



WORKING PAPER

ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security Policy

AVIATION SECURITY FOR THE NEXT TRIENNIUM

(Presented by Australia, Belgium, Canada, China, Germany, Ireland, Italy, Japan, Lebanon, Luxembourg, Mexico, New Zealand, Nigeria, Qatar, Russian Federation, Saudi Arabia, Senegal, Singapore, Slovenia, South Africa, Spain, Switzerland, United Arab Emirates, United Kingdom, United States)

EXECUTIVE SUMMARY

Aviation security is a critical pillar of the global civil aviation architecture. Given the continued security threats, all stakeholders must work together to strengthen aviation security, through sensible and practical approaches, and close collaboration with each other.

Action: The Assembly is invited to:

- a) note the work of the ICAO, together with ICAO Member States, the aviation industry and other stakeholders, towards enhancing global aviation security; and
- b) endorse and continue to support the direction and approaches to strengthening global aviation security as listed in paragraph 3.2.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B — <i>Security</i> .
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	Resolutions of the 37th Session of the Assembly A37-17 – Consolidated statement on the continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference A38-WP/12 – Outcomes of the High-Level Conference on Aviation Security (HLCAS) A38-WP/14 – Consolidated Statement on the Continuing ICAO Policies Related to the Safeguarding of International Civil Aviation Against Acts of Unlawful Interference

1. INTRODUCTION

1.1 Since the terrorist attacks of 11 September 2001 and the ICAO Ministerial Conference on Aviation Security in 2002, ICAO Member States, the aviation industry, and other stakeholders have taken a significant number of measures to enhance global aviation security. There has been strong political commitment by ICAO Member States, as well as increased collaboration between and amongst all stakeholders, to develop new approaches and measures to combat the threat from terrorism against international air transport, whilst ensuring smooth facilitation and efficiency of air transport operations.

1.2 At the 37th Session of the ICAO Assembly in 2010, the Assembly endorsed and issued Resolution A37-17 – *Consolidated Statement on the Continuing ICAO Policies Related to the Safeguarding of International Civil Aviation Against Acts of Unlawful Interference*. Assembly Resolution A37-17 holistically covers general policies; encouraging ICAO Member States to adopt and comply with international aviation security legal instruments; technical security measures; actions of States concerned with acts of unlawful interference; the ICAO Universal Security Audit Programme; assistance to States in establishing aviation security oversight capacity; multilateral and bilateral cooperation; as well as international and regional cooperation. The Assembly also issued a Declaration on Aviation Security which urged Member States to take various actions to enhance international cooperation to counter threats to civil aviation. Assembly Resolution A37-17 and the Security Declaration provided high-level directions and signalled a strong commitment from ICAO Member States, the aviation industry, and other stakeholders, to continue their efforts, individually and in collaboration with each other, to strengthen global aviation security against the threat from terrorism and acts of unlawful interference.

2. KEY AVIATION SECURITY DEVELOPMENTS

2.1 Since the 37th ICAO Assembly, there have been a number of key developments on the aviation security front. These include continued security threats and terrorist attacks on civil aviation targets, as well as efforts by the international civil aviation community to develop new approaches and measures to protect global civil aviation operations.

2.2 The ICAO has played a leading role in the global effort to galvanise the international civil aviation community towards enhancing aviation security through the work of the Secretariat (including its Secretariat Study Groups), and through all participants of the ICAO's Aviation Security Panel and its working groups. Some of the key efforts undertaken and achieved by the ICAO over the past three years include:

- a) Convening of a series of regional conferences to encourage and raise high-level support within all regions for enhancing aviation security. The conferences included those held in Toledo, Abu Dhabi, Abuja, Mexico City, Tokyo Caracas, Dakar, Kuala Lumpur, Manama, Moscow, and New Delhi;
- b) Convening the ICAO High-Level Conference on Aviation Security (HLCAS) in September 2012 in Montréal, Canada, which demonstrated high-level political commitment by ICAO Member States, the aviation industry, and other stakeholders towards a common goal of strengthening aviation security, and the issuance of a Communiqué mapping out further areas of focus to combat the threat from unlawful interference to civil aviation operations;
- c) Enhancing collaboration between the ICAO and other international organizations, such as the International Maritime Organization (IMO), the Universal Postal Union (UPU), and the World Customs Organization (WCO). In July 2012, the ICAO and the WCO held a first ever joint conference in Singapore, expressing strong commitment to work with each other and with all stakeholders to strengthen the security of air cargo and the supply chain. In July 2013, the ICAO, IMO, and WCO

also pledged to collaborate to synergize efforts to enhance the security of cargo moving between and across the aviation and maritime sectors;

