuja, Nigeria; and Abu Dhabi, United Arab Emirates, as well as adoption of the ICAO Comprehensive Aviation Security Strategy for the next two triennia, to succeed the Aviation Security Plan of Action. Furthermore, the draft text includes amendments considered necessary to clarify the content of the present policies.

**Action:** The Assembly is invited to review the modifications proposed and adopt the updated Resolution in the Appendix to supersede Resolution A36-20.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B, Security, aimed at strengthening ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken within the resources available in the 2011-2013 Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	A37-WP/18 — ICAO Comprehensive Aviation Security Strategy (ICASS) – Strategic Plan of Action 2011-2016 A37-WP/32 — Implementation and Evolution of the ICAO Universal Security Audit Programme A37-WP/17 — Implementation Support and Development – Security Programme (ISD-Security) Doc 9902, <i>Assembly Resolutions in Force (as of 28 September 2007)</i>

## 1. INTRODUCTION

1.1 In 2007, the 36th Session of the ICAO Assembly adopted Resolution A36-20: *Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference*. In accordance with Resolving Clause 2 of Resolution A36-20, which requires that a consolidated statement be submitted by the Council at each ordinary session of the Assembly for review, a revised version of Resolution A36-20 is presented in the Appendix to this working paper for consideration and adoption by the Assembly.

## 2. PROPOSED AMENDMENTS TO THE EXISTING CONSOLIDATED STATEMENT

2.1 The Assembly, when determining whether any amendments should be made to the existing consolidated statement, may wish to take into account the following significant developments in the field of aviation security.

2.1.1 On 25 December 2009, a passenger on board Northwest Airlines flight 253 attempted to detonate an explosive device containing pentaerythritol tetranitrate (known as PETN) while the aircraft was in flight from Amsterdam, the Netherlands to Detroit, United States, in an attempt to bring down the aircraft. The device did not explode but ignited, causing injury to the suspect and two other passengers. The suspect was subdued by passengers and crew. The aircraft landed safely shortly thereafter at Detroit.

2.1.1.1 Following the incident of attempted sabotage of Northwest Airlines flight 253, Ministerial-level regional conferences on aviation security were held in Mexico City, Mexico (16 to 17 February), Tokyo, Japan (13 March), Abuja, Nigeria (11 to 13 April) and Abu Dhabi, United Arab Emirates (1 to 2 June). These Regional Conferences resulted in the adoption of Joint Declarations on Aviation Security, representing each Region's response to the latest attack on the air transport system.

2.1.1.2 In their Joint Declarations on Aviation Security, States affirmed their commitment to prevent acts of unlawful interference with civil aviation in all its forms, with particular attention to countering terrorist threats posed to civil aviation. The Conferences underscored the need to enhance international aviation security standards and measures in order to respond more effectively to new and existing threats. The Declarations recognized the need to strengthen international cooperation in various efforts to enhance aviation security worldwide; the critical importance of sharing information on passengers, with due respect to their civil rights; and the role of technology in addressing the evolving threat. The Conferences urged the 37th Session of the Assembly to adopt a resolution that reflects the principles contained in the Declarations.

2.1.2 A new plan of action, known as the ICAO Comprehensive Aviation Security Strategy, has been adopted, which provides a framework for ICAO's aviation security activities for the next two triennia (2011-2016).

2.1.3 A revised process for the reporting and dissemination of aviation security-related incidents, through a new secure online database on acts of unlawful interference, has been established.

2.2 The draft text in the Appendix also includes amendments considered necessary to clarify the intent of present policies. Those provisions that are deemed to have served their purpose have been identified for deletion. The proposed changes to Resolution A36-20 appear in shading and strikeout.

## APPENDIX

### DRAFT RESOLUTION FOR ADOPTION BY THE 37TH SESSION OF THE ASSEMBLY

#### **Resolution A36-2013/...: Consolidated statement on the continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference**

*Whereas* it is considered desirable to consolidate Assembly resolutions on the policies related to the safeguarding of international civil aviation against acts of unlawful interference in order to facilitate their implementation and practical application by making their texts more readily available, understandable and logically organized;

*Whereas* in Resolution A365-209 the Assembly resolved to adopt at each session a consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference; and

*Whereas* the Assembly has reviewed proposals by the Council for the amendment of the consolidated statement of continuing ICAO policies in Resolution A365-209, Appendices A to H inclusive, and has amended the statement to reflect the decisions taken during the 376th Session;

*The Assembly:*

1. Resolves that the Appendices attached to this resolution constitute the consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference, as these policies exist at the close of the 376th Session of the Assembly;
2. Resolves to request that the Council submit for review at each ordinary session a consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference; and
3. Declares that this resolution supersedes Resolution A365-209.

