

SEMINAR ON ICAO'S TECHNICAL COOPERATION PROGRAMME

Singapore, 12 to 14 January 2004

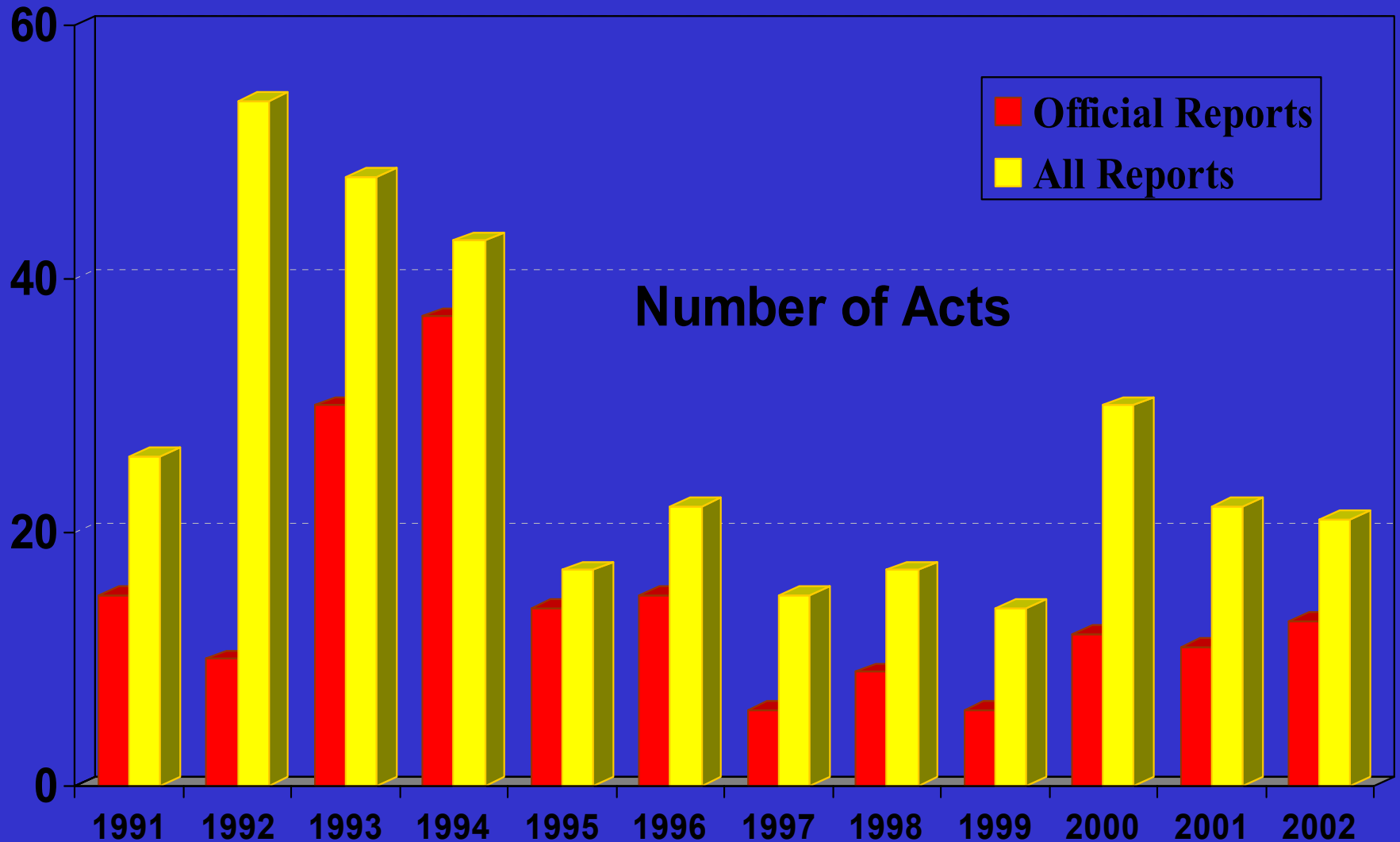


SEPTEMBER 11, 2001

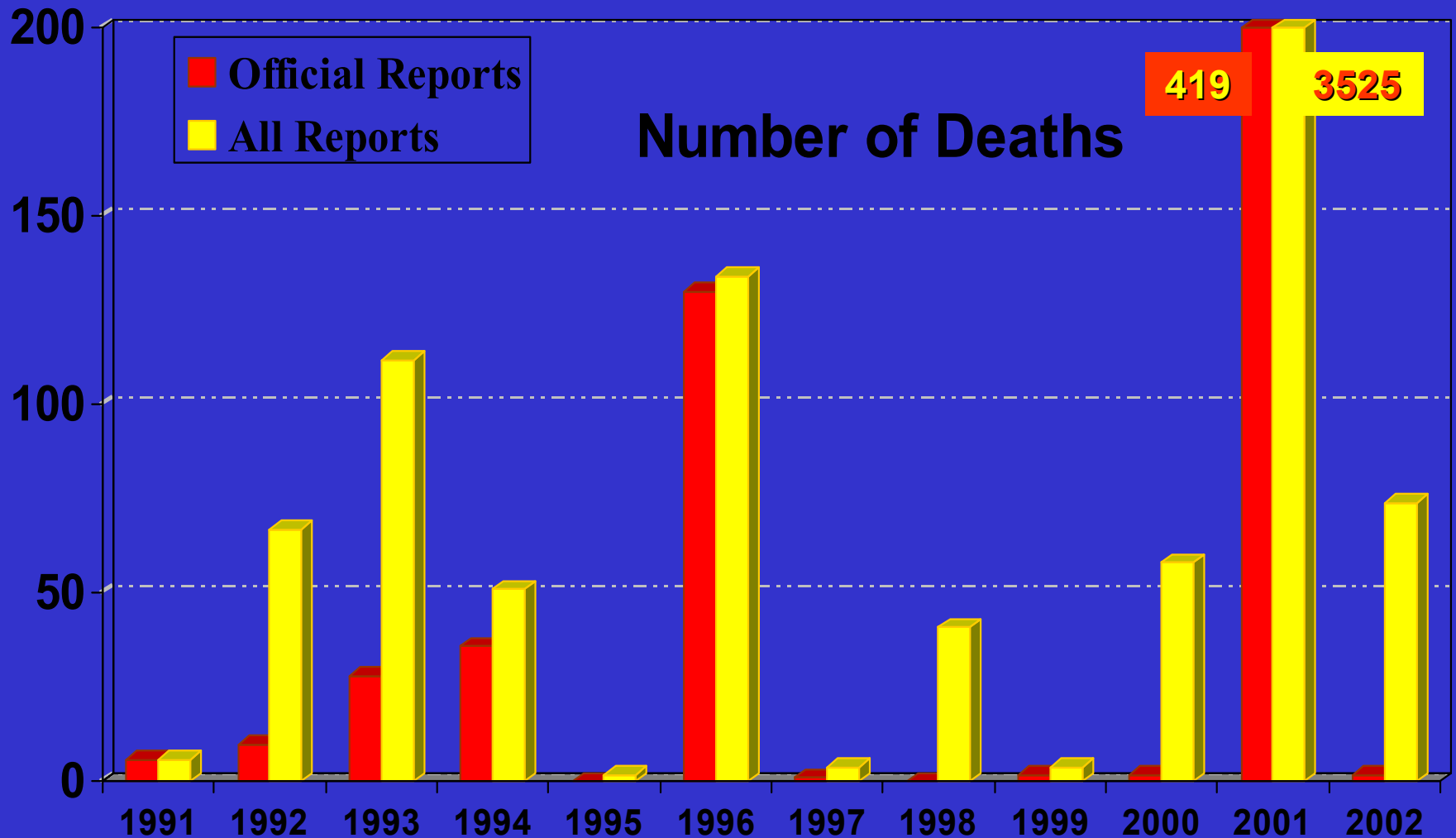
THE DAY AVIATION SECURITY CHANGED



Acts of Unlawful Interference



Acts of Unlawful Interference



Assembly Action

- The Assembly unanimously adopted Resolution A33-1, *Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation*

Assembly Resolution A33-1

- Urges all Contracting States
 - to strengthen cooperation ... investigation ;
 - to intensify their efforts to achieve full implementation and enforcement of multilateral conventions as well as the ICAO SARPs ;
 - to contribute to the ICAO Mechanism and for a special funding for urgent action ;

