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**Ninth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/09)**

Port-of-Spain, Trinidad and Tobago, 25 to 27 June 2019

**Agenda Item 7: NAM/CAR Regional Aviation Security/Facilitation Implementation  
7.1 General**

**RECENT DEVELOPMENTS IN AVIATION SECURITY**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This paper presents information on recent developments in aviation security policy and the Universal Security Audit Programme.	
<i>Strategic Objectives:</i>	<i>Security and Facilitation</i>
<i>References:</i>	Annex 17 – <i>Security</i> Annex 9 – <i>Facilitation</i> Doc 8973 – <i>Restricted, Aviation Security Manual</i> Doc 10118 – <i>Global Aviation Security Plan</i>

**1. INTRODUCTION**

1. The aviation security (AVSEC) community was highly active in the ten months since the eighth meeting of the NACC/DCA. Many of the actions were generated by the Priority Outcomes articulated in the Global Aviation Security Plan (GASeP) and supported through the individual Regional Roadmaps. These ranged from expanded symposia to enhanced Standards and supporting materials.

**2. ICAO AVIATION SECURITY WEEK 2018**

2.1 In late 2018, ICAO presented a week-long event focused on AVSEC. The week began with ICAO's Second Global Aviation Security Symposium (AVSEC2018) which included, for the first time, an AVSEC Industry Engagement Day. The Second High-level Conference on Aviation Security (HLCAS/2) was held on the final two days.

2.2 AVSEC2018 focused on the concept of "the need to know" and throughout the symposium, participants discussed the benefits and drawbacks of information-sharing across the broad spectrum of aviation security activities. The symposium and AVSEC Industry Engagement Day referred extensively to the GASeP and UN Security Council resolution 2309 (2016).

2.3 HLCAS/2 considered five agenda items and formulated 21 recommendations. These recommendations fell into two general categories: a) those addressed directly to States and/or industry; and b) those that call for action by ICAO. Recommendations addressed to stakeholders will be communicated through the dispatch of State letters, whereas those directed at ICAO will be progressed by the Council and/or Secretariat. Many of the Conference outcomes are already being progressed by the Secretariat, with a majority of others to be accomplished in 2019. Results will be reported to the Council and its Committees during 2019 Sessions.

### 3. ICAO AVIATION SECURITY WEEK 2019

3.1 The third annual Global Aviation Security Symposium (AVSEC2019) will be convened from 18 to 19 September 2019 at ICAO Headquarters, and followed by an Industry Engagement Day held on 20 September 2019. This year's event theme is "AVSEC Innovative Solutions" and will include speeches, panels, activities, workshops, and real-time polls that focus on the challenges encountered in improving aviation security and mechanisms employed to overcome those issues. Sessions will highlight best practices and lessons learned by States, industry, and organizations as they work to complete the tasks and achieve the outcomes of the GASeP and its global and regional Roadmaps. AVSEC2019 is timed to align with the International World Aviation Fair, celebrating the 75th anniversary of the Chicago Convention, and the 40th Session of the ICAO Assembly.

### 4. ANNEX 17 – SECURITY

4.1 The Thirtieth meeting of the Aviation Security Panel (AVSECP/30) reviewed proposed Amendment 17 to Annex 17 – *Security*, which includes new and/or revised provisions on background checks, vulnerability assessments, information sharing, and screening of persons other than passengers. These revisions were recommended by the Working Group on Annex 17, based on suggestions for a comprehensive review of Annex 17 measures relevant to current threats as discussed at AVSECP/29.

4.2 The Council of ICAO, at its 217th Session, considered these proposals and agreed that the proposed Amendment 17 be circulated by the Secretary General to States and concerned international organizations for comments by the end of September 2019. It is anticipated that the proposed Amendment 17 will be presented to the Council for adoption during its 218th Session in November 2019, and is envisaged to become applicable in July 2020.

### 5. GUIDANCE MATERIAL

5.1 New and updated guidance material was endorsed by AVSECP/30 and, subsequently, approved by the Council for distribution to relevant stakeholders. The areas addressed by the guidance material include screening using explosives trace detection equipment; chemical, biological and radiological incidents; assessing the threat posed by persons through behavior detection; in-flight and airport supplies; and sensitive aviation security information. The upcoming 11th Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted), scheduled to be published in the fourth quarter of 2019, will incorporate those new and updated best practices.

### 6. INTERNATIONAL COOPERATION

6.1 ICAO cooperates with various United Nations (UN) Offices, Directorates and Specialized Agencies (e.g., United Nations Counter-Terrorism Centre (UN CCT), UN Counter-Terrorism Executive

Directorate (UNCTED), and UN Office on Drugs and Crime (UNODC)) as well as other international organizations (e.g., INTERPOL, International Organization for Migration (IOM) and World Custom Organization (WCO)) to fulfil the commitments defined in the UN Global Counter-Terrorism Strategy. Cooperative activities are directly related to aviation security and facilitation, identity, and border control management as described in UN Security Council resolutions 1373 (2001), 1624 (2005), 2178 (2014), 2309 (2016), 2341 (2017) and 2396 (2017).

6.2 In May 2018, the ICAO Secretariat and UNCTED signed an Arrangement on Cooperation, which defined the collaboration between the two organizations. Additionally, the ICAO Secretariat continues to assist UNCTED through participation in country on-site visits to evaluate UN States' implementation of civil aviation counter-terrorism related resolutions and determine the efficacy of States' aviation statutes, regulations, and policies. UNCTED continues to support ICAO's efforts to ensure that implementation of Advance Passenger Information (API) systems remain at the forefront of States' priorities in fulfilment of Security Council resolutions and security-related Standards in Annex 9 - *Facilitation*.