- d) Several new working groups and technical advisory groups within the ICAO Aviation Security Panel have been set up to address major issues such as threat and risk; the insider threat; air cargo security; security technology; aviation security training; and to review next generation checkpoint screening. The work of these new groups complements the working groups on Annex 17 and Security Guidance Materials;
- e) New security Standards and Recommended Practices (SARPs) under Annex 17 to the Chicago Convention and new security guidance materials were developed, such as in the areas of the security of air navigation and air traffic services, air cargo security, and on screening at airports of persons other than passengers serving international civil aviation;
- f) New areas of collaboration were forged between the ICAO Aviation Security Panel and other ICAO technical panels, such as the Dangerous Goods Panel and Facilitation Panel, to better synergize and balance the ICAO's global approaches towards security, facilitation, and the handling of dangerous goods;
- g) The ICAO, its Member States, the aviation industry, and other stakeholders have been keeping up efforts to promote greater awareness and information sharing on aviation security threats and measures taken. In this regard, the development of the Risk Context Statement has been helpful in raising the awareness of Member States to new and emerging threats to aviation security. The ICAO's Aviation Security Point of Contact Network has served as a useful platform to foster communication and sharing of such information amongst Member States;
- h) Greater efforts and emphasis have been given by the ICAO, Member States, and other stakeholders in the area of aviation security training and capacity-building. New initiatives on capacity-building and training are being developed including in the areas of air cargo security, audits, and compliance, and in the areas of security screening and security controls;
- i) To better meet the diverse needs of Member States, the Universal Security Audit Programme (USAP) will move towards a USAP-Continuous Monitoring Approach (CMA) with different approaches to the different levels of compliance and oversight in the next revision of the USAP; and
- j) The use of new technology continues to be pursued. New technology and equipment for use in civil aviation security operations are being developed, tested and deployed around the world. These are beneficial for regulators and industry to improve both aviation security and facilitation, and yet cost-effective for civil aviation operations.

3. GOING FORWARD

3.1 Given the critical role of aviation security in the global civil aviation architecture, the ICAO, its Member States, the aviation industry, and other stakeholders must continue to keep up their efforts, individually and in collaboration with each other, to combat the threat from terrorism to international air transport operations. These efforts must complement efforts by stakeholders to ensure smooth facilitation and efficiency of civil aviation operations, and to optimize the use of limited resources.

3.2 Going forward, the 38th ICAO Assembly is requested to give its strong support to these efforts and to endorse the following approaches towards strengthening global aviation security:

- a) That the ICAO continue to provide global leadership, policy and technical directions, and recommendations, to guide all ICAO Member States, the aviation industry, and other stakeholders, to enhance aviation security in a harmonized and synergized manner across the world;
- b) That the ICAO's expert bodies on aviation security continue in their efforts to address critical aviation security issues and develop practical and sensible measures to address the threats to aviation security;
- c) That all ICAO Member States continue to level up their aviation security measures and standards and implementation, to be, at minimum, in compliance with the Standards of Annex 17 to the Chicago Convention;
- d) That the ICAO continue to work closely with other international organizations such as the IMO, UPU, and WCO; regional aviation organizations; and other industry partners such as the Airports Council International (ACI), Global Express Association (GEA), International Air Transport Association (IATA), The International Air Cargo Association (TIACA), and others, to develop and improve on aviation security measures and approaches towards a sustainable, and cost-effective balance between the needs of aviation security, facilitation, and operations;
- e) That the ICAO, its Member States and industry continue to promote innovative, effective, and efficient approaches to harmonize global aviation security efforts. In this regard, international cooperation amongst Member States towards risk-based and outcomes-based security should be undertaken in a mutual and collaborative manner;
- f) That the ICAO and all Member States continue to develop and improve on their aviation security audit, inspection, and oversight capabilities to ensure that the security measures adopted and applied for the protection of international civil aviation operations are robust and effective. In this regard, the ICAO is encouraged to continue its work on establishing the USAP-CMA for the next phase of its Universal Security Audit Programme;
- g) That the ICAO, its Member States, and all other stakeholders continue to keep up their efforts in the field of aviation security capacity-building and training, especially initiatives that could help States in need of such capacity-building and training;
- h) That the ICAO continue to promote the sharing of aviation security best practices and, within practicable means, sharing of information on aviation security threats for the benefit of all Member States. ICAO Member States should also join and utilize the ICAO Aviation Security Point of Contact Network for the sharing of such information, if they have not already done so; and
- i) That the ICAO, its Member States, and other stakeholders continue to work closely with each other to develop new and innovative aviation security approaches and measures that also factor in the need for smooth facilitation, efficiency of civil aviation operations, cost-effectiveness, and the optimal use of limited resources.