



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Aviation Security - Policy

GASEP – THE BENEFITS OF A GLOBAL AGENDA AND THE NEED FOR CONTINUOUS MONITORING OF ITS ACHIEVEMENTS

(Presented by Brazil and Argentina, with the support of LACAC Member States¹)

EXECUTIVE SUMMARY

The creation of GASEP represented an important step forward in the Security and Facilitation field. The GASEP’s Roadmap brought more objectivity to a global strategic document, being a remarkable evolution from the ICAO Comprehensive Aviation Security Strategy (ICASS).

Since its creation, the GASEP Roadmap is in its implementation phase, and some tasks have already been completed. To further foster its implementation, the creation of a methodology to notify the stakeholders about new achievements and to promote the knowledge and experience exchange between them is suggested.

In addition, another important matter about GASEP’s follow up enhancement involves ways to update the status of the Effective Implementation (EI) in a dynamic way. The EI uses the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) results to quantify the progress of GASEP. Considering that USAP audits may have a time gap between activities, it is suggested that ICAO considers the State’s evidence, as provided in the Corrective Action Plan (CAP), to update the status of the EI in a continuous approach.

Action: The Assembly is invited to:

- a) Note the experience of Brazil with the GASEP in the creation of a technical collaborative group to coordinate the implementation of the Plan and develop joint actions and projects with the industry and all relevant aviation stakeholders;
- b) Recognize the importance of GASEP for the enhancement of Aviation Security around the world, as an international agenda for the sector;
- c) Suggest to ICAO to discuss the possible gains and the viability of creating a platform to follow on the GASEP Roadmap achievements; and
- d) Request ICAO to evaluate the possibility of updating some USAP-CMA results (Effective Implementation) based on the States’ submission of documented evidence as part of the Corrective Action Plan (CAP).

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| <i>Strategic Objectives:</i> | This working paper relates to the <i>Security and Facilitation</i> Strategic Objective. |
| <i>Financial implications:</i> | No additional funding required. |
| <i>References:</i> | <i>Global Aviation Security Plan (GASEP)</i> (Doc 10118) <i>Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA)</i> |

¹ Belize, Bolivia, Colombia, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Paraguay, Perú, Venezuela

1. INTRODUCTION

1.1 After the GAsEP's approval, in November 2017, by the ICAO Council, several regional events have been promoted around the world by ICAO to foster a global implementation of the Plan. Since then, a relevant number of appropriate authorities and industry representatives have developed projects to comply with some of the tasks of the GAsEP Roadmap.

1.2 The Plan's Roadmap was an important innovation presented by GAsEP in relation to the ICAO Comprehensive Aviation Security Strategy (ICASS). The Roadmap brought more objectivity to a global strategic document and steered in the right direction, being a remarkable evolution from ICASS.

1.3 However, the GAsEP's development has faced some challenges in these first years of implementation. One aspect involves creating and fostering the exchange of experiences between stakeholders and States with similar attributions in the GAsEP's Roadmap, and another one involves the communication regarding deliverables of the Plan.

1.4 One enhancement opportunity for GAsEP is in the way how it covers the evaluation of each task. Monitoring if the Effective Implementation (EI) targets are being achieved, in an easy and smart way, would enable States and industry to develop the global aviation security systems.

2. BRAZILIAN EXPERIENCE IN GASEP IMPLEMENTATION AND THE NEED FOR SHARING KNOWLEDGE AND EXPERIENCE TO ACHIEVE THE GASEP TASKS

2.1 The creation and approval of GAsEP prompted the National Civil Aviation Agency of Brazil - ANAC - to create a group composed by the appropriate authorities and industry representatives, with the goal of implementing the National Plan, taking the Global Plan into consideration.

2.2 The group created by ANAC has the objective to determine the priority actions, to appoint an organization to be responsible for each task and to follow up on the schedule of activities. In addition, this group can institute subgroups to work on the development of specific projects. The group has already created two subgroups, with the following goals:

- To create national guidance material for disruptive passengers at airports and aircraft; and
- To develop a manual on human factors for aviation security personnel.

2.3 These are the first two projects that the GAsEP Group is developing. In addition to these, other projects conducted by other stakeholders have already delivered results, and Brazil is making efforts to present these results to the ICAO/LACAC, NAM/CAR and SAM Aviation Security and Facilitation Regional Group, aiming to foster the implementation of similar actions in other States.

2.4 To that end, we consider that the creation of a global sharing platform in which the GAsEP Roadmap catalog would be included could be beneficial and could help all States to identify solutions to achieve compliance with the AVSEC Standards. This could be done by the means of the development of a secure website in which the States or the industry stakeholders that wish to share their projects on the GAsEP tasks could include their documents.

3. PLATFORM FOR GASEP'S PROGRESS EVALUATION

3.1 GAsEP presents, on its Roadmap, a column with indicators for each task, that aims at measuring the compliance status. Some of these tasks comprise the delivery of some technical material, as “*Publication of guidance*”, “*Material Reviewed*”, “*Guidance Published*” and “*Template produced*”. To promote the use of this material, a platform could be created, in which these products could be included, ensuring that the clients of each product are aware of the existence of the material, allowing the development of the plans in a more efficient way.

3.2 Some of the State’s task indicators demand State’s information, such as the “*ICAO survey/questionnaire*”, the “*Greater information sharing between States equipment information, requirements and specifications*” and the “*Development and implementation of corrective action plans*”. For these ones, guidance could be made available in this platform to provide the States with the necessary information, helping each State to better understand the task and how to comply with it. GAsEP, this way, would not only be a transparent and wide path for the evolution of the aviation security, but also a platform to exchange knowledge, experience and best practices, in a very organized and objective way.

3.3 GAsEP has targets related to its Effective Implementation (EI), using the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) data as input. Its targets are: for 2020, 80% of States reach 65% EI; until 2023, 90% of States reach 80% EI; and by 2030, 100% of States reach 90% EI.

3.4 The USAP-CMA’s audits (documental or in the field) currently have a recurrence of years, which leads to an outdated image of the real EI of GAsEP, as the update of the status only is made when a subsequent audit is made. Hence, the USAP-CMA methodology could consider the presentation of evidences by States contained in their Corrective Action Plan (CAP) to keep the EI more updated and to create a motivation for full compliance by the States. The analysis of CAP would be very similar to a document-based audit, that would be supported by a State declaration and presentation of appropriate evidence (national and airport-level documentation, pictures, and others).

3.5 For the Protocol Question (PQ) related to Critic Element (CE), that might demand evaluation on-site (EC 8, for example), this would not apply. However, we envisage that the PQs that can be evaluated by documentation evidence, as happens with CE 1, 2, 3, 5 and 6, could benefit of the process described before.

3.6 Finally, we would like to recognize that GAsEP is a very important tool of the global aviation security system, and to achieve all the GAsEP potential gains, a next step is needed. Creating a platform where all entities responsible for the Plan can follow its achievements in a transparent and updated way, making it possible to share experiences and good practices, would be the way we envisage it to achieve this goal.

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