



**FIFTH MEETING OF THE AVIATION SECURITY AND FACILITATION REGIONAL
 GROUP (AVSEC/FAL/RG/5)**

ICAO SAM Regional Office, Lima, Peru, 3 to 5 June 2015

- Agenda Item 3: Global and Regional Developments**
**3.1 ICAO 38th Assembly results related to Aviation Security and
 Facilitation**
3.1.1 Annex 17, AVSEC Panel, AVSEC Manual
**3.1.3 Universal Security Audit Programme and Continuous Monitoring
 Approach (USAP-CMA)**

**REPORT ON THE IMPLEMENTATION SUPPORT AND DEVELOPMENT –
 SECURITY (ISD-SEC) PROGRAMME**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper reports on the ICAO Implementation Support and Development – Security (ISD-SEC) Programme in 2014, highlighting actions taken to support States in implementing Annex 17 – Security. It also provides an update on actions taken to further develop performance indicators for measuring the effectiveness of ICAO’s assistance and capacity-building development activities.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none"> • WP/8 of the Twenty Sixth Meeting of the Aviation Security Panel (AVSECP/26)

1. INTRODUCTION

1.1 ICAO’s aviation security-related assistance and capacity-building activities to support Member States in implementing effective aviation security (AVSEC) programmes are delivered through the Implementation Support and Development – Security (ISD-SEC) Programme under the framework of the ICAO Aviation Security Assistance and Capacity Building Strategy. The Strategy encompasses:

- a) structured State Improvement Plans (SIP) that use a multi-phase methodology and assistance tools tailored to State’s specific needs;
- b) training of aviation security personnel using ICAO Aviation Security Training Packages (ASTPs) and workshops, conducted on a scheduled basis at ICAO-

recognized Aviation Security Training Centres (ASTCs) or under special arrangements with a State or regional organization

- c) the regular provision of guidance and advice to States in support of their action to implement ICAO Standards and Recommended Practices (SARPs). Such guidance and advice may be provided through special-purpose missions or through communications with State authorities responsible for aviation security; and
- d) support to projects conducted under ICAO's Technical Cooperation Programme, such as Cooperative Aviation Security Programmes (CASPs).

2. ASSISTANCE

2.1 In order to optimize ICAO's assistance and capacity-building efforts, a coordinated effort between ICAO and States, other international and regional organizations, and industry is essential. Accordingly, in 2014, implementation of the ISD-SEC Programme intensified, in coordination and collaboration with partners so as to ensure the effective use of the limited assistance resources.

2.2 In accordance with Resolution A38-15 of the 38th Session of the ICAO Assembly, assistance was prioritized using risk management principles and the expressed commitment of States to improve. Depending on the needs of the recipient State, ICAO collaborated with other States, international and regional organizations and industry supporters that were in a position to contribute resources and expertise to expand the scope and effectiveness of assistance activities offered.

2.3 Ten new State Improvement Plans (SIPs) were initiated in 2014, illustrating a strong interest by Member States to use this methodology to receive targeted aviation security assistance from ICAO. Fifteen States globally were actively engaged in the implementation of a SIP: nine States in the Western and Central African (WACAF) Region; two States in the Eastern and Southern African (ESAF) Region; two States in the South American (SAM) Region; one State in the North American, Central American and Caribbean (NACC) Region, and one State in the Asia and Pacific (APAC) Region. Eight SIPs were put on hold for reasons such as: significant changes in the administration of the State; State lack of progress in carrying out the agreed activities under the SIP; regional conflict; and/or health crises, such as the Ebola virus outbreak.

2.4 Post-assistance evaluation missions were conducted in two States to determine the impact of assistance activities provided and to identify additional needs.

- a) State #1: the evaluation determined that while the State would benefit from additional assistance, it had made progress in strengthening its aviation security system since the implementation of the SIP in 2012 and that the assistance provided, particularly in the development of national programmes and the improvement of airport security operations and quality control, was a catalyst for these improvements. The evaluation concluded the State should receive an ICAO Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA) audit as it has not previously benefited from a USAP audit; and
- b) State #2: the evaluation confirmed that the objectives of the SIP had been achieved. Those objectives included: all required national programmes, including a Screener Certification Programme, had been developed and approved; a Contingency Plan had been developed and table-top exercises were conducted; and, National inspectors who had received initial training and on-the-job training through the SIP were found to have been actively conducting inspections and audits under the State's National Quality Control Programme.

2.5 Additionally, three States in the ESAF Region, two States in the WACAF Region, three States in the Middle Eastern (MID) Region, one State in the European and North-Atlantic (EUR/NAT) Region, one State in the SAM Region and one regional entity in the NACC Region were provided with targeted training or guidance.

