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ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 18: Implementation Support and Development — Security (ISD-SEC)

STATUS OF THE AVSEC STAFF IN THE EUR-NAT REGIONAL OFFICE

(Presented by Kazakhstan and the Russian Federation)

EXECUTIVE SUMMARY

In light of current events worldwide related to the rising threat of unlawful acts of interference in civil aviation, as well as considering recent terrorist attacks at civil aviation facilities, committed in States of the European Region and increased terrorist activity throughout the world, there is a greater need to strengthen regulatory activity aimed at enhancing aviation at the global and regional levels. ICAO's global aviation security policy that seeks to improve the situation requires additional efforts in terms of expanding and improving work at the Regional Offices. In connection with this, the scope of powers is being broadened and more work is expected of employees who coordinate efforts and improve the interaction of ICAO Headquarters and Member States in each region, taking into consideration the specifics of each of the seven ICAO regions. To that end, ICAO is engaged in dedicated work to strengthen each of the ICAO Regional Offices by adding full-time aviation security (AVSEC) employees. So, in accordance with the new budget proposal insisted on by the ICAO Member States who are the main payers into the Regular Programme Budget, there is a plan to implement a decision to bring two of the three existing non-budget positions for AVSEC employees to the full-time staff. A decision has been made to increase the number of AVSEC employees to two people at four ICAO Regional Offices, of which the European and North Atlantic Office (EUR/NAT) is not one.

This document hereby suggests to consider a proposal to strengthen the AVSEC staff at ICAO EUR/NAT, in a way similar to what is being done at other ICAO Regional Offices. The idea is to add a full-time AVSEC post to the Regular Programme Budget for the 2017-2019 triennium, and in the following triennium (2020-2022) to convert the extra-budgetary AVSEC post currently funded by voluntary contributions to a full-time post in the Regular Programme Budget.

¹ Russian version provided by the Russian Federation.

Action: The Assembly is invited to:	
<p>a) acknowledge the need to strengthen the AVSEC staff at EUR/NAT;</p> <p>b) suggest that the ICAO Secretary General make an additional appropriation in the ICAO Regular Programme Budget for the 2017-2019 triennium for a full-time AVSEC post to supplement the EUR/NAT posts funded by the Regular Programme Budget, while keeping the extra-budgetary AVSEC post currently funded by voluntary contributions; and</p> <p>c) strongly recommend to the ICAO Council that, in the Regular Programme budget proposal for the 2020-2022 triennium, the aforementioned extra-budgetary AVSEC post be converted to a full-time post under the Regular Programme, with the result that the EUR/NAT Office would have two (2) full-time AVSEC staff funded by the Regular Programme Budget.</p>	
<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C – <i>Security and Facilitation</i>
<i>Financial implications:</i>	To change approaches related to providing for an aviation security employee from non-budgetary sources (from voluntary contributions), by having the Regular Programme Budget for 2017–2019 provide funding for two aviation security staff positions at EUR/NAT.
<i>References:</i>	<p>A39-WP/14, <i>ICAO Comprehensive Aviation Security Strategy (ICASS)</i></p> <p>A39-WP/20, <i>Implementation of the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA)</i></p> <p>A39-WP/28, <i>Report on the ICAO Technical Assistance Programme</i></p> <p>A39-WP/15, <i>Establishment of a Global Aviation Security Plan</i></p> <p>A39-WP/73, <i>Status of the ICAO Workforce</i></p> <p>A38-WP/13, A37-WP/18 and A37-WP/75 <i>Assembly Resolutions in Force (as of 4 October 2013) (Doc 10022)</i></p> <p>C-WP/14381, <i>Annual Report to the Council on the Work of Regional Offices in 2015 and work plans for 2016</i></p> <p>C-WP/14448, <i>Proposed Options for a Draft Budget for the Organization for 2017–2018–2019</i></p>

1. BACKGROUND

1.1 In connection with the consistent, and in some regions, increasing threat of acts of unlawful interference in civil aviation, the ICAO Headquarters are pursuing a dedicated policy to increase global aviation security measures. To that end, the *ICAO Declaration for Aviation Security* and the *ICAO Comprehensive Aviation Security Strategy* were developed and adopted. The *Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA)* is being implemented. The *Global Aviation Security Plan* is being developed. These are the key instruments to implement the Organization's leadership role and participation in establishing its aviation security programme.

