



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation Security Policy

PROMOTE COOPERATION AMONG REGIONAL ORGANIZATION AND BODIES TO INCREASE THE EFFECTIVENESS OF AVIATION SECURITY

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States¹)

EXECUTIVE SUMMARY

This working paper highlights the importance of cooperation and collaboration between ICAO, regional organizations, and regional civil aviation bodies in matters of aviation security and facilitation to ensure harmonization of civil aviation security policies and practices between Member States leading to a secure, efficient, and sustainable regional air transportation system.

Enabling regional organization and civil aviation bodies ensures that security measures are in place to protect civil aviation against acts of unlawful interference. Effective security oversight activities can contribute to the security of Member States and be effective in responding to new threats.

Action: The Assembly is invited to:

- a) note efforts to strengthen aviation security in finding new ways of mitigating the security risks to civil aviation, and sharing of relevant information, including on threats to aviation, wherever possible;
- b) urge Member States to closely cooperate with their regional oversight bodies and work together to achieve global civil aviation security objectives;
- c) urge States to provide sustainable funding to their regional oversight bodies to increase the efficiency and success of regional oversight bodies in aviation security enhancement activities; and
- d) urge regional oversight bodies and Member States to establish schemes that would guarantee the retention of skilled and qualified personnel.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective.
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<i>Financial implications:</i>	No additional resources required.
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<i>References:</i>	<i>Annex 9 – Facilitation</i> <i>Annex 17 – Aviation Security</i> <i>Doc 9958, Assembly Resolutions in Force</i> (as of 8 October 2010) <i>A27-17 and A37-21</i>
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¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Cote d'Ivoire, Democratic Republic of the Congo, Republic of the 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, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe

1. INTRODUCTION

1.1 One of the challenges facing aviation today, with reference to aviation security, is scarcity of resources. The question then, is how we utilise existing resources most effectively to ensure a safe and secure aviation system. The intent of this paper is to examine this challenge at States level.

1.2 A significant challenge in aviation security at States level is the capacity to ensure effective implementation of aviation security measures. This can only be achieved through an effective oversight that is designed to achieve a secure global aviation network to protect civil aviation operations from acts of unlawful interference.

1.3 This challenge is experienced differently in different States due to differences in the availability of resources. Were these resources to be aggregated within a region it could result in a balancing that would mean sufficient resources for a region. And such aggregation could be achieved through coordination by a regional structure. In addition to the above, ICAO regional offices are also a valuable support resource for States; however, to derive the most benefit from these support structures, duplication should be avoided.

1.4 The ICAO Assembly, in recognition of this important fact, at its 37th Session considered Policy and Framework for Regional Cooperation, which committed ICAO to rendering assistance, advice, and any other form of support, to the extent possible, in the technical and policy aspects of international civil aviation to Contracting States in carrying out their responsibilities pertaining to the Convention on International Civil Aviation (Chicago Convention) and ICAO's Strategic Objectives. The Policy further states that ICAO will promote regional cooperation through close partnerships with regional organizations and regional civil aviation bodies.

1.5 ICAO's Universal Security Audit Programme - Continuous Monitoring Approach (USAP CMA) audits have revealed that most States have not fully implemented all the Standards contained in Annex 17 – *Aviation Security* and the security aspects of Annex 9 – *Facilitation*. A common shortcoming noted during USAP- CMA activities is that many States do not provide effective oversight of all relevant aviation security activities in their State for the effective implementation of ICAO's Standards and Recommended Practices (SARPs) and their own national aviation security requirements.

1.6 The regional offices and regional civil aviation bodies can complement ICAO audits through security assessment aimed at assisting Member States in the effective implementation of the SARPs as well as in conducting effective oversight.

2. REGIONAL SECURITY & FACILITATION OVERSIGHT ORGANIZATIONS

2.1 The 37th Assembly encouraged regional civil aviation organizations and bodies to enter into appropriate arrangements with ICAO and encouraged States that do not have a regional body to work at developing regional cooperation structures.

2.2 ICAO should develop and implement an Action Plan to improve cooperation and collaboration with regional civil aviation organizations and bodies.

2.3 Regional civil aviation organizations and bodies play an important role in:

- a) developing harmonized policies at the regional level to support a safe, reliable, efficient, and economically viable civil aviation and ensure safe and secure civil aviation operations to support other economic activities;
- b) supporting Member States in meeting their security oversight obligations under the Chicago Convention and its Annexes;
- c) providing Member States with an appropriate forum and structure to discuss, plan and implement common measures required for achieving the safe and orderly development of international civil aviation safety and security;
- d) harmonizing operating regulations that meet international standards and recommended practices to facilitate adoption and promulgation by member states; and
- e) putting measures in place for sharing limited resources, with particular emphasis, on technical personnel with a view of achieving aviation safety and security objectives.

3. **DISCUSSIONS**

3.1 Effective partnership between ICAO and Regional Civil Aviation Organizations and bodies is critical in ensuring effective security oversight system by States. This will ensure that Standards contained in Annex 17 – *Aviation Security* and the security aspects Annex 9 – *Facilitation* are effectively implemented.

3.2 Sharing of resources (with particular emphasis on technical personnel) can be coordinated through Regional Civil Aviation Organizations and bodies to support Member States in need of the technical support especially when preparing for USAP CMA activities and in the development of Corrective Action Plans post USAP CMA activities as well as in ensuring effective implementation of such plans,

3.3 Regional Civil Aviation Organizations could also assist in conducting security audits in accordance with a risk-based approach to assess the effective implementation of the Standards and national Aviation Security requirements and continuously monitor implementation to ensure sustainability of the effectiveness of civil aviation operations in states.

3.4 Regional civil aviation bodies could carry-out readiness assessment missions on Member States to evaluate the State's aviation security system in relation to USAP CMA Protocol Questions (PQ) thereby ensuring preparedness prior to ICAO USAP CMA activities and sustainability of aviation security systems of its Member States.

3.5 Regional Civil Aviation Organizations and bodies can play an important supporting role for Member States in establishing robust and effective aviation security oversight system by developing policy documents (regulations and programmes), implementing capacity building projects such as inspectors training and On-the-Job (OJT) coaching programmes, screener certification programme, etc.