



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 14: Aviation Security — Policy**

**REGIONAL ICAO-SAM EXPERIENCE OF GASeP IMPLEMENTATION BASED ON THE ICAO-LACAC NACC/SAM AVSEC/FAL GROUP'S ROADMAP AGREED IN PANAMA IN 2018**

(Presented by Chile, Brazil and Colombia, and supported by Argentina, Ecuador, El Salvador, Guatemala, Panama and Uruguay<sup>2</sup>)

**EXECUTIVE SUMMARY**

The NAM/CAR/SAM regional roadmap, established under ICAO-LACAC auspices for GASeP implementation, has enabled the region gradually to increase the effectiveness of civil aviation security measures, improve priority outcomes, take up challenges and the specific tasks agreed at the NAM/CAR/SAM regional conference held in Panama in 2018 and fulfil international commitments undertaken at the second High-level Conference, held in Montreal in November 2018, in order to contribute to the sustainability of the global and regional system. The pandemic has affected cooperation mechanisms and the movement of persons and has, in addition, highlighted the need to revise the roadmap and GASeP indicators.

**Action:** The Assembly is invited to:

- a) encourage the Council to revise GASeP priority outcomes, action and tasks, review the roadmap and adapt it to the current post-pandemic reality, consider new proposed target indicators to enable a more precise, simple and updated evaluation of the Global Plan, and guide States in ways and means of subsuming GASeP under a State Programme (State Security Programme) associated with a structured management system (SeMS); and
- b) take note of the ICAO-LACAC NACC/SAM Regional Group's efforts to implement GASeP and encourage States to reactivate their joint efforts to agree on cooperation mechanisms for aviation security policy, staff training and strategic planning, which help to raise effective implementation and to ensure that no country is left behind.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Aviation Security and Facilitation</i> Strategic Objective
<i>Financial implications:</i>	No funds are required
<i>References:</i>	Doc 10118, <i>Global Aviation Security Plan</i> (GASeP)

<sup>1</sup> Spanish version provided by Chile.

<sup>2</sup> Paper supported by SAM Region and LACAC Member States (Argentina, Aruba (Kingdom of the Netherlands), Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela (Bolivarian Republic of)).

## 1. INTRODUCTION

1.1 In September 2016, delegates to the 39th Session of the Assembly of the International Civil Aviation Organization (ICAO) agreed that there was a need for the accelerated development of a Global Aviation Security Plan (GASeP) as a future aviation security policy and programming framework, addressing the needs of States and industry in guiding all aviation security enhancement efforts through a set of internationally agreed priority actions, tasks and targets.

1.2 The Global Aviation Security Plan (GASeP) calls for the actions, tasks, indicators and target dates to be applied at the global, regional and national levels, with industry and other stakeholders participating in order to raise the implementation level of Annex 17 — *Aviation Security*, and for countries to intensify efforts for ICAO to build its capacity to support States in this regard, which makes it a living document that can be reviewed periodically in view of emerging threats to aviation security.

1.3 The key ICAO-expected outcomes, which underpin the purpose of the national roadmap within the framework of GASeP, are:

- a) risk awareness and response enhanced;
- b) security culture and human capability developed;
- c) technological resources improved and innovation fostered; and
- d) cooperation and support increased.

## 2. LACAC-SAM REGIONAL EXPERIENCE

2.1 Representatives of the States of the region met in Panama City and approved a regional civil aviation security roadmap for North America, Central America and the Caribbean, and South America (NAM/CAR and SAM), in conjunction with the Latin American Civil Aviation Commission (LACAC), in order to address common challenges by implementing the ICAO Global Aviation Security Plan (GASeP).

2.2 Conference participants (States, international and regional organizations and the industry) agreed, among the most important matters, to the following:

- a) *national aviation security authorities in the NAM/CAR and SAM Regions should ensure that actions and tasks of the roadmap implemented in all States are in accordance with the action plans detailed in the SAM regional roadmap and will be developed by States, taking into consideration the priority outcomes set out in the ICAO Global Plan;*
- b) *development of a coordinated auditing and peer review system, by formulating and implementing rectification plans at the national and regional levels to address identified gaps and vulnerabilities, and by including the enhancement of training and guidance on quality assurance in NAM/CAR and SAM Region States and other stakeholder bodies;*
- c) *compliance by States with Resolution 2309 adopted in 2016 by the United Nations Security and related ICAO Assembly resolutions, under the leadership of ICAO, and endorsement of the NAM/CAR and SAM-LACAC aviation security roadmap that was considered in Panama;*
- d) *support by the AVSEC/FAL Regional Group, taking into consideration resources available to States and stakeholder bodies for the development of detailed national action plans in order to ensure effective implementation of related roadmap actions and tasks; and*
- e) *in support of the ICAO “No Country Left Behind” initiative, encouragement of States, regional organizations and stakeholders, in coordination with ICAO’s NACC and SAM*

*Regional Offices to provide assistance, where necessary, to other States and bodies in need thereof for the implementation of the regional road map.*

2.3 The establishment of the regional NAM/CAR/SAM GAsEP implementation roadmap, under the auspices of LACAC, has enabled the Region gradually to:

- a) enhance the effectiveness of the civil aviation security measures contained in Annex 17, thus contributing to the sustainability of the civil aviation security system (AVSEC);
- b) achieve the priority civil aviation security outcomes adopted by the Assembly of the International Civil Aviation Organization and contained in the Global Aviation Security Plan (GAsEP) for 2020-2030;
- c) take up challenges and specific AVSEC tasks agreed at the NAM/CAR and SAM Regional Conference on Aviation Security; and
- d) fulfil the international commitment undertaken at the second High-level Conference on Aviation Security, held in Montreal on 29 and 30 November 2018, to contribute to the sustainability of the global, regional and national AVSEC system.

2.4 The pandemic has affected air operations, which have faced a drastic fall in demand and restrictions that have placed the air transport industry, and States themselves, in a delicate situation. The impact of the pandemic has changed communication practices and has affected regional efforts under cooperation mechanisms. Moreover, it has been found that the GAsEP target indicator, which uses the results of the effective implementation (EI) of USAP-CMA audits, does not allow adequate monitoring of the Global Plan, in particular because audits are repeated after several years, which precludes an up-to-date snapshot of the Plan. Consequently, new indicators and forms of monitoring could be used in the next cycle of the Plan in order to obtain GAsEP implementation outcomes that are more realistic and up-to-date, in addition to fostering advances in aviation security.

### 3. CONCLUSION

3.1 It is proposed that the Assembly encourage the Council to revise GAsEP priority outcomes, actions and tasks; review the roadmap and adapt it to the current post-pandemic reality; consider new proposed target indicators to enable a more accurate, simple and up-to-date evaluation of the Global Plan, and guide States in ways and means of subsuming GAsEP under a State Programme (State Security Programme) associated with a structured management system (SeMS).

3.2 The Assembly is requested to take note of the ICAO-LACAC NACC/SAM Regional Group's efforts to implement GAsEP and encourage States to reactivate their joint efforts to agree on cooperation mechanisms for aviation security policy, staff training and strategic planning, which help to raise effective implementation levels and to ensure that no country is left behind.