1.2 The Declaration defines nine priorities for States. The Regional Offices are directly involved in each of these to support ICAO Member States in implementing them. First and foremost, work is being done to improve processes around information collection and exchange and expand the use of modern detection technologies. They are improving States' capacity to eliminate deficiencies. The Declaration also confirms the need to improve Standards and Recommended Practices (SARPS) related to aviation security and adopt measures to effectively eliminate new and emerging threats. ICASS has

become a key tool in boosting aviation security worldwide, facilitating and focusing international and inter-regional cooperation, developing interaction between governments and industry, improving coordination between partners and mobilizing sponsor aid, developing the ICAO initiative, *No Country Left Behind (NCLB)* and ICAO initiatives to mobilize resources based on the application of an ever-more cohesive and results-oriented approach to increasing global aviation security in the three-year period from 2017–2019 and beyond.

1.3 As terrorists continue to innovate, aviation security confronts more complex risks. Based on expert assessments, we assume that security in non-secure zones, cyberattacks on the aviation industry, the growing danger of remotely piloted aircraft systems (RPAS), and human-carried improvised explosive devices (IEDs) are the greatest risks for aviation in the near future.

1.4 At this stage and in the face of current events, there is a greater need to strengthen cooperation between ICAO and Member States to improve aviation security at the global level, as well as at the regional level. Regional Offices are broadly engaged in this work and the scope of their tasks is growing.

2. **FUNCTIONAL AVIATION SECURITY TASKS AT ICAO REGIONAL OFFICES**

2.1 ICAO Regional Offices perform the following duties in the interest of ensuring aviation security, mindful of the particular needs of each of the seven ICAO regions:

- a) provide assistance during the process of implementing the USAP-CMA in the region;
- b) provide assistance to Member States in the ICAO region as they are preparing for USAP-CMA audits, as well as supporting the ICAO Headquarters (ICAO Aviation Security Audit Section) in setting up preparation events for conducting audits in Member States in the region;
- c) provide assistance to States in the region as plans are being developed to eliminate deficiencies as well as solve Significant Security Concerns (SSeC) in aviation security, identified as a result of USAP-CMA events;
- d) implement principles contained in the ICAO Aviation Security Declaration;
- e) provide assistance to Member States as they implement SARPs in Annex 17 — *Security, Safeguarding Civil Aviation from Acts of Unlawful Interference*, as well as the respective provisions concerning aviation security in Annex 9 — *Facilitation*;
- f) provide assistance to States in the region in developing a national facilitation programme;
- g) coordinate activities to provide technical assistance to States in the region, including when training practicums are being held, when implementing programmes to upgrade aviation security systems in certain States, determining the needs in the States of the region in order to improve aviation security measures;
- h) coordinate and organize meetings of regional aviation security groups;
- i) provide assistance with the regional network of ICAO Aviation Security Training Centres (ASTCs);
- j) provide assistance in conducting ICAO training courses, seminars, and workshops in the region;

- k) organize and conduct regional meetings of ICAO training centre directors to develop a consolidated position of the region for a large set of issues on how to set up the training process;
- l) interact and coordinate efforts with regional organizations on matters of how to ensure aviation security, participate in thematic meetings, fora, and conferences; and
- m) many other matters, depending on the specific needs of each ICAO region.