2.6 The ISD-SEC Programme supported various regional AVSEC groups and forums, including: the European and North Atlantic (EURNAT) AVSEC Group; the Joint Aviation Security Seminar for the Mediterranean the Asia Pacific Regional Aviation Security Coordination Forum (RASCF); and the ICAO/Latin American Civil Aviation Conference Aviation Security and Facilitation Regional Group. ICAO Secretariat support and participation at these meetings is recognized by attendees as essential in ensuring tangible outcomes are achieved.

2.7 The ICAO Secretariat initiated efforts to establish the Africa Security/Facilitation (AFI SECFAL) Initiative to enhance the coordination of assistance activities in Africa. The ICAO Council approved AFI SECFAL as an ICAO programme during the 203rd Session.

2.8 ICAO supported activities of the United Nations Counter-Terrorism Executive Directorate (CTED) by augmenting their teams with expertise in aviation security for State visits and providing relevant information for specific missions. The purpose of the visits was to conduct expert assessments of each Member State's implementation of Security Council resolutions 1373 (2001) and 1624 (2005) and to bolster the ability of United Nations Member States to prevent terrorist acts both within their borders and across regions. These on-site visits also facilitate technical assistance to Member States, as required, including in the field of civil aviation security.

3. AVIATION SECURITY TRAINING

3.1 Addressing the continuing need for global and regional AVSEC training, ICAO endorsed one new Aviation Security Training Centre (ASTC) in 2014: the Gulf Aviation Academy, Manama, Bahrain. The ASTC network now comprises 28 members. A total of 43 training events were offered throughout the ASTC network benefitting 562 AVSEC personnel from 104 States.

3.2 Collaboration with the World Customs Organization (WCO) continued, in particular with respect to developing a joint workshop, which is planned to be delivered in Bangkok, Thailand in April 2015. The objective of the workshop is to educate personnel involved with the facilitation and securing of air cargo.

3.3 The Secretariat initiated the development of a seminar on the Legal Aspects of Aviation Security that was test run in the SAM Region in March 2015. This seminar is based on a one previously delivered under the CASP-AP and the aim of the Secretariat is to make it available globally.

3.4 Coordination with the Global Aviation Training (GAT) Office was carried out to ensure consistency of training materials and activities with the ICAO Training Policy. This includes coordinating the updating and development of training material, as well as the certification of instructors used by ICAO for the provision of aviation security training activities.

4. MEASURING THE EFFECTIVENESS OF ASSISTANCE AND CAPACITY-BUILDING

4.1 The Aviation Security Assistance and Capacity Building Strategy that was implemented in 2011 constituted a significant change in ICAO's assistance programme for Member States, focused on helping them to: address their aviation security deficiencies; achieve compliance with aviation security

Standards and Recommended Practices; and establish on-going and effective security and oversight regimes. The Strategy also called for the implementation of new accountability mechanisms focused on achieving, and demonstrating, meaningful and sustainable results in assistance and capacity-building initiatives.

4.2 At the second meeting of the 203rd Session of Council, a preliminary set of aviation security assistance performance indicators proposed by the Secretariat to measure the effectiveness of assistance and capacity development was endorsed. A description of the indicators presented to Council can be found in the **Appendix**.

4.3 The Council directed the Secretariat to continue its efforts, with input from the AVSEC Panel, in developing and implementing appropriate performance indicators.

5. CONCLUSION

5.1 ICAO continues its work on the development and implementation of aviation security assistance and capacity-building activities, in partnership with States, international and regional organizations, and industry, and the development and implementation of assistance and capacity-building performance indicators. These activities are having a positive impact on the recipient States' abilities to meet their aviation security-related commitments and the Secretariat is working diligently to improve the coordination of assistance and the resources available in order to provide the greatest benefit to its Member States.

6. PROPOSED ACTION BY THE AVIATION SECURITY PANEL

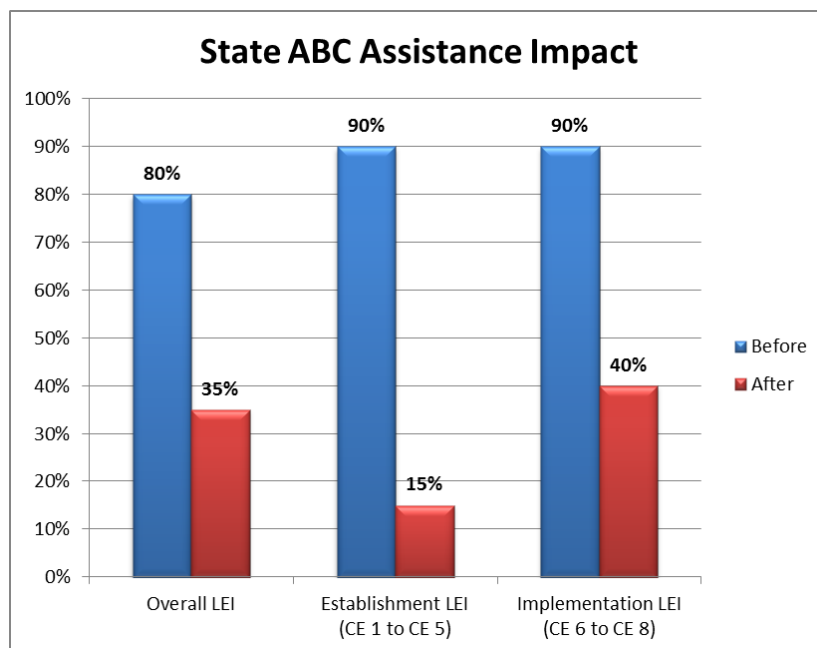
6.1 The Meeting is invited to:

