



International Civil Aviation Organization

**WORKING PAPER**

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## ASSEMBLY — 40TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 25: ICAO Civil Aviation Training and Capacity Building

#### LATEST PROGRESS OF CHINA'S AVIATION SECURITY TRAINING

(Presented by People's Republic of China)

#### EXECUTIVE SUMMARY

China has been actively responding to ICAO's “*No Country Left Behind*” initiative and the Global Aviation Security Plan (GASeP) in its security training efforts. From 2016 to 2018, in supporting China's “Belt and Road” initiative, the Civil Aviation Administration of China (CAAC) organized workshops on aviation security quality control for the “Belt and Road” countries, as well as training sessions on aviation security for over 10 countries of Africa, Southeast Asia and Central Asia. In the meantime, China also supports the International Civil Aviation Organization (ICAO) aviation security training-related work and held training sessions for instructors and screeners under the sponsorship of ICAO. These aviation security training activities promoted mutual understanding between civil aviation security authorities of various countries and regions, and the sharing of experience and cooperation in aviation security. They also served as a vehicle to assist countries to effectively implement UN Security Council Resolution 2309, GASeP and other relevant security policies.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective of Security & Facilitation
<i>Financial implications:</i>	N/A
<i>References:</i>	N/A

<sup>1</sup> Chinese and English versions provided by China.

## 1. INTRODUCTION

1.1 China civil aviation has established a relatively complete security training system. Since 2009, the Civil Aviation Administration of China (CAAC) has developed and implemented the National Civil Aviation Security Training Program for security training, and then amended the program. At present, the second round of revision is underway. According to relevant domestic legislation and documentation requirements, national-level training is mainly implemented by institutions authorized or entrusted by the CAAC, focusing on training of aviation security personnel at key positions. Meanwhile, national legislation and policies also encourage and support airport groups and airline headquarters to establish enterprise headquarter-level training centres to tailor training courses and contents based on their own demands for internal routine security business training. Target subjects of civil aviation security training include security and non-security personnel engaged in civil aviation-related work, who should receive security training related to their work responsibilities. Security training has clear syllabus, and new contents will be added along with the changes of legislation and aviation security situation.

1.2 In 2014, the International Civil Aviation Organization (ICAO) put forward the initiative of "*No Country Left Behind*"; on 10 November 2017, the ICAO Council approved the Global Aviation Security Plan (GASeP), which established the roadmap for international civil aviation security work in recent years. In order to fulfil these requirements of ICAO, China timely benchmarked and aligned its domestic security work with the specific requirements of GASeP, emphasizing improvement of personnel qualification through security training, and meanwhile enhancing exchanges with other countries.

## 2. LATEST PROGRESS

### 2.1 Amendment of National Civil Aviation Security Training Program

2.1.1 Considering international security situation and the current needs of China's air transport, and taking into account GASeP's primary tasks, priorities and specific work requirements, the amendment of the Program emphasized the importance of building a positive civil aviation security culture through training, and strengthening capability training of security personnel, especially those at key positions, so as to build a efficient staff team. The amendment of the Program particularly stressed that the security personnel training should be strengthened from the aspects of course design, teaching methods, form and quality, so as to improve the training on individual qualifications. In the meantime, requirements of recurrent training should be improved and the supervision and implementation be strengthened so that staff's professional competence could be qualified for their respective job positions in a long-term perspective.

### 2.2 International Training and Exchanges

2.2.1 Security training under ICAO auspices: as one of the 32 security training centres in the world, China's Kunming Aviation Security Training Center (ASTC Kunming) has actively assisted ICAO in organizing and conducting security training in recent years. From 2011 to 2019, the number of people coming to Kunming for training reached 157 (19 of them were enrolled in 2019, and the training course will be held in September of 2019). In 2017 and 2018, China have respectively held the ICAO National Aviation Security Instructor Training (in English) and National Inspector Training (in Chinese). In 2019, our country will organize again the training courses for national inspectors (in English). These ICAO-sponsored training courses have improved the implementation of relevant international standards and recommended practices in Annex 17 — *Security — Safeguarding International Civil Aviation against Acts*

*of Unlawful Interference 17* and other Annexes in States. In addition, it has laid a good foundation for the implementation of GAsEP in the Asia-Pacific region, especially in China.

2.2.2 Training under “Belt and Road” International Cooperation: in 2013, China initiated the “Belt and Road” Initiative to actively develop economic partnership with the countries along the Belt and Road. Under this Initiative, CAAC has also organized various activities of cooperation and cooperation with the countries along the “Belt and Road”. Since 2016, CAAC has held three seminars on aviation security quality control in the “Belt and Road” countries, providing platform for aviation personnel from more than ten countries in Africa, Southeast Asia, Central Asia and other regions (a total of 43 people) to carry out study and research on aviation security. The seminar covered development of laws and policies, airport and airline security, security inspection, in-flight security, security information, among others. Through the seminar, sharing of multinational aviation security experience was enhanced, mutual understanding of aviation security personnel in different countries strengthened, and a platform for exchanges and cooperation of civil aviation security-related work among countries built.

### 3. CONCLUSION

3.1 As an important industry driving national economic and social development and an advanced means of transportation, the civil aviation industry in China has been developing hand in hand with national economic growth. Especially in the past 40 years since the reform and opening up, air traffic has maintained continuous rapid growth with the air route network being expanding, aircraft fleet transport capacity being significantly enhanced, and infrastructure construction such as airport air traffic control making significant progress. However the rapid development of the civil aviation industry requires an efficient security training mechanism. As such, in order to meet the urgent needs of the rapid development of civil aviation and reform of civil aviation security oversight, CAAC is currently vigorously optimizing its security training system to ensure that there are sufficient high-quality personnel to be delivered to the industry and professional security teams are built, so as to provide strong support for the development of domestic and international civil aviation industries.

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