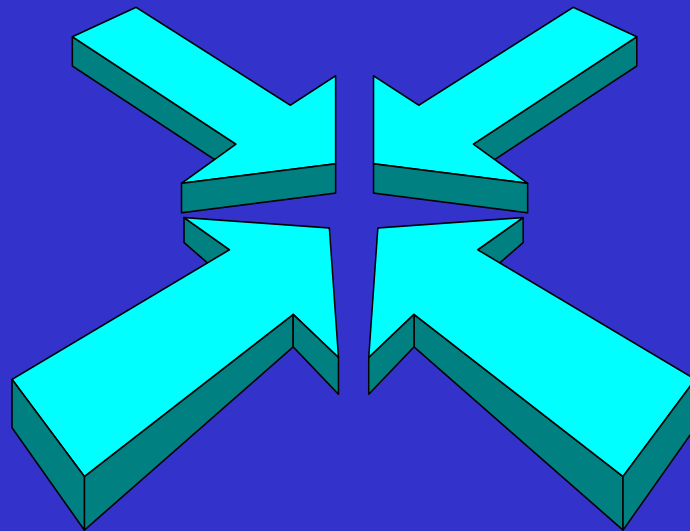
HIGH LEVEL MINISTERIAL CONFERENCE ON AVIATION SECURITY

Montreal, 19 to 20 February 2002



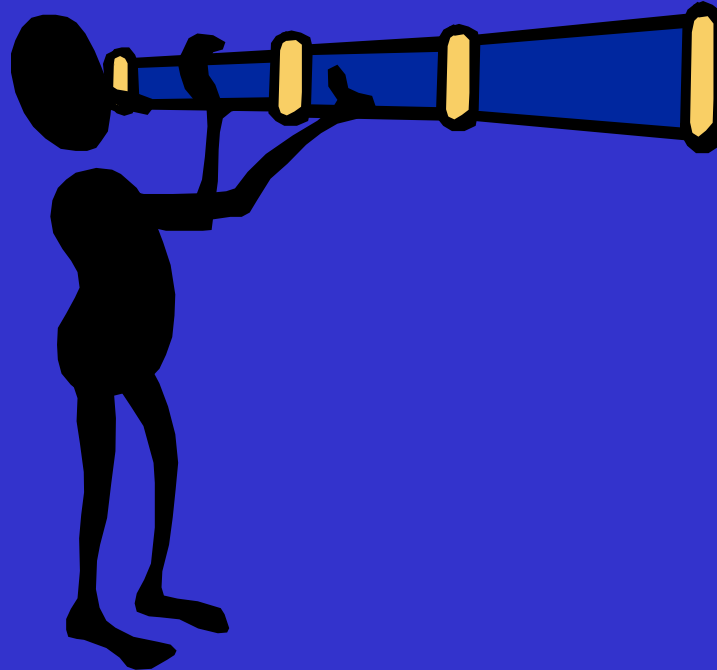
AGENDA ITEM 2

ICAO PLAN OF ACTION FOR STRENGTHENING AVIATION SECURITY



AGENDA ITEM 3

ICAO UNIVERSAL SECURITY AUDIT PROGRAMME



Scope of USAP



Assembly Resolution A33-1 (Sept 2001)

High-level, Ministerial Conference (Feb 2002)

**Approval of ICAO USAP by Council
as part of AVSEC Plan of Action (June 2002)**

**Launching of Mandatory Security Audits
(November 2002)**

RECOMMENDATIONS

- 1. ICAO establish a comprehensive programme of universal, regular, mandatory, systematic and harmonized aviation security audits, with implementation beginning in 2003 based on the final work established by the Council;**
- 2. The programme be based on an audit process that uses ICAO trained and certified audit teams which are headed by an ICAO staff member and which consistently apply fair and objective methods to determine compliance with Annex 17 by observing measures at airports and assessing the States' capabilities to sustain those measures;**