- a) note the coordination and delivery of aviation security technical assistance by ICAO; and
- b) note the **Appendix** and provide input to the ICAO Secretariat on performance indicators measuring the effectiveness of aviation security assistance and capacity-building activities.

APPENDIX

Example of the aviation security assistance performance indicator for a completed State Improvement Plan (SIP):

State: ABC			SIP agreed: 1 January 2013					
Total Phases	Completed Phases	Project Status	Comments					
4	4	Complete	State actively participated in addressing aviation security deficiencies					
Phase	Activities		Outcome					
1	NCASP ¹ Workshop		NCASP updated with participation of all affected entities					
2	NCASTP ² Workshop		NCASTP updated with participation of all affected entities					
3a)	NQCP ³ Workshop		NQCP updated with participation of all affected entities					
3b)	Nat'l Inspectors Course		9 Participants successfully completed the course					
3c)	OJT ⁴ of Nat'l Inspectors in neighbouring State		3 National Inspectors completed OJT					
4	Crisis Management		Crisis Management Plan developed					
Overall LEI ⁵			Establishment LEI (CE 1 to CE 5)			Implementation LEI (CE 6 to CE 8)		
Before	After	Change	Before	After	Change	Before	After	Change
80 %	35 %	45 %	90 %	15 %	75 %	90 %	40 %	50 %



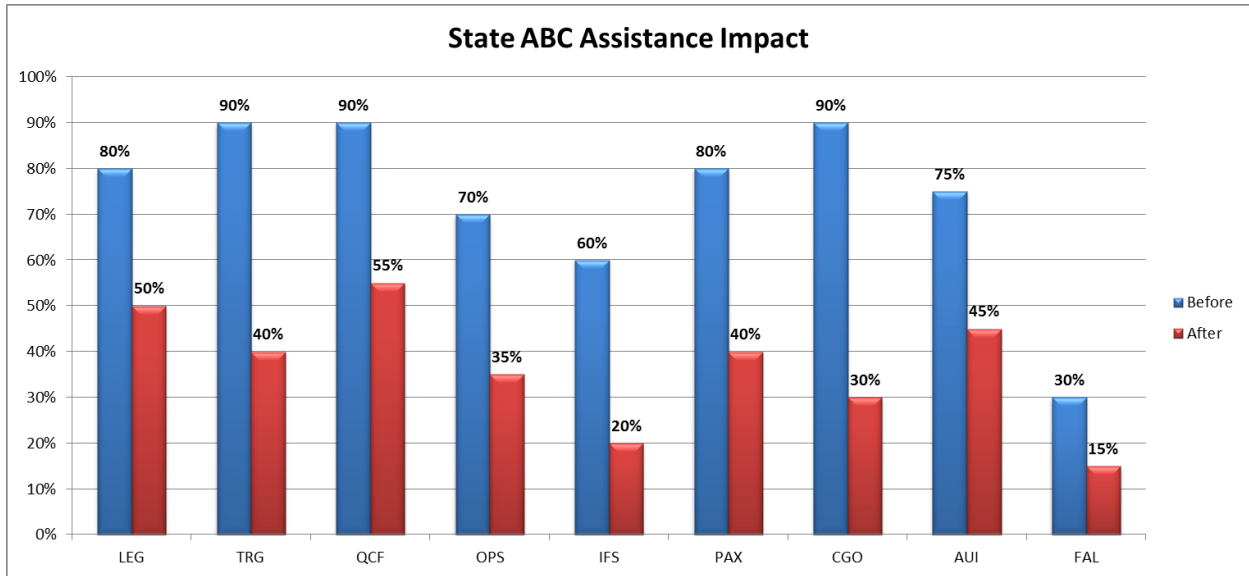
¹ National Civil Aviation Security Programme

² National Civil Aviation Security Training Programme

³ National Civil Aviation Security Quality Control Programme

⁴ On-the-job training

⁵ Level of lack of effective implementation of the critical elements (CEs) of an aviation security oversight system



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