2.2 At the same time, in accordance with the new budget proposal reviewed and preliminarily approved by the Council of ICAO at its 208th Session, there is a tendency to decrease funding by increasing the workload of ICAO Regional Offices. This proposal calls for a 21 per cent reduction in the travel budget for ICAO Headquarters, but local audits and training courses at ICAO ASTCs will require more support on the part of Regional Offices. The offices will be given 10 per cent of the budget for travel from ICAO Headquarters. Despite the fact that the Regular Programme Budget covers core activities, over two-thirds of the volume of work will still depend on non-budgetary resources (AVSEC Fund, Additional Revenue Generation Fund (ARGD) and traveling employees). This will have a particularly marked effect on ICASS.

3. INCREASING AVIATION SECURITY STAFF AT ICAO REGIONAL OFFICES

3.1 In connection with the information above, as the Regular Programme Budget is being developed for the next three-year period from 2017–2019, dedicated work is underway to increase the full-time aviation security staff in each of the ICAO regions. Pursuant to the budget as of today, the functional and potential of the Regional Offices will also be fortified thanks to the creation of four new level C-4 aviation security staff positions: two of them are in the South American (SAM) Office and the Asia Pacific (APAC) Office, two are devoted to issues of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) – in the Western and Central African (WACAF) and Eastern and Southern African (ESAF) Offices. There is also a plan to transfer two C-4 AVSEC Implementation Support and Development positions from the Air Transport Bureau (ATB) of the ICAO Headquarters to the Middle East (MID) and the North American and Central American and Caribbean (NACC) Offices. In this way, pursuant to the new budget proposal (which was insisted on by the ICAO Member States that are the primary payers into the Regular Programme Budget), there is a plan to implement a decision to increase AVSEC staff at six Regional Offices by transferring the non-budgetary AVSEC positions funded by voluntary contributions to the full-time staff funded from the Regular Programme Budget (SAM Office and the MID Office), as well as by increasing the number of AVSEC employees to two people at several ICAO Regional Offices.

3.2 However, it also bears mentioning that the situation at EUR/NAT is completely different. Right now, there is only one aviation security employee and the position still depends on non-budgetary sources and is funded by the ICAO Aviation Security Fund. This region is the largest in terms of territorial reach, since this Regional Office is responsible for coordinating the activities of 56 Member States, which is many more Member States than are accredited in other ICAO regions.

4. **FINDING**

4.1 In view of the foregoing, the proposal is to follow the example of the decisions adopted for the other ICAO Regional Offices and, for the 2017-2019 triennium, consider increasing the aviation security staff numbers at the EUR/NAT Office by adding a full-time aviation security post to the Regular Programme Budget while keeping the extra-budgetary AVSEC post that is funded by voluntary contributions. Then, in the 2020-2022 triennium, said extra-budgetary AVSEC post would be converted to a full-time post under the Regular Programme Budget. In the end, the EUR/NAT Office would have two (2) full-time AVSEC posts funded by the Regular Programme Budget.

APPENDIX

THE NUMBER OF AVSEC EMPLOYEES AT ICAO REGIONAL OFFICES AS PER THE PROPOSED REGULAR PROGRAMME BUDGET FOR THE UPCOMING THREE-YEAR PERIOD, 2017–2019

ICAO Regional Office	Number of AVSEC employees	Form of funding	Number of ICAO Member States accredited within the ICAO region
ICAO Asia and Pacific (APAC) Office (Bangkok)	2	From the Regular Programme Budget	38
ICAO Middle East (MID) Regional Office (Cairo)	1	From the Regular Programme Budget	15
ICAO Western and Central African (WACAF) Office (Dakar)	2	From the Regular Programme Budget	24
ICAO South American (SAM) Office (Lima)	1	From the Regular Programme Budget	13
ICAO North American, Central American and Caribbean (NACC) Office (Mexico)	2	From the Regular Programme Budget	21
ICAO Eastern and Southern African (ESAF) Office (Nairobi)	2	From the Regular Programme Budget	24
European and North Atlantic Office (Paris) (EUR/NAT)	-	From voluntary contributions	56

— END —