



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Aviation Security — Policy

FOSTERING THE IMPLEMENTATION OF THE GLOBAL AVIATION SECURITY PLAN

(Presented by Finland on behalf of the European Union and its Member States¹
and the other Member States of the European Civil Aviation Conference²)

EXECUTIVE SUMMARY

Following the passing of UN Security Council Resolutions 2309 (2016) and 2396 (2017), the approval of the Global Aviation Security Plan (GASeP) by the ICAO Council represented a major step towards enhancing ICAO's efforts to build on and improve the global response to aviation security threats. EU/ECAC Member States urge ICAO, States and aviation entities to maintain the momentum so that the objectives of the GASeP can, without delay, be turned into real world results, raising the global bar for aviation security implementation.

Action: Action for the Assembly is at paragraph 5.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	The activities referred to in this Working paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Global Aviation Security Plan (GASeP) Assembly Resolution A39-18: <i>Consolidated statement on continuing ICAO policies related to aviation security</i> A40-WP/23 <i>Implementation of the ICAO Continuous Monitoring Approach (CMA) Audit Programmes;</i> A40-WP/25 <i>Implementation of the Global Aviation Security Plan (GASeP)</i> A40-WP/26 <i>Outcome of the Second High-level Conference on Aviation Security (HLCAS/2)</i> A40-WP/27 <i>Consolidated statement of continuing ICAO policies related to aviation Security</i> A40-WP/32 <i>Report on the review of the scope and methodology of the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA)</i>

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Moldova, Monaco, Montenegro, Republic of North Macedonia, Norway, San Marino, Serbia, Switzerland, Turkey and Ukraine.

1. INTRODUCTION

1.1 In October 2016, United Nations Security Council Resolution (UNSCR) 2309 was unanimously passed. This Resolution – the first ever devoted exclusively to aviation security – called upon ICAO and its Contracting States to take steps relating to the creation and updating of Standards, the effective implementation of these Standards, and capacity-building efforts, to meet the ever-evolving global threat to civil aviation from terrorism.

1.2 On 10 November 2017, a major step forward was taken with the approval of the Global Aviation Security Plan (GASeP) by the ICAO Council. The development of the GASeP in just one year – much shorter than the normal preparation period for comparable global plans – is testament to the urgency and importance of meeting the challenges set in UNSCR 2309, as well as building on and improving the global response to aviation security threats more generally.

2. MAINTAINING PROGRESS ON THE GASeP

2.1 As part of its decision in approving the GASeP, the ICAO Council set out targets for the effective implementation of aviation security Standards, to be achieved by 2020, 2023 and 2030. These targets are welcome in helping to maintain momentum in the implementation of the GASeP. The achievement of these targets will be dependent not only on improved performance by individual States in effectively implementing these Standards, but also on the ability of ICAO to continuously monitor progress and in a harmonised manner with the objective of assessing the effective implementation by all Member States. To this end, the proposals for reform of the USAP-CMA set out in A40-WP/32 are very welcome.

2.2 It is important that States not only support each other, but also ICAO's efforts in achieving the GASeP targets and the other elements of the GASeP roadmap. This means effective use of resources available in the 2020-2022 Budget of the Organization, as well as the active participation of States and aviation entities, such as regional and sub-regional organisations and industry stakeholders, in providing expertise and material and non-material support. In doing so, we will collectively ensure that the GASeP provides tangible, real-world, achievements.

3. IMPLEMENTATION OF GASeP IN THE EUROPEAN REGION

3.1 As part of its GASeP implementation efforts, and in line with UN Security Council Resolutions 2309 (2016) and 2396 (2017), and as a contribution to the priorities of the EUR/NAT Region, EU/ECAC Member States have taken numerous steps and initiatives to strengthen its aviation security regimes and to engage in outreach to other non-European States in support of GASeP implementation.

3.2 The active role of regional organisations such as the European Union (EU) and the European Civil Aviation Conference (ECAC) in the field of aviation security has facilitated the harmonisation of aviation security measures at European level as well as fostered the implementation of GASeP. The result is a high level of effective implementation of aviation critical elements, which in the case of EU/ECAC States has reached the level that ICAO defined as a target for 2030.

