



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SEVENTH MEETING OF THE DIRECTORS GENERAL OF CIVIL AVIATION
ADMINISTRATION OF THE AFI REGION (AFI-DGCA/7)**

20 July 2018, Niamey, Niger.

Agenda Item 2.2: Evolution of the Global Aviation Security Plan (GASeP)

(Presented by the ICAO Secretariat)

| SUMMARY |
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| <p>The aims and objectives of the Global Aviation Security Plan (GASeP) can only be achieved if the international aviation security community is fully aware of and committed to the Plan. In this regard, the role of ICAO is crucial in raising global awareness and securing commitment through regional aviation security conferences. While gratefully acknowledging all host States, these conferences present a unique opportunity for participants to share information, and to learn from one another in aligning national plans and strategies with the GASeP. Each regional conference concludes with the adoption of a Regional Roadmap that reflects regional aviation security priorities. For the ICAO Secretariat, each of these conferences provides much needed insight on important metrics, as the attention is now focused on urgent technical priorities i.e. filling gaps in available indicators, and harnessing innovative sources of data, in order to develop an effective implementation and monitoring framework. These regional conferences will culminate in the convening of the Second High-level Conference on Aviation Security (HLCAS/2) to be held from 29-30 November 2018.</p> |
| <p>REFERENCE(S):</p> |
| <p>Related ICAO Strategic Objective(s): Security and Facilitation</p> |

1. INTRODUCTION

1.1 The Global Aviation Security Plan (GASeP) was approved at the seventh meeting of the 212th Session of the ICAO Council (212/7) on 10 November 2017 to replace the ICAO Comprehensive Aviation Security Strategy (ICASS), which served as the Organization’s primary aviation security programme framework for two triennia. The shift from an ICAO-focused strategy to an ambitious goal-based plan that commits ICAO, States and industry collectively to significantly improve aviation security by 2030 is consistent with the direction provided by the 39th Session of the ICAO Assembly.

1.2 Although the GASeP had been approved for immediate implementation, it was adopted as a “living document”, and will remain so as ICAO continues to welcome State feedback to enable ICAO to assess any further improvements that can be made to the Plan. This is considered a necessary approach given that the Plan was developed on an accelerated basis. Moreover, to ensure the GASeP incorporates lessons learned from regional conferences (2017-2018), the HLCAS/2 will focus on, among other items, putting forward recommendations for the subsequent iteration of the GASeP, which would be presented to the 40th Session of the ICAO Assembly (A40).

2. REGIONAL CONFERENCES

2.1 Regional conferences play an important role in fostering knowledge-sharing, reciprocal learning, and peer review across States in a region. They also promote shared accountability for regional priorities, taking into account regional challenges, threat and risk picture or regional infrastructure. The following regional conferences relating to GASeP implementation have been organized:

- a) the first was convened in Sharm El Sheikh, Egypt from 22 to 24 August 2017, which drew approximately 219 participants from 50 States (including 17 Ministers) from the African and Middle East Regions. The Conference opened with an experts’ meeting from 22 to 23 August, followed by a Ministerial Session on 24 August, in order to adopt a “Declaration and Roadmap on fostering Civil Aviation Security in Africa and the Middle East” (Appendix A). The Minister of Civil Aviation of Egypt, H.E. Sherif Fathy, opened the Conference. The event also included participation from numerous high-level officials from the Region, as well as State Representatives based in ICAO;
- b) the second was held in Bangkok, Thailand from 20 to 21 December 2017, and served as a forum for an open dialogue to promote and focus on priority settings in the Asia and Pacific Region. The Conference was opened by the Prime Minister of Thailand, attended by approximately 150 participants from 23 States, and resulted in the adoption of a Regional Aviation Security Roadmap for Asia and the Pacific (Appendix B); and
- c) the third was held in Lisbon, Portugal from 29 to 31 May 2018, and endorsed the roadmap for work to be carried out in the Europe and North Atlantic Region. The Conference was opened by the Minister for Planning and Infrastructure, attended by approximately 200 participants from 42 States, and resulted in the adoption of a Declaration recognizing that the Roadmap is a living document.

2.2 The last conference for 2018 is to be held in Panama City, Panama (North American, Central American and Caribbean and South American Regions) from 24 to 27 July 2018. These

conferences, including all the regions, will allow ICAO to take into account regional issues and approaches to aviation security and build consensus on critical priorities.

3. HLCAS/2

3.1 The last worldwide security conference with key recommendations to Council was held in September 2012, when the First High-level Conference on Aviation Security (HLCAS/1) was convened. Although much has been done to improve aviation security in the years since, vulnerabilities still exist and continuing engagement at the global level is required among key senior aviation security executives in order to:

- a) take into account regional issues and approaches to aviation security resulting from the conferences described above in order to build consensus on critical priorities;
- b) review the status of implementation of the GAsEP to date, leading to key high-level recommendations submitted to the Council for approval; and
- c) address the possible evolution of the GAsEP and its associated Roadmap to support implementation and enhance aviation security, noting the conference would be an opportune event to discuss any further updates to the GAsEP (if and as necessary).

3.2 The outcomes of the High-level Conference on Aviation Security will be presented to the Council for consideration during its 216th Session in February 2019 and would subsequently be presented to the Fortieth Session of the Assembly (A40) (2019) for its consideration. Convening a worldwide event one year prior to A40 will enable the Assembly to focus on security issues at a strategic level based on sound technical advice stemming from HLCAS/2, therefore contributing to a more efficient and effective ordinary session of the Assembly.

4. IMPLEMENTATION AND MONITORING

4.1 For the successful achievement of the GAsEP goals and targets, it is crucial to include these in regional mechanisms, plans and strategies. Similarly, Security and Facilitation (SECFAL) Plans of the African and Middle East Regions, for example, should be amongst the key drivers behind the GAsEP implementation. As for mainstreaming GAsEP into national-level plans, each State needs to assess its national landscape of existing strategies and plans against the global goals and targets to identify gaps and provide the basis for areas for change.

4.2 Ultimately, progress will be measured through a number of “indicators”, which will be the backbone of a monitoring system. A sound indicator framework will then turn the GAsEP goals, targets and priorities into a management tool to help States develop implementation strategies and allocate resources accordingly, and which can also be used as a guide for the Plan’s evolution. The mechanics of GAsEP monitoring are still being developed by the Secretariat, taking into account that monitoring could occur at different levels (global, regional and national). The Secretariat’s focus is to identify defined sets of indicators drawing on well-established data sources (e.g. Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) data, ICAO survey results, reports by aviation security regional groups, etc.). An Implementation and Monitoring Plan is being developed by the Air Transport Bureau (ATB), and the work will involve drawing expert advice from the Task Force and/or Aviation Security Panel, as necessary.

5. **ACTION BY THE MEETING**

- 5.1 The meeting is invited to note the progress achieved.

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