



ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security — Policy

STREAMLINING THE AVIATION SECURITY SYSTEMS ALONG THE NEW GASEP FRAMEWORK

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States²)

EXECUTIVE SUMMARY

This Working Paper acknowledges the sterling work leading to the approval by the third meeting of the 232nd Session of the International Civil Aviation Organization (ICAO) Council on 10 June 2024, of the Second Edition of the Global Aviation Security Plan (GASep) (Doc 10118). However, to realize the aspirational goals and targets, greater focus must be placed on improving aviation security oversight and increasing cooperation and support among Member States. Achieving the milestone of 65% of States reaching or surpassing 75% Effective Implementation (EI) within two years is ambitious but achievable with enhanced effort and focus.

Action: The Assembly is invited to:

- urge ICAO to explore alternative mechanism to streamline the aviation security oversight systems along the new GASep framework;
- call upon ICAO to substantially increase the annual volume of USAP-CMA audits to reduce the interval between audits so that the improvements in Effective Implementation can be reflected faster, otherwise the targets for 2027, 2030 and 2033 will not be reflected in Audit results;
- call upon ICAO to increase the USAP Auditor course offering and the number of USAP-CMA certified auditors by appointing suitably qualified Experts from the AFI Region; and
- encourage States to proactively request voluntary USAP-CMA audits on a unilateral basis to accelerate progress towards meeting the Effective Implementation targets.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goal of <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	<i>To be determined</i>

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, United Republic of Tanzania, Togo, Tunisia, Uganda, Zambia and Zimbabwe

<i>References:</i>	<i>Global Aviation Security Plan (GASeP) (Doc 10118)</i> <i>Aviation Security Oversight Manual (Doc 10047)</i>
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1. INTRODUCTION

1.1. The aspirational goal reaffirmed in the Global Aviation Security Plan (GASeP), Doc 10118, is to achieve and maintain a robust global aviation security system, underpinned by full and effective implementation of ICAO aviation security Standards across all Member States.

1.2. The Second Edition of the GASeP, launched on 10 December 2024 during ICAO Security Week in Oman, outlines revised milestones and strategic thrusts to achieve this collective aspirational goal.

1.3. The Member States of the African Civil Aviation Commission (AFCAC) strongly endorse the revised GASeP. However, this Working Paper calls for urgent, concerted actions to ensure the achievement of the first milestone target: 65% of States reaching or exceeding 75% EI by 2027.

2. DISCUSSION

2.1. The objective of the USAP-CMA is to promote global aviation security through continuous monitoring and auditing of Member States' aviation security systems. To meet the milestones set in the Second Edition of GASeP, a new approach to scheduling USAP-CMA audits is essential, ensuring a sufficient number of States are assessed in a timely manner.

2.2. ICAO and regional organizations must scale up and coordinate technical assistance to Member States, aligning support programs closely with the GASeP milestones. Greater coordination and cooperation among organizations is needed to avoid duplication of efforts and maximize the impact of assistance initiatives.

2.3. Capacity building efforts must be intensified and specifically directed towards enhancing States' aviation security oversight capabilities. Focus should be placed on developing national expertise, sharing best practices and providing necessary tools and resources for sustainable aviation security improvements.

2.4. The Second Edition of GASeP has introduced six Global Priority Areas for Member States, industry and stakeholders to target in pursuit of a strong global aviation security system. These areas are:

- a) Global Priority 1: Enhance risk awareness and response;
- b) Global Priority 2: Maintain a strong and effective security culture;
- c) Global Priority 3: Develop and promote the role of human factors;
- d) Global Priority 4: Improve technological resources and foster innovation;
- e) Global Priority 5: Improve oversight and quality assurance; and
- f) Global Priority 6: Increase cooperation and support

2.5. It is important to note that achieving the first milestone target involves more than 125 States attaining or surpassing a 75% Effective Implementation rate by December 2027.

2.6. Although substantial effort is required to bridge the gap between current compliance levels and the GASeP targets, the goal is achievable. With the current global average EI standing at 72.36%,

enhanced focus on the six Global Priority Areas can drive accelerated progress. Particular emphasis must be placed on Global Priorities 5 and 6 for immediate and impactful results.

2.7. Global Priority 5 emphasizes the improvement of oversight and quality assurance. Analysis shows that Critical Elements 7 and 8 are the weakest aspects of many States' oversight systems. Critical Element 7 focuses on the implementation of risk-based quality control activities, while Critical Element 8 relates to the timely resolution of identified deficiencies through appropriate enforcement measures.

2.8. Member States must go beyond establishing regulatory frameworks and actively test, monitor and ensure compliance, promptly addressing any deficiencies.

2.9. In addition to focusing on oversight, States must prioritize increased cooperation and support under Global Priority 6. Enhanced regional and international cooperation serves as a powerful catalyst for sustainable security improvements.

2.10. Member States are encouraged to embrace initiatives such as information-sharing, peer review mechanisms, joint workshops and training programs. The 54 Member States of AFCAC, in particular, hold a critical role in reaching the 125-State target for 2027, making it essential to mobilize resources for capacity building and exchange programs across Africa and other regions.

3. CONCLUSION

3.1. The global drive toward enhanced compliance, as outlined in the GAsEP framework, is a significant step forward for aviation security. However, success will hinge on focused efforts in key areas, notably oversight (Global Priority 5) and cooperation/support (Global Priority 6).

3.2. By urgently addressing these pillars, Member States are more likely to build the necessary momentum to achieve the target of 125 States reaching or surpassing 75% EI by 2027.

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