## APPENDIX A

### General policy

*Whereas* the development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to general security;

*Whereas* acts of unlawful interference against civil aviation have become the main threat to its safe and orderly development;

*Whereas* the threat of terrorist acts, including those posed by the use of aircraft as a weapon of destruction, by the targeting of aircraft by man-portable air defence systems (MANPADS), other surface-to-air missiles systems, light weapons and rocket-propelled grenades, by carrying on board liquids, gels and aerosols as component parts of an improvised explosive device, by sabotage or attempted sabotage using an improvised explosive device, by the unlawful seizure of aircraft, or by attack on aviation facilities and other acts of unlawful interference against civil aviation, has a serious adverse effect on the safety, efficiency and regularity of international civil aviation, endangering the lives of

persons on board and on the ground and undermining the confidence of the peoples of the world in the safety of international civil aviation;

*Whereas* all acts of unlawful interference against international civil aviation constitute a grave offence in violation of international law;

*Recalling* Assembly Resolutions A33-1 and A36-19~~1~~ and the recommendations of the High-level, Ministerial Conference on Aviation Security held in February 2002;~~and~~

*Noting* actions taken so far by the Council, in particular the adoption of the ICAO Aviation Security Plan of Action in June 2002, as well as the new preventive measures, strengthening the means available to the Organization in order to counter new and ~~emerging-existing~~ threats to civil aviation; ~~and~~

*Endorsing* the ICAO Comprehensive Aviation Security Strategy and its seven strategic focus areas, as adopted by the Council on 17 February 2010, which provides the framework for ICAO's aviation security activities for the next two triennia (2011-2016), to succeed the current Aviation Security Plan of Action;

*The Assembly:*

1. *Strongly* condemns all acts of unlawful interference against civil aviation wherever and by whomsoever and for whatever reason they are perpetrated;
2. *Notes* with abhorrence acts ~~and attempted acts~~ of unlawful interference aimed at the destruction in flight of civil aircraft in commercial service including any misuse of civil aircraft as a weapon of destruction and the death of persons on board and on the ground;
3. *Reaffirms* that aviation security must continue to be treated as a matter of highest priority and appropriate resources should be made available by ICAO and its ~~Contracting-Member~~ States;
4. *Calls* upon all Contracting States to confirm their resolute support for the established policy of ICAO by applying the most effective security measures, individually and in cooperation with one another, to prevent acts of unlawful interference and to punish the perpetrators, planners, sponsors, ~~and~~ financiers of conspirators in any such acts;
5. *Reaffirms* ICAO's responsibility to facilitate the consistent and uniform resolution of questions which may arise between Contracting States in matters affecting the safe and orderly operation of international civil aviation throughout the world;
6. *Directs* the Council to continue, as an urgent priority, its work relating to measures for prevention of acts of unlawful interference, ~~in particular the implementation of the ICAO Aviation Security Plan of Action~~ on the basis of the strategic direction provided under the ICAO Comprehensive Aviation Security Strategy, and ensure that this work is carried out with the highest efficiency and responsiveness;
7. *Welcomes-Expresses* the integration of 48 per cent of appreciation to Contracting States for the voluntary contributions in the form of human and financial resources to the Aviation Security Plan of Action during the 2008-2010 ~~into the Regular Budget and requests the Council to take total integration as an essential parameter of the development of the 2011-2013-triennium-budget;~~ and

8. *Urges* all Contracting States to continue to financially support the ICAO Aviation Security Plan of Action, by concluding voluntary funding memorandums with the Organization since the Plan's full implementation will still be dependent on voluntary contributions until such time as it is fully included in the Regular Budget aviation security activities through the ICAO Comprehensive Aviation Security Strategy.

