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(AVSEC/FAL/RG/2)**

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**Agenda Item 7 Training, Cooperation and Assistance
7.2 ICAO ISD-SEC update**

**REPORT ON THE ACTIVITIES OF THE IMPLEMENTATION SUPPORT AND
DEVELOPMENT-SECURITY (ISD-SEC) PROGRAMME**

(Presented by ICAO Secretariat)

SUMMARY

This paper provides information on the Implementation Support and Development-Security (ISD-SEC) Programme activities over the last year and describes progress made to implement the ICAO Aviation Security Assistance and Capacity Building Strategy.

Action by the Aviation Security and Facilitation Regional Group is proposed in paragraph 7.

References:

- AVSECP/23-WP/13

*Strategic
Objectives*

*This working paper is related to ICAO Strategic
Objective B.*

1. INTRODUCTION

1.1 In accordance with ICAO Assembly Resolution A37-17 *Consolidated statement on the continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference*, the ICAO Comprehensive Aviation Security Strategy and the ICAO Declaration on Aviation Security, the ISD-SEC Programme has successfully established partnerships with States, organizations, industry and other stakeholders to improve coordination of assistance efforts throughout the world. The ISD-SEC Programme also provides both standardized and tailored aviation security training courses and workshops to Member States.

2. **IMPLEMENTATION OF THE ASSISTANCE AND CAPACITY-BUILDING STRATEGY**

2.1 On 30 May 2011, the Secretary General approved the ICAO Aviation Security Assistance and Capacity-Building Strategy. The Strategy guides the ISD-SEC Programme towards fulfilling ICAO's mandate. Since its implementation, efforts have been made to ensure a more cohesive and coordinated ICAO-wide approach to assistance and capacity building in aviation security, including through closer partnership with the ICAO Technical Co-operation Programme.

2.2 A key element of the strategy is the development and implementation of State Improvement Plans (SIPs). These plans establish the assistance framework to address aviation security deficiencies in States, in an agreed and documented form.

2.3 Comprehensive SIPs have been developed and initiated for five States and one regional grouping of States. These plans provide a detailed roadmap of the assistance partnership between the Member State or group of Member States and ICAO. The SIPs further ensure that resources are properly allocated and used to achieve milestones and to track progress.

2.4 The ISD-SEC Programme is now using a systematic method of prioritizing States' assistance needs before resources are committed. Factors such as, but not limited to, Universal Security Audit Programme (USAP) results (cycle I and II), flight traffic volume and international flight destinations are taken into consideration to determine which Member States are in greatest need of assistance. While this process is still being refined, it has formed the foundation for a risk-based approach to allocating assistance and capacity-building resources.

2.5 While the majority of AVSEC assistance projects provided to Member States by ICAO are now proactively initiated by ICAO, ICAO continues to encourage and support ad hoc assistance requests. Such requests are subjected to a needs analysis prior to the commitment of resources, even when provided under a cost-recovery basis.

2.6 In 2011, integrated teams from the AVSEC Branch led security surveys in two States that had not undergone a USAP audit since the inception of the audit programme. This methodology not only proved useful in assessing the maturity of the States AVSEC system, but was instrumental in determining the critical need for assistance in both locations. This new approach was welcomed by the States.

3. **TRAINING ACTIVITIES**

3.1 Acknowledging the need for harmonization and standardization of aviation security training, the ISD-SEC Programme strengthened ICAO efforts in this regard. In order to make ICAO AVSEC training more accessible to the Member States, three new Aviation Security Training Centers (ASTCs) located in Mexico City, Mexico; New Delhi, India; and Doncaster, United Kingdom were added to the ASTC network, bringing the total to 23.

3.2 As a part of the ASTC activities, 25 ICAO-sponsored courses and workshops were conducted. Fifty-eight specialists successfully passed the National Inspectors Course (NIC) in 2011. Additionally, thirty-three additional instructors from all regions were certified by ICAO in response to the growing demand for aviation security training, thus increasing the total number of certified instructors to 211.

3.3 ICAO continues to offer seven Aviation Security Training Packages (ASTPs) for sale, namely: Basic; Cargo; Crisis Management; Exercise; Instructors; Management; and National Inspectors. Five AVSEC assistance workshops are available for presentation within the ASTC network and directly to States, namely: National Civil Aviation Security Training Programme; National Civil Aviation Security Programme; National Civil Aviation Security Quality Control Programme; Screening Certification Programme; and Airport Security Programme. Currently, an additional workshop on Risk Management is being finalized to reflect the new guidance material contained in the *Aviation Security Manual* (Doc 8973, Eighth Edition) and the Risk Context Statement being developed by the ICAO Aviation Security Panel Working Group on Threat and Risk. ASTP Cargo was re-developed and is currently being finalized. Provisionally, it will be available for sale in all ICAO languages in the fourth quarter of 2012.

3.4 Aviation Security training material continues to be developed in consultation with the ICAO Aviation Security Panel Working Group on Training. Further training based on new and emerging threats, as well as updated Security Manual guidance material, will be given priority.

3.5 The second cycle of the evaluation of the ASTCs began this year. Six ASTCs have been evaluated and the overall results were positive. Based on the results of their initial evaluation, one ASTC that demonstrated significant deficiencies received a follow-up evaluation during the second quarter of 2011. The results of this follow-up evaluation were positive and the ASTC's status was confirmed.