RECOMMENDATIONS

- 3. The audit programme be established under the auspices of the ICAO AVSEC Mechanism;**
- 4. In developing the audit programme, which should be transparent and autonomous, ICAO should ensure the greatest possible coordination and coherence with audit programmes already established at regional or sub-regional levels, taking into account aviation security situations in these States;**
- 5. A compliance mechanism be built into the programme, which will delineate between minor and serious areas of improvement, ensure that immediate corrective action is taken for serious deficiencies and provide to developing States the necessary assistance to measurably improve security;**

RECOMMENDATIONS

- 6. An adequate and stable source of funding be sought for the AVSEC Mechanism through increased voluntary contributions until such time that an allocation of funds can be sought through the Regular Programme Budget which should be as soon as possible;**
- 7. All States be notified of a completed audit, that ICAO Headquarters be the repository for full audit reports and that the sharing of audit reports between States take place on a bilateral and multilateral basis;**
- 8. States commit to provide ICAO with national AVSEC findings based on a harmonized procedure to be developed by ICAO as early as possible;**

RECOMMENDATIONS

- 9. States, in particular developing countries, be provided with technical and financial assistance under technical cooperation, so that they may take remedial actions to rectify the deficiencies identified during the audit; and**
- 10. States should utilize ICAO audits to the maximum extent possible and could always approach ICAO with regard to the audit findings for other States.**

Universal Security Audit Programme (USAP)

- Security Audit Reference Manual (SARM)
- Memorandum of Understanding (MOU)
- Pre-audit Questionnaire
- Summary of civil aviation activities
- Relevant ICAO documentation



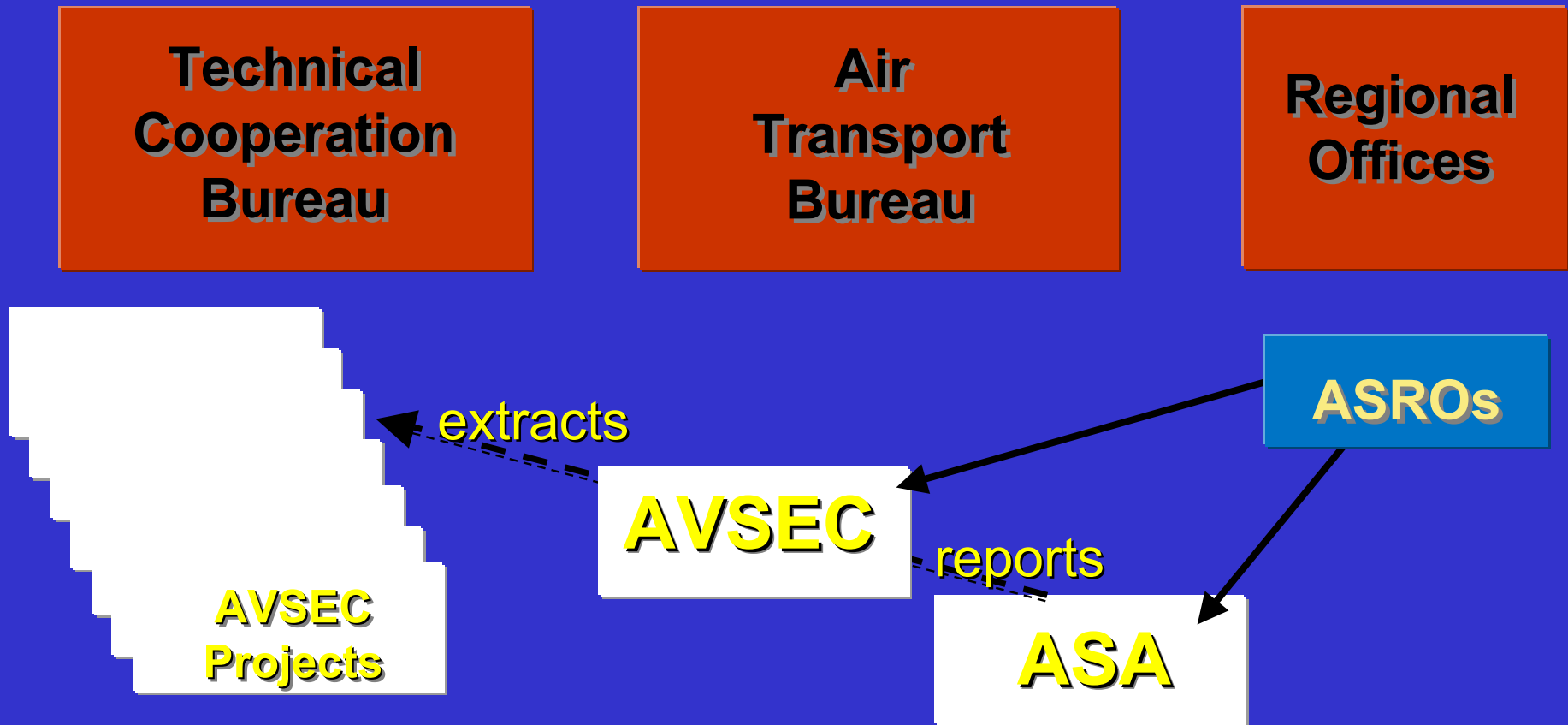
Universal Security Audit Programme (USAP)