## APPENDIX B

### International legal instruments, enactment of national legislation and conclusion of appropriate agreements for the suppression of acts of unlawful interference with civil aviation

#### a) *International legal instruments*

*Whereas* the protection of civil aviation from acts of unlawful interference has been enhanced by the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), by the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970)<sup>1</sup>, by the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971)<sup>1</sup>, by the *Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation*, (Montréal, 1988)<sup>1</sup> as well as by the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991) and by bilateral agreements for the suppression of such acts;

*The Assembly:*

1. *Urges* Contracting States which have not yet done so to become parties to the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), to the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970)<sup>1</sup>, to the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971)<sup>1</sup> and the 1988 *Supplementary Protocol to the Montréal Convention*<sup>1</sup>, and to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991). Lists of States Parties to aviation security legal instruments can be found on [www.icao.int](http://www.icao.int) under the ICAO Treaty Collection;

2. *Calls* upon States not yet parties to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* to give effect, even before ratification, acceptance, approval or accession, to the principles of that instrument and calls upon States which manufacture plastic explosives to implement the marking of such explosives as soon as possible; and

3. *Requests* the Council to instruct direct the Secretary General to continue to remind States of the importance of becoming parties to the Tokyo, The Hague<sup>1</sup> and Montréal<sup>1</sup> Conventions, to the 1988 *Supplementary Protocol to the Montréal Convention*<sup>1</sup> and the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* and to provide assistance requested by States encountering any difficulties in becoming parties to these instruments.

#### b) *Enactment of national legislation and conclusion of appropriate agreements*

*Whereas* deterrence of acts of unlawful interference with civil aviation can be greatly facilitated through the enactment by Contracting States of national criminal laws providing severe penalties for such acts;

<sup>1</sup> Reference to these legal instruments may be revised based on the outcome of the Diplomatic Conference in Beijing, China on 10 September 2010.

*The Assembly:*

1. *Calls* upon Contracting States to give special attention to the adoption of adequate measures against persons committing, planning, sponsoring, financing or facilitating acts of unlawful seizure of aircraft, acts of sabotage or attempted sabotage or other acts or attempted acts of unlawful interference against civil aviation, and in particular to include in their legislation rules for the severe punishment of such persons; and

2. *Calls* upon Contracting States to take adequate measures relating to the extradition or prosecution of persons committing acts of unlawful seizure of aircraft, acts of sabotage or attempted sabotage or other acts or attempted acts of unlawful interference against civil aviation by adopting appropriate provisions in law or treaty for that purpose or by strengthening existing arrangements and by concluding appropriate agreements for the suppression of such acts which would provide for the extradition of persons committing criminal attacks on international civil aviation.

## APPENDIX C

### Implementation of technical security measures

*Whereas* protection of civil aviation against acts of unlawful interference requires continued vigilance and development and implementation of positive safeguarding action by the Organization and its Contracting Member States;

*Whereas* a clear need exists for the strengthening of security to be applied to all phases and processes associated with the carriage of persons, their cabin and checked-hold baggage, cargo, mail, courier and express parcels;

*Whereas* Machine Readable Travel Documents strengthen security by improving the integrity of documents which verify the identity of travellers and air crew;

*Whereas* such Machine Readable Travel Documents also enable high-level cooperation among States to strengthen resistance to passport fraud, including the forgery or counterfeiting of passports, the use of valid passports by impostors, the use of expired or revoked passports, and the use of fraudulently obtained passports;

*Whereas* the use of Machine Readable Travel Documents and other passenger information tools can also be employed for security purposes, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

*Whereas* the responsibility for ensuring that security measures are applied by government agencies, airport authorities and aircraft operators rests with the Contracting States;

*Whereas* the implementation of the security measures advocated by ICAO is an effective means of preventing acts of unlawful interference with civil aviation; and

*Whereas* countermeasures for protection of civil aviation can only be effective through employment of highly trained security personnel, in addition to background checks, certification and quality control;

*The Assembly:*

1. *Urges* the Council to continue to attach the highest priority to the adoption of effective measures for the prevention of acts of unlawful interference commensurate with the current threat to the security of international civil aviation and to keep up to date the provisions of Annex 17 to the Chicago Convention;

2. *Requests* that the Council complete, in addition to the International Explosives Technical Commission (IETC) mandate as prescribed by the *Convention on the Marking of Plastic Explosives for the Purpose of Detection*, studies into methods of detecting explosives or explosive materials, especially into the marking of those explosives of concern, other than plastic explosives, with a view to the evolution, if needed, of an appropriate comprehensive legal regime;

3. *Urges* all States on an individual basis and in cooperation with other States to take all possible measures for the prevention of acts of unlawful interference, in particular, those required or recommended in Annex 17 to the *Convention on International Civil Aviation* as well as those recommended by the Council;

