



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation Security — Policy

**POTENTIAL BENEFITS FROM REMOTE TECHNIQUES AS A SUPPLEMENTARY
MEANS TO PERFORM EFFECTIVE AVIATION SECURITY OVERSIGHT**

(Presented by the United Arab Emirates, co-sponsored by Australia, Canada,
Netherlands, Singapore and the United States)

EXECUTIVE SUMMARY

In order to ensure that security measures are effectively and sustainably implemented, States are required to implement effective oversight over all aspects of their aviation security regimes. During the Covid-19 pandemic, aviation security oversight programmes and activities have had to be revised in line with imposed Covid-19 pandemic measures and restrictions, taking due regard of the risks. Accordingly, quality control methodology included some remote techniques in order to apply physical distancing and comply with imposed Covid-19 restrictions and measures. This Working Paper provides consideration of potential benefits for further development of remote techniques as a supplementary means to perform effective aviation security oversight.

Action: The Assembly is invited to:

- a) encourage ICAO, in coordination with Member States, organizations, industry and stakeholders to further develop remote aviation security oversight techniques in view of modern technologies and innovation, that can be used when restrictions or other circumstances do not allow for on-site monitoring activities, in order to arrange for effective aviation security oversight;
- b) urge ICAO, Member States, organizations, industry and stakeholders to consider the benefits of implementing technologically advanced remote techniques as a supplementary means to perform effective aviation security oversight; and
- c) encourage ICAO, Member States, organizations, industry and stakeholders to further develop appropriate framework and criteria to support using advanced remote techniques more widely in certain defined areas of activity where applicable, in order to enhance oversight efficiency.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective
<i>Financial implications:</i>	This working paper has no direct financial implications.

<i>References:</i>	Annex 17 – <i>Aviation Security</i> Doc 10118, <i>Global Aviation Security Plan</i> Assembly Resolution A40-11 Council Aviation Recovery Task Force (CART) ICAO Guidelines for Aviation Security Contingency Measures during the Covid-19 Pandemic A41-WP/5 <i>Consolidated statement of continuing ICAO policies related to aviation security</i>
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1. INTRODUCTION

1.1 The main objective to establish an effective aviation security oversight system by States is to ensure that security measures are effectively and sustainably implemented at the national level. Effective aviation security (AVSEC) oversight supports the implementation of international aviation security Standards and Recommended Practices (SARPs) of Annex 17 – *Aviation Security*, and the security provisions of Annex 9 – *Facilitation*, which contributes to the security of civil aviation regionally and globally, as well as to the overall level of compliance with appropriate aviation security Standards.

1.2 The aviation security system is largely reliant on the availability and performance of well-trained, competent, skilled and motivated professionals in charge of the aviation security requirements and measures. Aviation security technologies, infrastructure, new processes and procedures have also played a key role as the civil aviation industry moves towards greater automation using more scientific and innovative technologies and processes. Further development of remote techniques in view of modern technologies and innovation, may additionally support the effectiveness of aviation security oversight.

2. DISCUSSION

2.1 During the Covid-19 pandemic, Member States and industry have needed to adapt to health-related measures and restrictions that have limited on-site aviation security activities. Accordingly, Member States and industry have pivoted to allow some quality control activities to be conducted remotely, using available technologies and techniques that allow for physical distancing and compliance with other temporary measures. Based on lessons being learned from these adaptations, there may be merit in further developing the techniques and considering their use as supplementary approaches under other operating environment, where appropriate.

2.2 In October 2020, ICAO published “Guidelines for Aviation Security Contingency Measures during the Covid-19 Pandemic” (Restricted). In this document, guidelines for revised oversight programme, methodology, corrective measures, enforcement, etc. during the pandemic was provided (reference to Chapter G - Quality Control (QC)). Alternative methods to carry out oversight activities to ensure physical distancing, avoid contact with documentation and persons, and operate within a newly restricted environment included: review of electronic documents; increased use of closed circuit television (CCTV) to observe operations when available; observations from remote or high points; remote meetings and interviews (including videoconference etc.). Remote quality control activities are also mentioned in this document without providing more detailed guidance.

2.3 At the current level of technology, remote oversight techniques and activities may be considered as efficient and effective tool in certain areas and situations, however its components, in comparison to on-site oversight activities do not replace the actual on-site audits and/or inspections, tests etc., of regulated entities. Therefore, ICAO, Member States, organizations, industry and stakeholders

should continue to prioritize in-person aviation security oversight activities until the techniques for remote oversight are refined and the areas for their application are clearly identified.

2.4 Based on the experiences of Member States, organizations, industry and stakeholders that have utilized remote oversight techniques during the Covid-19 pandemic, ICAO should conduct a study on if and how remote oversight techniques can and should be normalized as supplementary aviation security oversight methods, noting that their use has already proven to be cost and time efficient in some cases.

2.5 Additional benefits of further developing remote aviation security oversight techniques using advanced technology may also support continuous monitoring approaches at the national level, such as: monitoring and verification of the implementation of security measures outsourced to external service providers; assessments of security measures in support to verification of equivalence of the security outcome and, in recognition of security measures to avoid unnecessary duplication of security controls. In doing so, it shall be noted that appropriate protection of sensitive aviation security information must also be considered and ensured.

3. CONCLUSION

3.1 The further development of remote aviation security oversight techniques and guidance material, as well as consideration of their application beyond the pandemic environment, has the potential to provide additional support and flexibility to Member States in conducting effective oversight. The actions being proposed in this Working Paper are also aligned with the revised Resolution on the *Consolidated statement of Continuing ICAO Policies related to Aviation Security (WP/5)*, in which the Assembly “Encourages Member States to implement effective oversight, including remote techniques when restrictions or other circumstances do not allow for on-site monitoring activities, over all aspects of their aviation security regime in order to ensure that security measures are effectively and sustainably implemented”.

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