



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation Security — Policy

PROMOTING REGIONAL AND INTERNATIONAL SUPPORT AND COOPERATION IN CIVIL AVIATION SECURITY

(Presented by Saudi Arabia, on behalf of the Arab Civil Aviation Organization (ACAO) States²)

EXECUTIVE SUMMARY

The objective of the Global Aviation Security Plan (GASeP) is to promote support and cooperation and boost collaboration across the international civil aviation security community, considering that the threats and risks faced by the civil aviation community in any State may impact all Member States. Further, the ICAO *No Country Left Behind* initiative has played an integral role in enhancing international cooperation to achieve civil aviation security objectives.

Action: The Assembly is invited to:

- a) urge ICAO to increase its support for cooperation programmes, which contribute to achieving GASeP priorities and aspirational goals, especially after the COVID-19 recovery phase and the difficulties encountered by States;
- b) encourage States with resources, capacities and expertise to offer support and assistance to other States in need to implement, for example, the *No Country Left Behind initiative*, thereby assisting the global civil aviation industry;
- c) stress the importance of building regional and international networks and cooperation in implementing Annex 17 – *Aviation Security Standards*; and
- d) take note of the efforts of Saudi Arabia in achieving the objectives of the *No Country Left Behind initiative*, as well as its achievements in assisting and supporting States in their endeavours to enhance their aviation security and capacity-building efforts.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective <i>Security and Facilitation</i> .
<i>Financial implications:</i>	This working paper does not have any financial implications.
<i>References:</i>	Annex 17 – <i>Aviation Security</i> Doc 10118, <i>Aviation Security Global Risk Context Statement</i> Global Aviation Security Plan (GASeP)

¹ Arabic version provided by Saudi Arabia.

² Member States of the Arab Civil Aviation Organization (ACAO): Algeria, Bahrain, Comoros, Djibouti, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Somalia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, and Yemen.

1. INTRODUCTION

1.1 In 2014, ICAO held its first Council strategic session to determine how it could communicate better with the Member States and assist them. Among the key topics discussed was the significant discrepancies in how some States implemented ICAO Standards and Recommended Practices (SARPs).

1.2 It was established that ICAO needed to focus its activities on States with higher rates of accidents or security threats and to review what it could do to encourage developed countries to offer more comprehensive assistance to developing States.

1.3 The conclusion was reached that ICAO needed to offer more direct assistance to developing States, by actively undertaking a coordination role and helping create the necessary political will for States to mobilize resources. It was also stressed that it would participate in regional efforts, allocate voluntary funds and engage in capacity building.

1.4 The Saudi Vision 2030 aims to develop an ambitious civil aviation strategy, in which aviation security is an essential pillar. In line with the Vision, Saudi Arabia completed several civil aviation industry projects, specifically in aviation security.

1.5 Saudi Arabia has therefore been taking steady steps in supporting the Middle East region to promote aviation security through capacity-building activities and mitigate common regional threats across the Middle East

2. DISCUSSION

2.1 In September 2016, delegations participating in the 39th Session of the ICAO Assembly agreed on the need to accelerate the development of the Global Aviation Security Plan (GASeP). It would thus constitute the aviation security policy and programme framework for the future. GASeP, which replaced the ICAO Comprehensive Aviation Security Strategy (ICASS), addressed the needs of States and the industry to direct all aviation security efforts towards a number of internationally agreed-upon priority procedures, mandates and objectives.

2.2 The Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA) outcomes revealed that current levels of Effective Implementation of Critical Elements (CEs) on the regional and international levels (with the exception of only one region) were still far from the ambitious GASeP objectives (as of April 2022).

2.3 The *No Country Left Behind* initiative highlights the efforts of ICAO and donor States in offering support and assistance to Member States so they can effectively implement SARPs.

2.4 The success of the *No Country Left Behind* initiative depends on the support of and cooperation with partners and donors. It also requires steadfast commitment from States, in addition to significant investments from the aviation and non-aviation sectors.

2.5 In line with the Saudi Vision 2030, Saudi Arabia supported the *No Country Left Behind* initiative in all fields. Leveraging its multiple privileges such as its strategic location, its status as a leading investment giant and its pan-Arab weight, Saudi Arabia paid particular attention to assisting the Middle East States to enhance their aviation security and build their capacities.

2.6 Saudi Arabia has hosted the Cooperative Aviation Security Programme in the Middle East (CASP-MID) since 2018 and has covered the travel and accommodation expenses for tens of participants who attended CASP-MID events (courses, workshops, etc.).

2.7 Saudi Arabia funded the annual contributions of several Middle East States willing to join CASP-MID, at an annual cost of approximately 55,000 USD per State.

2.8 Saudi Arabia also participated in setting up the National Civil Aviation Security Training Programme (NCASTP) and the Security Licensing System, in collaboration with several States in the region through CASP-MID. This was considered one of the best practices for enhancing compliance with Annex 17 SARPs to address the challenges those States faced in setting up and implementing the Programme.

2.9 The contribution of friendly States from outside the region (United States and United Kingdom) is duly acknowledged for supporting CASP-MID, as they set an example to be followed in implementing the *No Country Left Behind* initiative.

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