4. *Urges* Contracting States to intensify their efforts for the implementation of existing Standards and Recommended Practices (SARPs), and Procedures relating to aviation security, to monitor such implementation, to take all necessary steps to prevent acts of unlawful interference against international civil aviation and to give appropriate attention to the guidance material contained in the *ICAO Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973) and available on the ICAO restricted website;

5. *Encourages* Contracting States to promote aviation security as a fundamental component of national, social and economic priorities, planning and operations;

6. *Encourages* Contracting States, pursuant to their domestic laws, regulations and aviation security programmes, and in accordance with applicable SARPs and the capacity of each State, to promote the implementation of aviation security measures in a practical manner to:

- a) broaden existing cooperation mechanisms amongst States and industry, as appropriate, for information exchange and the early detection of security threats to civil aviation operations;
- b) share expertise, best practices and information relating to preventive security measures, including screening and inspection techniques, the detection of explosives, airport security behavioural detection, screening and credentialing of airport staff, human resource development and the research and development of relevant technologies; and
- c) utilize modern technologies to detect prohibited materials and to prevent the carriage of such materials on board aircraft while respecting the privacy and safety of individuals;

7. *Calls* upon Contracting States to examine information exchange mechanisms including the use of liaison officers and further use of Advance Passenger Information (API) provided by air carriers, to reduce the risk to passengers, while ensuring the protection of privacy and civil liberties;

68. *Calls* upon Contracting States, while respecting their sovereignty, to minimize disruption to air travel resulting from confusion or inconsistent interpretation of standards by cooperating and coordinating actions in order to implement SARPs and guidance consistently, efficiently and effectively and by providing clear, well-timed and readily available information to the travelling public;

79. *Urges* those Contracting States that have not already done so, to begin issuing only machine readable passports in accordance with the specifications of Doc 9303, Part 1, ~~not later than 1 April 2010;~~

810. *Requests* the Council to ~~instruct~~ ~~direct~~ the Secretary General to:

- a) ensure that the provisions of Annex 17 and Annex 9 — *Facilitation* are compatible with and complementary to each other, provided that the effectiveness of security measures is not compromised;
- b) where relevant, include items dealing with aviation security on the agenda of ICAO meetings;
- c) ~~convene~~ continue to promote the adoption of effective security processes and concepts, through awareness raising regional and sub-regional aviation security ~~seminars~~ events at the request of States concerned;
- d) develop and update the ICAO Training Programme for Aviation Security and Aviation Security Training Packages (ASTPs);
- e) ~~oversee and~~ develop and promote the aviation security training centres (ASTCs) network within the existing framework to ensure training standards are maintained and sound levels of cooperation are achieved; ~~and~~
- f) continue to ~~analyse potential~~ cooperate with the Aviation Security Panel to address new and existing threats to civil aviation, threats to non-secured areas and MANPADS, and to develop appropriate preventative measures, involving, among other things, employee access to secured facilities, ~~threats to non-secured areas, MANPADS,~~ effective screening of passengers, baggage and cargo, ~~and the security supply chain~~ security and service providers; ~~and~~
- g) promote the development of mutual recognition processes with the goal of assisting States in achieving mutually beneficial arrangements, including one-stop security arrangements.

911. *Directs* the Council to ~~instruct~~ ~~direct~~ ~~require~~ the Secretary General to update and amend at appropriate intervals the Security Manual and develop new guidance material, including detailed guidance material on liquids, aerosols and gels, as required, designed to assist Contracting States in responding to ~~emerging~~ new and existing threats to aviation and implementing the specifications and procedures related to civil aviation security; and

102. *Directs* the Council to instruct the Aviation Security Panel to ~~review~~ ~~continually~~ assess its terms of reference and governing procedures ~~at an early date with the objective of removing perceived~~ to ensure there are no constraints on the Panel's ability to consider the full scope of aviation security issues.