- Approx. 20 States planned in 2003
- Approx. 40 States planned in 2004
- All Contracting States by 2007 / 2008

Audit Structure in ICAO

- July 2002, establishment of an Aviation Security Audit Unit (ASA) as an independent entity
- Staffing at HQs – ASA
- Staffing at Regional Offices - ASROs

Aviation Security at ICAO



Aviation Security at ICAO

- USAP Coordination, Management and Control of audit activities - *ASA*
- Analysis of AVSEC Audit reports findings – *ASA & AVSEC*
- Assistance in rectifying shortcomings and deficiencies – *AVSEC Mechanism & TCB*

USAP Follow-up Programme

- Development of State Action Plans
- Urgent assistance by the AVSEC Mechanism *
- Provision of TCB project documents *
- Implementation of the Action Plan by States
- Funding issues

** If required*

AGENDA ITEM 4

FINANCIAL AND HUMAN RESOURCES



RECOMMENDATIONS

States:

1. Commit to provide adequate resources, financial, human and/or otherwise in kind, for the time being on a voluntary basis through the AVSEC Mechanism, for the ICAO *Aviation Security Plan of Action* for the triennium 2002-2003-2004 as a matter of priority, and be aware of the continuing needs for subsequent triennia;
2. Agree to remove the existing ties they individually impose on the expenditures of AVSEC Mechanism contributions in order for ICAO to immediately utilize all funds available in the AVSEC Mechanism Trust Funds;
3. Use the Technical Co-operation Programme of ICAO as one of the main instruments to obtain assistance in advancing implementation of their obligations under relevant International Conventions, Annex 17 SARPS and related provisions of other Annexes, as well as adherence to ICAO guidance material;

RECOMMENDATIONS (CONT.)

4. Along with other donors, contribute to the ICAO Objectives of Mechanism Implementation in order for States to receive aviation security-related technical cooperation, aiming at full compliance with relevant International Conventions, Annex 17 SARPS and related provisions of other Annexes, as well as adherence to ICAO guidance material; and
5. Continue to apply the existing ICAO policy and guidance material on security charges in *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082/6) and the *Airport Economics Manual* (Doc 9562) respectively; and

RECOMMENDATIONS

ICAO:

1. **Establish an ICAO *Aviation Security Follow-up Programme* and seek additional resources, similar to the Technical Co-operation Bureau's follow up programme, which would enable the States to obtain technical cooperation in preparing necessary documentation and in resource mobilization on aviation security matters;**

Cooperative Aviation Security Programmes for South East Asia (CASP-SEA)

2. **Promote the use of the ICAO Objectives Implementation Mechanism as a means for States to obtain technical cooperation, as required for the rectification of deficiencies identified during aviation security evaluations and audits;**
3. **Urgently pursue the development and implementation of an International Financial Facility for Aviation Safety (IFFAS), to encompass not only safety but also security;**

RECOMMENDATIONS

4. Elaborate on its policy and guidance material on cost recovery of security services, notably to include development of policy and guidance material on cost recovery through charges, of security measures with regard to air navigation services; and
5. Explore the issue of using security charges as a means of recovering the cost of ICAO assistance when it is provided to States for security development projects.

Cooperation



Working together

THANK YOU !!