



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation Security — Policy

REFORMULATION OF TIMELINES AND PERCENTAGES FOR THE GLOBAL AVIATION SECURITY PLAN

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

In this working paper the Dominican Republic proposes, in accordance with current reality and audit findings, the reformulation of the timelines set for the implementation of tasks under the Global Aviation Security Plan (GASeP), as well as the percentages of the total number of audited countries that must reach the implementation percentages of the critical elements of an aviation security oversight system, as documented in the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA), and also envisages the establishment of a methodology to translate the results of indicators for GASeP tasks into percentages, so that they are aligned with the aspirational global targets.

Action: The Assembly is invited to:

- a) formulate new timelines for the implementation of relevant tasks of the GASeP;
- b) reformulate the percentages of the total number of audited countries together with the level of effective implementation of critical elements to be achieved within a given time period; and
- c) establish a methodology that translates the outcomes of indicators for tasks in the GASeP into percentages.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective <i>Security and Facilitation</i> .
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Doc 10118, <i>Global Aviation Security Plan (GASeP)</i> A41-WP/4 <i>Implementation of the Global Aviation Security Plan (GASeP)</i> A41-WP/5 <i>Consolidated statement of continuing ICAO policies related to aviation security</i>

¹ Spanish version provided by the Dominican Republic.

1. INTRODUCTION

1.1 The GAsEP was approved on 10 November 2017 at the seventh meeting of the 212th Session of the ICAO Council. The final version includes aspirational targets for the effective implementation of the standards and recommended practices (SARPs) of Annex 17 – *Aviation Security*, as set out in the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA). To achieve these targets, the GAsEP outlines five priority outcomes together with 32 accompanying measures supported by 94 tasks.

1.2 Approval of the GAsEP included the acknowledgement by Council that the Plan would be a living document and would be revised as necessary and appropriate. In the time since its dissemination, the need for some adjustments has been noted. While the five priority outcomes remain relevant to establishing and sustaining a strong security posture, some priority actions have been completed, others are no longer necessary, and still others require timeline adjustments in the GAsEP Roadmap.

2. DEVELOPMENTS

2.1 The published GAsEP has 94 tasks, most of which were to be implemented in 2018 and 2019, while the implementation of others was under way, by which we understand that they should be reviewed and those that have not been achieved should be given a new timeline, preferably starting in 2023.

2.2 Appendix A of the GAsEP sets out the following aspirational global targets:

By 2020, 80 per cent of States reach above 65 per cent EI
By 2023, 90 per cent of States reach above 80 per cent EI
By 2030, 100 per cent of States reach above 90 per cent EI

Note:

“Percentage of States” refers to those States already audited under the Universal Security Audit Programme (USAP), including both the second cycle of USAP audits and the Continuous Monitoring Approach (USAP-CMA).

“Effective Implementation” (EI) refers to the overall EI for all critical elements of an effective aviation security system, which is the primary measurement tool currently in use.

2.3 The detailed tables below provide information on the levels of effective implementation as at 28 February 2022 and the trends in effective implementation of all critical elements from 2008 to 31 December 2021. From these tables we can see that only 40 per cent (73) of the audited countries (184) reach above 80 per cent as anticipated by 2023 in Appendix A of the GAsEP, whereas it should be 90 per cent of audited countries that have reached that percentage, which would be 166 (rounded figure) out of the 184. This represents a shortfall of 93 audited countries that have not reached the 80 per cent expected.

2.4 In view of the audit findings and aspirational global targets, according to which not even 50 per cent of the expected outcomes have been achieved, and the effect of the COVID-19 pandemic, which in many respects suspended civil aviation activities, it is our understanding that we should reformulate the aspirational percentages to make them more realistic and identify a response and support plan for countries that are unable to reach the above-mentioned targets.

LEVEL OF EFFECTIVE IMPLEMENTATION
(as at 28 February 2022)

ICAO Region	APAC	ESAF	EUR/NAT	MID	NACC	SAM	WACAF	Total
# States	39	24	56	15	22	13	24	193
# States audited	37	22	54	13	22	13	23	184
# above 80% EI	10	5	43	6	4	2	3	73
% above 80% EI	27%	23%	80%	46%	18%	15%	13%	40%

TRENDS IN LEVEL OF EFFECTIVE IMPLEMENTATION (%)
(Global and regional average percentage by year between 2008-2021 as at 31 December 2021)

	2008	2009	2010	2011	2012	2013	2015	2016	2017	2018	2019	2020	2021
Global	54.61	57.97	63.75	67.62	68.88	68.91	71.27	72.02	72.62	72.71	71.70	71.40	71.86
APAC	41.04	52.24	59.06	64.71	67.48	66.74	69.43	70.47	69.95	68.33	65.91	66.17	66.42
ESAF	32.90	43.77	44.07	50.82	55.19	53.66	57.41	58.93	58.84	63.98	64.98	64.98	65.61
EUR/NAT	71.02	72.54	79.55	83.83	85.37	86.02	87.37	87.83	88.79	88.55	88.25	88.18	87.93
MID	56.41	49.35	64.76	63.44	68.34	68.34	68.91	68.92	69.64	71.30	74.75	74.75	74.75
NACC	58.86	50.38	57.68	62.11	60.83	60.83	65.96	66.37	67.18	69.60	63.25	60.42	60.97
SAM	42.16	56.24	64.26	67.28	66.17	66.17	67.13	69.45	71.05	70.52	69.12	69.12	69.33
WACAF	60.52	59.03	52.82	49.45	49.25	52.61	55.25	55.30	58.10	55.39	56.01	56.46	59.03

Note: The tables were taken from working paper A41-WP/4 EX/1

2.5 The column in the GASeP meant for indicators for tasks contains a series of activities, questionnaires, publications of texts, reports, provisions, items to be established, etc., which will be used in and of themselves, but which must also be translated into percentages to align with the targets for effective implementation of the critical elements of an aviation security system, which we want to achieve and which are expressed in percentages.

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