**APPENDIX D****Action of States concerned with an act of unlawful interference**a) *Acts of unlawful interference*

*Whereas* acts of unlawful interference continue seriously to compromise the safety, regularity and efficiency of international civil aviation;

*Whereas* the safety of flights of aircraft subjected to acts of unlawful seizure may be further jeopardized by the denial of navigation aids and air traffic services, the blocking of runways and taxiways and the closure of airports; and

*Whereas* the safety of passengers and crew of an aircraft subjected to an act of unlawful seizure may also be further jeopardized if the aircraft is permitted to take off while still under seizure;

*The Assembly:*

1. *Expresses* concern about the challenges posed to security of civil aviation by new and ~~emerging~~ existing threats and the changing modus operandi used in perpetrating acts of unlawful interference;
2. *Recalls* in this regard the relevant provisions of the Chicago, Tokyo, The Hague, and Montréal Conventions, and the 1988 Supplementary Protocol to the Montréal Convention,
3. *Recommends* that States take into account the above considerations in the development of their policies and contingency plans for dealing with acts of unlawful interference;
4. *Urges* Contracting States to provide assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land;
5. *Urges* Contracting States to ensure that an aircraft subjected to an act of unlawful seizure which has landed in its territory is detained on the ground unless its departure is necessitated by the overriding duty to protect human life;
6. *Recognizes* the importance of consultations between the State where an aircraft subjected to an act of unlawful seizure has landed and the State of the operator of that aircraft as well as notification by the State where the aircraft has landed to the States of assumed or stated destination;
7. *Urges* Contracting States to cooperate for the purpose of providing a joint response in connection with an act of unlawful interference, as well as utilizing, if necessary, the experience and capabilities of the State of the operator, the State of manufacture and the State of registration of an aircraft which has been subjected to an act of unlawful interference, while taking measures in their territory to free the passengers and crew members of that aircraft;
8. *Condemns* any failure by a Contracting State to fulfil its obligations to return without delay an aircraft which is being illegally detained or to extradite or submit to competent authorities without delay the case of any person accused of an act of unlawful interference with civil aviation; and

9. *Calls* upon Contracting States to continue to assist in the investigation of such acts and in the apprehension and prosecution of those responsible.

b) *Reporting on acts of unlawful interference*

*Whereas* official reports filed by States concerned with acts of unlawful interference should provide credible information and constitute the basis for evaluation and analysis of acts; and

*Whereas* the ICAO online database of acts of unlawful interference is an effective tool for the prompt dissemination of information related to aviation security incidents, and is readily accessible by Contracting States;

*The Assembly:*

1. *Notes* with concern that many States experiencing acts of unlawful interference often do not provide the Council with the official reports on such acts;

2. *Urges* States to fulfil their obligations under Article 11 of The Hague Convention and Article 13 of the Montréal Convention as well as under Annex 17, following occurrences of unlawful interference, to forward to the Council, as soon as possible, all relevant information required by those Articles and SARPs in order to enable the Secretariat to retain accurate and complete information and to analyse trends and ~~emerging~~ ~~new~~ threats to civil aviation;

3. *Directs* the Council to ~~instruct~~ ~~direct~~ the Secretary General, within a reasonable time from the date of a specific occurrence of unlawful interference, to request that concerned States forward to the Council in accordance with their national law all relevant information concerning such an occurrence, including, particularly, information relating to extradition or other legal proceedings; and

4. *Requests* that the Council direct the Secretary General, in conjunction with the Aviation Security Panel, to monitor, collate, verify and analyse reported acts of unlawful interference, inform States of trends and potential and ~~emerging~~ ~~new~~ threats, and develop appropriate guidance to deter new and ~~emerging~~ ~~existing~~ threats.

## APPENDIX E

### The ICAO Universal Security Audit Programme

*Editorial Note.* — The Appendix related to the ICAO Universal Security Audit Programme (USAP) will be considered with the report to the Assembly on progress made in the execution of the USAP under Item 14, Universal Security Audit Programme (USAP).

## APPENDIX F

### Assistance to States in ~~the implementation of technical measures~~ ~~establishing aviation security~~ ~~oversight capacity~~ for the protection of international civil aviation

*Whereas* the implementation of technical measures for prevention of acts of unlawful interference with international civil aviation requires financial resources and training of personnel; and

*Whereas*, notwithstanding assistance given, some countries, in particular developing countries, lack aviation security oversight capacity, and still face difficulties in fully implementing preventive measures due to insufficient financial, technical and material resources;