3.6 The inaugural ICAO-Singapore Aviation Security Leadership and Management Seminar (LAMS) was held at the Singapore Aviation Academy from 28 to 30 November 2011. Delegates comprising Director-Generals and CEOs from eight countries namely: Congo; Kiribati; Marshall Islands; Mauritius; Palau; Papua New Guinea; Solomon Islands and Vanuatu attended the Seminar, to be equipped with the strategic knowledge and insights to meet the security challenges and priorities in today's aviation environment. The next offering of the LAMS is scheduled from 4 to 6 December 2012.

4. REGIONAL ACTIVITIES

4.1 In order to further develop regionalized aviation security assistance to States and continue to foster regional cooperation and partnerships, three new Regional Officers/AVSEC (RO/AVSEC) were recruited for the Cairo, Paris, and Lima Regional Offices.

4.2 The ROs/AVSEC serve as the primary focal point for States requiring assistance with respect to audits and general assistance in the implementation of Annex 9 and Annex 17. They also have responsibility for being the operational focal point for all training activities within their respective regions. Additionally, they actively provide ISD-SEC with advice regarding regional training and assistance needs.

4.3 In partnership with Canada, regional training programmes have been conducted in the North American, Central American, Caribbean and the South American Regions, benefitting a total of 27 States. This programme is expected to continue until the end of 2013. During the year, ISD-SEC also continued its support of an AVSEC training initiative in Africa that is funded and administered by France.

5. CAPACITY DEVELOPMENT PARTNERSHIP BUILDING

5.1 In 2011, the Ad Hoc Group on Partnership in AVSEC Capacity Building was convened as a forum to exchange information on assistance activities and determine a collective and coordinated approach to aviation security assistance and capacity building. Additionally, the group shares information on security-related assistance activities in order to identify complementary or overlapping activities, so that ICAO may better utilize individual and collective resources. The group also approved a draft version of a *Good Projects Guide* which sets out best practices and approaches on assessing assistance needs, structuring assistance projects and evaluating outcomes of assistance provided.

5.2 The Group will continue to provide support to the ISD-SEC Programme in the development of partnerships and assistance projects for States that are rectifying their aviation security deficiencies.

5.3 The ISD-SEC Programme continues to provide technical and strategic support to ICAO Technical Co-operation Bureau (TCB) projects aimed at resolving aviation security-related deficiencies, including provision of support to regional and sub-regional efforts such as the *Cooperative Aviation Security Programme-Asia Pacific* (CASP-AP). In this respect, the ISD-SEC Programme and the Technical Co-operation Programme synchronize the planning, engagement and delivery of short and long-term AVSEC assistance to Member States in need. Technical support was also provided to the CASP-AP in the review of several project documents and programmes in order to ensure harmonization with Annex 17 and Annex 9 Standards and Recommended Practices.

6. MACHINE READABLE TRAVEL DOCUMENTS ASSISTANCE ACTIVITIES

6.1 The ICAO Secretariat and the Implementation and Capacity Building Working Group (ICBWG) of the Technical Advisory Group on Machine Readable Travel Documents (TAG/MRTD), is providing assistance to numerous States and international organizations on matters related to MRTD. The main focus of capacity building efforts continues to be assistance projects for States that were unable to meet the 1 April 2010 deadline for the mandatory introduction of ICAO-compliant Machine Readable Passports (MRP), as well as the optional upgrade of passport issuance to ePassports.

6.2 Regional Seminars on MRTDs, Biometrics and Border Security have been held in Qatar from 31 October to 2 November 2011, Singapore from 30 November to 2 December 2011 and in Brazil from 17 to 19 April 2012. These seminars promoted best practices related to MRTD procurement, secure passport issuance, and border control systems and processes. They also promoted the importance of issuing ICAO-compliant machine readable passports and participation in the ICAO Public Key Directory. The seminars also highlighted the relevance of the MRTD programme in the reinforcement of national and international security, with emphasis on trans-border crime and terrorism.

6.3 A workshop on the Travel Document Security and Identity Management project took place in Mexico City, Mexico from 12 to 15 December 2011 to provide information to Mexican and Dominican Republic government officials from diverse agencies. This workshop is part of a three-year capacity building project in the Americas financed by Canada and will be jointly implemented with the Organization of American States/Inter-American Committee Against Terrorism (OAS/CICTE).

6.4 A total of 70 States and international organizations received assistance, ranging from clarifying MRTD specifications and interpreting their requirements, to full-scale assessments, consultations or training sessions. Capacity-building activities included: technical consultations and workshops on ePassport issuance in Uzbekistan; passport issuance in Tajikistan (jointly with the Organization for Security and Co-operation in Europe (OSCE); workshop on travel document security for in Uruguay (jointly with OAS CICTE); technical consultations with Interpol on enhancing joint travel document security activities; and workshop on promoting the ICAO Public Key Directory (PKD) in Vienna for 53 OSCE States (jointly with OSCE and ICAO PKD Board).

6.5 The ICAO MRTD Programme has been consolidating its cooperation with the Technical Co-operation Programme. A number of new cooperation and capacity-building projects have been started, including in Lesotho, Ecuador, Mexico, Antigua and Barbuda, Algeria and other States. The Secretariat has also been registering requests for assistance that require larger-scale input and resources, and has been exploring providing such assistance.

7. ACTION BY THE REGIONAL GROUP

7.1 The Aviation Security and Facilitation Regional Group is invited to:

- a) note the information contained in this working paper; and
- b) continue its support of regional assistance and training activities by the participation of its personnel in ICAO-sponsored activities.