



**WORKING PAPER**

AVSEC/FAL/RG/10 — WP/04  
 06/03/20

**Tenth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and  
 Facilitation Regional Group (AVSEC/FAL/RG/10)**

Foz de Iguazú, Brazil, 25 to 27 March 2020

**Agenda Item 3**

**Global and Regional Developments**

**3.1 ICAO Global Activities related to Aviation Security and Facilitation:  
 Annex 17, AVSEC Panel, AVSEC Manual**

**AVIATION SECURITY POLICY ACTIVITIES**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
This paper highlights recent developments in in the global aviation security policy and guidance framework.	
<b>Action:</b>	Action by the Group is in paragraph 6
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Security &amp; Facilitation</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Annex 17 – Security</li> <li>• Doc 8973 – Restricted, Aviation Security Manual</li> <li>• Doc 10118 – Global Aviation Security Plan</li> </ul>

**1. Introduction**

1.1. On 25 November 2019, the ICAO Council adopted Amendment 17 to Annex 17. Amendment 17 strengthens measures against the insider threat, and includes new and/or revised provisions on background checks, vulnerability assessments, information sharing, and screening of persons other than passengers. When adopting Amendment 17, the Council prescribed 30 March 2020 as the date on which it would become effective, except for any part concerning which the majority of Member States have registered their disapproval before that date. In addition, the Council resolved that Amendment 17, to the extent it becomes effective, will become applicable on 30 July 2020.

**2. ICAO Aviation Security Manual (Doc 8973)**

1.2. The 11th Edition of the ICAO Aviation Security Manual (Doc 8973 — Restricted), has been published in all ICAO languages. It incorporates new and updated guidance material in a number of areas. Notably, this Edition provides best practices on: screening using explosives trace detection equipment;

chemical, biological and radiological incidents; assessing the threat posed by persons through behaviour detection; in-flight and airport supplies; quality control; sensitive aviation security information; and recruitment, selection and training.

### **3. Global Aviation Security Plan (GASeP)**

3.1 In the two and a half years since the Global Aviation Security Plan's (GASeP) dissemination, the plan has had a significant and positive impact on the aviation security community. Its strategic priority outcomes and accompanying actions and tasks have focused attention on those activities that are necessary for improving security. The GASeP has also facilitated awareness of regional implementation of Annex 17 – Security and enabled detailed analyses of systemic challenges.

3.2 Unfortunately, many States will not achieve the aspirational targets for 2020 identified in the GASeP. Only 65% of audited States are currently at 2020 target implementation of Critical Elements, far below the 2020 target of 80%. To reach the target, nearly every State audited in 2020 would have to achieve 65%. The outlook for 2023 is even more dismal, with about 40% of States achieving the next target level of implementation.

### **4. Cybersecurity**

4.1 The 39th Assembly directed the development of a comprehensive cybersecurity strategy and the 40th Assembly approved this pivotal document. The ICAO Cybersecurity Strategy identifies seven pillars and associated objectives to be achieved by ICAO, Member States, and industry. A Cybersecurity Action Plan for the implementation of the Strategy has been approved by the Council at its 219th Session.

4.2 The Cybersecurity Action Plan captures the objectives and actions that need to be achieved for the implementation of the Cybersecurity Strategy. Its main purpose is to achieve the objectives outlined in each of the seven pillars of the Cybersecurity Strategy. The Plan relies on the following principles: understanding by Member States of their obligations on cybersecurity deriving from the Chicago Convention; coordination of aviation cybersecurity measures among State authorities; and assurance that all aviation stakeholders commit to further develop cyber-resilience.

### **5. Other**

#### ***Global Aviation Security Symposium***

5.1 ICAO will hold its fourth annual Global Aviation Security Symposium (AVSEC2020) from 1 to 3 September 2020 at ICAO Headquarters in Montréal, Canada. During the three-day Symposium, participants will explore the concept of “Improving Security Culture by Connecting the Dots”. The dots referenced in the symposium are the five pillars of aviation security identified in the Global Aviation Security Plan (GASeP): risk, human capabilities, technology solutions, quality assurance, and cooperation. These will be examined from the perspective of air cargo, drones, and cybersecurity, each of which is a current challenge faced by the aviation community.

#### ***Year of Security Culture – 2020***

5.2 The 40th Assembly designated 2020 as the Year of Security Culture and directed ICAO to develop supporting materials. In addition to the ICAO Security Culture Toolkit produced last year, efforts

are underway to publish a Security Culture “Starter Pack.” The pack will offer advice and best practices on how to establish, change, and maintain good security behaviours. It will also contain information on delivering security culture campaigns, with customizable downloads.

**6. Action by the Meeting**

**6.1** The meeting is invited to note and discuss the contents of this paper.

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