*The Assembly:*

1. *Directs* the Council to request the Secretary General to facilitate and coordinate technical assistance and support for States that need to improve their security oversight and airport security as identified in the Universal Security Audit Programme (USAP) reports;
2. *Invites* developed countries to give assistance to the countries which are not able to implement programmes of recommended technical measures for the protection of aircraft on the ground and, in particular, in the processing of passengers, their cabin and checked-hold baggage, and cargo, mail, courier and express parcels;
3. *Invites* Contracting States to consider requesting assistance from ICAO and the Implementation Support and Development (ISD) Branch, other international organizations such as the United Nations Development Program, and the Technical Cooperation Programme to meet their technical assistance requirements arising from the need to protect international civil aviation;
4. *Invites* Contracting States to take advantage of ICAO short-term remedial assistance available under the ISD Programme and longer-term State assistance projects under the Technical Cooperation Programme to remedy deficiencies identified during audits;
5. *Urges* all States that have the means to do so to increase technical, financial and material assistance to countries in need of such assistance to improve aviation security through bilateral and multilateral efforts, that are fully coordinated, through the ICAO-ISD Programme;
6. *Urges* Contracting States to utilize ICAO aviation security training centres (ASTCs) for security training; and
7. *Urges* the international community to consider increasing assistance to States and enhancing cooperation amongst them, in order to be able to benefit from the achievement of the aims and objectives of the *Convention on the Marking of Plastic Explosives for the Purpose of Detection*, in particular through the International Explosives Technical Commission (IETC).

## APPENDIX G

### **Action by the Council with respect to multilateral and bilateral cooperation in different regions of the world**

*Whereas* the rights and obligations of States under the international legal instruments on aviation security and under the SARPs adopted by the Council on aviation security could be complemented and reinforced in multilateral and bilateral cooperation between States;

*Whereas* the multilateral and bilateral agreements on air services represent the main legal basis for international commercial carriage by air of passengers, baggage, cargo and mail; and

*Whereas* provisions on aviation security should form an integral part of the multilateral and bilateral agreements on air services;

*The Assembly:*

1. *Recognizes* that success in eliminating threats to civil aviation can only be achieved through the concerted effort of everyone concerned and a close working relationship between national agencies and aviation security regulators of all Contracting States;
2. *Urges* all Contracting States to insert into their **multilateral and** bilateral agreements on air services a clause on aviation security, taking into account the model clause adopted by the Council on 25 June 1986 and the model agreement adopted by the Council on 30 June 1989;
3. *Urges* all Contracting States, who have not yet done so, to participate in the ICAO Aviation Security Point of Contact (PoC) Network, established for the communication of imminent threats to civil air transport operations, with the objective of providing a network of international aviation security contacts within each State;
4. *Urges* the Council, ~~through the Regional Offices,~~ **to request the Secretary General** to promote initiatives which enable the establishment of technological platforms for the exchange of aviation security information among Contracting States;
5. *Recommends-Requests* that the Council continue to:
  - a) gather the results of States' experience in cooperating with each other to prevent acts of unlawful interference with international civil aviation;
  - b) analyse differing circumstances and trends in preventing threats to international civil aviation in different regions of the world; and
  - c) prepare recommendations for strengthening measures to deter and prevent such acts of unlawful interference; and
6. *Directs* the Council to act with the requisite urgency and expedition to address new and ~~emerging-existing~~ threats to civil aviation, seeking to mitigate unnecessary disruption to air travel as a result of confusion or inconsistent implementation or interpretation of necessary measures, facilitating a common and consistent response by States, and encouraging clear communication by States to the travelling public.

## **APPENDIX H**

### **International and regional cooperation in the field of aviation security**

*Recognizing* that the threat posed to civil aviation requires development of an effective global response by States and concerned international and regional organizations;

*The Assembly:*

1. *Invites* the Civil Air Navigation Services Organization (CANSO), the International Atomic Energy Agency (IAEA), the International Criminal Police Organization (ICPO/INTERPOL), the Organization for Security and Cooperation for Europe (OSCE), the United Nations Office on Drugs and Crime (UNODC), the Universal Postal Union (UPU), the International Air Transport Association (IATA), Airports Council International (ACI), the International Federation of Airline Pilots' Associations

(IFALPA) and other stakeholders to continue their cooperation with ICAO, to the maximum extent possible, to safeguard international civil aviation against acts of unlawful interference;

2. *Directs* the Council to take into account the G8 Secure and Facilitated International Travel Initiative (SAFTI) and to continue its collaboration with this group and other relevant groups of States such as the Asia-Pacific Economic Cooperation Secure Trade in the Asia and Pacific Region (STAR) initiative in its work relating to development of countermeasures against the threat posed by man-portable air defence systems (MANPADS) and encourage their implementation by all Contracting States; and

3. *Directs* the Council to continue its cooperation with the United Nations Counter-Terrorism Committee (CTC), in the global effort to combat terrorism.

— END —