3.3 Examples of European region commitment to GAsEP implementation include:

- a) The most recent amendment to European Union aviation security legislation, adopted on 23 January 2019¹. This includes GAsEP priority actions in the areas of enhancing risk awareness and response and developing security culture and human capability. In particular, the updated legislation strengthens the background check regime considered essential to efficiently address insider threat, as part of a multi-layered approach to mitigate this threat, including the screening of persons and items carried. The updated legislation also includes other important elements addressing GAsEP priority actions, such as to improve technological resources and foster innovation.
- b) The 2019-2021 ECAC work programme in the field of aviation security defined by ECAC Member States' Directors General is fully consistent with the GAsEP priorities as this was also the case for the preceding triennium (2016-2018). This includes support to its States in the development of guidance material on a risk-based approach to aviation security, security culture, security equipment, and incident reporting.

3.3 EU/ECAC Member States and European organisations actively cooperate with all ICAO States, international partners and the ICAO Secretariat, in efforts and initiatives to foster the effective implementation of ICAO aviation security Standards, in support of ICAO's *No Country Left Behind Initiative*. In particular, concrete capacity building initiatives, such as the CASE I² project and soon CASE II³, as well as the ECAC capacity building programme⁴ support the GAsEP implementation. These efforts are in addition to a wide-range of capacity building activities deployed by individual European States and organisations based in the region on a bilateral or multilateral basis.

4. MAXIMISING THE EFFECTS OF CAPACITY BUILDING ACTIVITIES

4.1 The second High Level Conference on Aviation Security (HLCAS/2) in November 2018 recommended that ICAO map existing capacity-building resources and providers so as to have a comprehensive understanding of available capacities; and map delivered, on-going and planned capacity-building activities, so as to have a comprehensive overview of the situation. The HLCAS/2 also noted the importance of ICAO's efforts on high-level actions to trigger political commitment from beneficiary States and sustained benefits of delivered assistance.

4.2 In support of the GAsEP call for increased assistance and the efforts outlined in paragraph 3.3 of this Working Paper, EU/ECAC Member States and regional organisations urge ICAO to implement the HLCAS/2 recommendations above in order to facilitate these efforts.

5. CONCLUSION

¹ Commission Implementing Regulation (EU) 2019/103 of 23 January 2019 amending Implementing Regulation (EU) 2015/1998 as regards clarification, harmonisation and simplification as well as strengthening of certain specific aviation security measures (Text with EEA relevance.), *OJ L 21, 24.1.2019, p. 13–22*

² The EU-funded and ECAC-implemented CASE Project was launched in 2016, for a duration of four years. Its purpose is to support the efforts of partner States, in Africa and the Arabian Peninsula, to mitigate threats against civil aviation and to improve levels of compliance with ICAO requirements, with a strong focus on quality control measures.

³ The EU-funded and ECAC-implemented CASE II Project is envisaged to start in summer 2020-

⁴ The ECAC audit and capacity building programmes were launched in 2001 for the benefit of ECAC 44 Member States and opened to the other States of the EUR/NAT regions in 2018.

5.1 The Assembly is invited to:

- a) Welcome the expeditious launch of the GAsEP following the Resolution of the 39th session of the ICAO Assembly;
- b) Reaffirm its commitment to achievement of the global targets for effective implementation as set out in the GAsEP roadmap;
- c) Request the ICAO Secretariat to establish a progress reporting mechanism that encourages States to maintain momentum in the implementation of the agreed priority actions, measures and tasks set out in the GAsEP and to demonstrate the progress made towards GAsEP targets;
- d) Recognize the work conducted by the Secretariat in consultation with Contracting States to review the scope and methodology of the USAP-CMA and urge the ICAO Secretariat to implement the reforms to the USAP-CMA set out in A40 - WP/32 as a matter of priority;
- e) Urge the ICAO Secretariat to make resources available to carry out all of the audits required to effectively measure implementation against the globally agreed targets in the GAsEP Roadmap and encourage States to support ICAO in its aviation security audit work through the provision of additional resources;
- f) Urge the ICAO Secretariat to implement the recommendations of the HLCAS/2, in particular in building a comprehensive overview of capacity-building activities and in conducting high-level actions to trigger political commitment from beneficiary States, as noted in paragraph 4.1 of this Working Paper;
- g) Encourage States to support each other in the implementation of the GAsEP; and
- h) Recognize the European region's efforts to implement the GAsEP and its support to other regions and States in effective GAsEP implementation.

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