



**Agenda Item 3: Review of results obtained in the SAM Region on security matters**

**IMPLEMENTATION OF THE GASeP AND THE REGIONAL PROPOSAL**

(Presented by the Secretariat)

**SUMMARY**

This paper suggests the possibility of conducting the study on GASeP implementation through the ICAO/LACAC NAM/CAR/SAM Regional Security and Facilitation Group, and updating its Strategic Plan to align it with the GASeP roadmap (living document), which sets out 94 tasks accompanied by 32 actions within the framework of 5 priority outcomes, which are proposed as global objectives for the next triennium.

**REFERENCES:**

- Meeting of Civil Aviation Authorities
- United Nations Security Council, Resolution 2309/2016
- AVSEC/FAL/RG/7 final report
- Resolution A39-18
- ICASS
- GASeP

**ICAO strategic objectives:**

*C – Security and facilitation*

**1. Background**

1.1 In September 2016, the delegates at the 39<sup>th</sup> Session of the ICAO Assembly agreed on the need to expedite the development of a Global aviation security plan (GASeP) as a policy and a framework for future aviation security programming. The GASeP, which supersedes the ICAO Comprehensive Aviation Security Strategy (ICASS), addresses the need of States and the industry for guidance on all initiatives to strengthen aviation security through a set of actions, tasks, and priority goals agreed at the international level.

1.2 Through Resolution A39-18, the 39<sup>th</sup> ICAO Assembly agreed to:

- a) Direct the Council to consider the lessons learned from ICASS in establishing the GASeP based on clear and collective aviation security goals and targets, and supported by concrete and measurable indicators to guide ICAO, States and stakeholders in ensuring continuous improvement in aviation security;
- b) Direct the Council to ask the Aviation Security Panel to expeditiously develop the GASeP and present the Plan to the Council for approval and consultation with member States and key stakeholders by the second half of 2017; and

- c) Urge all member States to take active participation in global and regional consultations in order for the GASeP to be truly global and also reflect aspirations, needs and priorities at the national and regional levels.

## 2. Objectives and activities

2.1 The GASeP serves as the basis for States, the industry, stakeholders, and ICAO to work together towards the common objective of strengthening aviation security worldwide and achieving five key priority outcomes, namely: a) raising awareness on risks and responding thereto; b) developing a security culture and human capabilities; c) improving technological resources and innovation; d) improving oversight and quality assurance; and e) increasing cooperation and support.

2.2 The Plan calls for the adoption of measures at a global, regional and national level, by the industry and other stakeholders in order to increase the level of implementation of Annex 17 — *Security*; it also calls for greater efforts so that ICAO may increase its support to States in this regard.

2.3 The Plan contains an essential part, the Roadmap, which describes 94 tasks that accompany 32 actions within the framework of 5 key priority outcomes, which define the objectives for the next three years until the 40<sup>th</sup> Session of the ICAO Assembly to be held in 2019. Each task is accompanied by a set of indicators and deadlines. This Roadmap is a “living” document and will be reviewed and adapted periodically as needed, taking into account new and emerging threats to aviation security.

2.4 The GASeP offers guidance for the establishment of priorities at the international, regional and national level; it creates a framework for ICAO, the States, and stakeholders to work together towards common objectives; it endorses the ICAO “No country left behind” initiative to address common issues; and guides the initiatives to further strengthen aviation security in a joint manner.

2.5 The Plan proposes goal-based planning to supplement international conventions and resolutions, as well as the framework for Annexes and guidelines, establishing aviation security priorities with tangible and measurable outcomes.

2.6 The GASeP will allow ICAO, the States, the industry and other stakeholders to come together in a comprehensive and coordinated initiative to address current and emerging global aviation security issues, taking into account that aviation security is a fundamental pillar for the growth and sustainability of the global aviation industry.

2.7 The GASeP will also prompt ICAO, the States, the industry and other stakeholders to fulfil the intention and orientation of the United Nations Security Council Resolution 2309 (2016) and to increase the level of global security for the benefit of all States, and to contribute to the broader good of promoting growth and economic development worldwide.

2.8 After comments by States were reviewed and adjustments made in September 2017, the GASeP was approved on 10 November 2017 by the ICAO Council, which established the following objectives (Council Decision 212/7):

- By 2020, 80% of States should reach more than 65% EI (effective implementation)
- By 2023, 90% of States should reach more than 80% EI
- By 2030, 100% of States should reach more than 90% EI

2.9 Activities foreseen:

- 20-21 December 2017, Regional Conference in Bangkok
- 28-31 May 2018, Regional Conference in Lisbon
- 2<sup>nd</sup> quarter of 2018, Regional Conference in Panama (to be confirmed)
- 26-30 November 2018, High-level conference on aviation security (HLCAS 2, Montreal)
- 2019, 40<sup>th</sup> ICAO Assembly, GASeP 2

**3. Suggested action**

3.1 The Meeting is invited to:

- a) review this working paper, exchange ideas and comments on the content of the GASeP and its future implementation;
- b) continue contributing with their experts, and share their experiences and requirements as States for the alignment of the Strategic Plan of the Regional Group to the guidelines and objectives of the GASeP, in order to strengthen international cooperation with respect to security, including harmonisation of principles, approaches and security measures; exchange of information, innovation and better use of security technology; training and the development of security capabilities; and
- c) continue supporting the Task Force on the Regional Aviation Security Plan in order to monitor its alignment to the needs of the Region, and the implementation of the GASeP for the achievement of its objectives.

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