6.3 The ICAO Secretariat continues to collaborate with the United Nations Office for Counter-Terrorism (UNOCT) to strengthen the delivery of counter-terrorism capacity-building assistance. In December 2018, heads of the two organizations signed an Arrangement on Cooperation that included targeted capacity development; training and other necessary resources, such as technical assistance; and technology transfers and programmes. ICAO, as one of the entities of the Counter-Terrorism Implementation Task Force (CTITF), signed the UN Global Counter-Terrorism Coordination Compact and participated in the High-level Conference of Heads of Counter-Terrorism Agencies of Member States in June 2018.

6.4 In cooperation with UNOCT and UNCTED, ICAO participated in the development of two compendia of good practices – “The Protection of Critical Infrastructure Against Terrorist Attacks” and “The Responsible Use of Biometrics in Counter Terrorism”.

## **7. UNIVERSAL SECURITY AUDIT PROGRAMME – CONTINUOUS MONITORING APPROACH (USAP-CMA)**

7.1 Globally, as of 31 December 2018, a total of 110 USAP-CMA activities have been conducted in 100 States, including 82 on-site audits, 23 documentation-based audits and 5 validation missions to evaluate the resolution of Significant Security Concerns (SSeCs). A USAP-CMA Auditor Training and Certification Course was held in Trinidad and Tobago from 25 June to 3 July 2018 to ensure sufficient qualified auditors are available to support the programme. In 2019, a total of 36 USAP-CMA activities are scheduled, including 32 on-site audits and 4 documentation-based audits. Six USAP-CMA activities are scheduled in the NACC region in 2019, two of which have already taken place. In addition, a regional seminar on the USAP-CMA is scheduled to take place from 8 to 11 July 2019 in Montego Bay, Jamaica.

7.2 The global average Effective Implementation (EI) of the Critical Elements of an aviation security oversight system progressed from 72.62 per cent at the end of 2017 to 72.71 per cent at the end of 2018. In the NACC region, the average increased from 67.18 per cent at the end of 2017 to 69.60 per cent at the end of 2018. Currently, one State in the region has four SSeCs that are in the process of being addressed and are being closely monitored by the Regional Office.

7.3 The Secretariat continues its efforts to ensure all Member States sign the Memorandum of Understanding (MoU) regarding the USAP-CMA. As of 18 April 2019, 163 States signed the MoU. Within the NACC region, Belize, Dominica and Saint Lucia have to sign the MoU. The Secretariat would like to re-emphasize the importance of all States signing the MoU at the earliest opportunity.

7.4 Assembly Resolution A39-18 requested a review of the scope and methodology of the USAP-CMA to ensure that it provides reliable information regarding the effective implementation of aviation security measures on the ground, and that the methodology takes into consideration a risk-based approach. To address this Resolution, and the related recommendations from HLCAS/2, the ICAO Secretariat continued its consultation with the Secretariat Study Group on the USAP (SSG). Four main areas of interest were examined by dedicated focus groups within the SSG framework, and relevant recommendations proposed to AVSECP/30. The four areas addressed were: a) the interpretation of Standards and auditor training, b) auditing operational implementation, c) addressing serious deficiencies in a timely manner, and d) risk-based approach to prioritization. After discussion by the Panel, the final list of proposed recommendations will be presented to the Council for their decision, and subsequent submission for endorsement to the 40th session of the ICAO Assembly.

## 8. **CYBERSECURITY**

8.1 Concerns about cybersecurity continue to escalate as the aviation industry, as a whole, becomes increasingly dependent on information and communications technologies. The Secretariat Study Group on Cybersecurity (SSGC), formed in 2017, developed a set of recommendations to address existing and emerging issues. A comprehensive Aviation Cybersecurity Strategy was crafted by the SSGC and presented to AVSECP/30. At its 217th session, the ICAO Council agreed, in principle, to present the Aviation Cybersecurity Strategy to the 40th session of the ICAO Assembly.

8.2 To fulfil the Strategy, a comprehensive Action Plan must be developed and implemented along with a long-term work programme. Discussions are underway to determine the best apparatus to ensure that this work is undertaken through a formalized mechanism with clearly defined Terms of Reference and appropriate expertise. Options range from establishment of a Cybersecurity Panel to retention of the existing, albeit revised and enhanced, SSGC. The current SSGC, its sub-group, and the supporting working groups will continue their activities during the deliberation process.

## 9. **GLOBAL AVIATION SECURITY PLAN**

9.1 Since adoption by the Council in November 2017, extensive activities have been undertaken to accomplish GAsEP priority actions and tasks. Regional conferences continue to play an important role in fostering knowledge-sharing, reciprocal learning, and peer review across all ICAO regions. In particular, the GAsEP-specific regional conference held in Panama City from 24 to 27 July 2018 was successful in helping States in the Americas focus on regional priorities, identify unique challenges and threats, and develop a region-specific roadmap. The Panama City conference was attended by numerous high-level officials and representatives from a large number of States and stakeholders. Actions are underway to refine timelines and complete the specific tasks and initiatives identified in each of these roadmaps.

9.2 However, more efforts are required to improve the level of effective implementation of Annex 17 – *Security* in order to achieve the targets identified in the GAsEP. For example, of the 21 States within the NACC Region, only 12 States (equivalent to 57 per cent) are above the 65 per cent Effective

Implementation (EI) target. Therefore, in order to achieve the 2020 global target of 80 per cent of States scoring above the minimum 65 per cent EI, more work by all States is needed to demonstrate an enhanced level of aviation security. Each Regional Office has been provided these data, along with the USAP-CMA schedule for 2019, and is working with Member States to identify assistance opportunities. However, it is the individual Member State that must demonstrate the political will necessary for taking action to ensure a robust security posture.

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