50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

Agenda Item 6: Aviation Security and Facilitation

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ICAO

Presentation Overview

Programme Developments

- Aviation Security and Facilitation Policy

- Aviation Security Audits

- Aviation Security Assistance

AVSEC/FAL framework

Key milestones that guide all activities at ICAO HQ and in the ICAO regions

- 37th ICAO Assembly and the Declaration on Aviation Security (Sept-Oct 2010)

- Regional Conferences on Aviation Security hosted by States and ICAO during 2011-12

- High-level Conference on Aviation Security (HLCAS) Montréal, 12-14 September 2012

- 38th Session of the ICAO Assembly (24 Sept - 4 Oct 2013)

Regional AVSEC Conferences

Series of conferences focused on enhancing aviation security in all ICAO regions

- **New Delhi, India -- February 2011**

- Dakar, Senegal -- October 2011

- Moscow, Russian Federation -- November 2011

- **Kuala Lumpur, Malaysia -- January 2012**

- Caracas, Venezuela -- February 2012

- Manama, Bahrain -- April 2012

High-level Conference on Aviation Security (HLCAS)

High-level Conference on Aviation Security
ICAO HQ, Montréal, 12–14 September 2012
www.icao.int/Meetings/avsecconf - avsecconf@icao.int

- First global high-level ICAO conference dedicated to aviation security since 2002

- Successfully addressed strategic issues, enhancing the global aviation security framework

HLCAS outcomes
Key actions under way ...

- Cargo-related SARPs strengthened by means   of fast-track Amendment 13 to Annex 17 (applicable 15 July 2015)

- Framework for enhancing air cargo and mail security and facilitation to be adopted

- Capacity-building activities to focus more on air cargo and mail security

- Insider threat addressed by fast-tracked Amendment 13 to Annex 17

- Universal Security Audit Programme (USAP) to proceed with transition to continuous monitoring approach

HLCAS outcomes (cont.)

- USAP Audit results are used to define and target assistance activities, without affecting the existing limited level of transparency

- Sustainable aviation security measures to be pursued by adopting risk-based, outcome-focused approaches

- Risk Context Statement has been issued and will be updated on a regular basis

- Partnership agreements to be considered for the delivery of capacity-building activities

HLCAS outcomes (cont.)

- Efforts to develop next generation passenger and cargo screening processes to continue, as well as efforts to lift restrictions on LAGs

- ICAO to convene a Symposium on Innovation   in Aviation Security in 2014

- States to align passenger data exchange systems (API and PNR) and identify one agency to receive all data

- States to consider participating in the ICAO Public Key Directory and implementing automated travel validation (ePassport)

Aviation Security and Facilitation Policy

AVSEC policy developments

Amendment 13 to Annex 17 (applicable 15/07/13)

- Addresses insider threat through amended access control measures

- Requirements for transfer and high-risk cargo

- Common baseline measures for cargo carried on passenger <u>and</u> all-cargo aircraft

AVSEC policy developments (cont.)

Proposed Amendment 14 to Annex 17

- In "comment phase" (2 July to 2 October 2013)
- New definition of "unpredictability"
- New Recommended Practices on
  - int'l cooperation, landside security, security awareness training, oversight of outsourced security measures and critical ICT systems
- New Standard on appropriate screening methods for cargo and mail

Air cargo security

- ICAO – WCO Joint Action plan
  - Training ,
  - AEO/RA alignment and and pilot programme
  - Joint Brochure to be presented at the ICAO 38th Assembly

- ICAO – UPU Contact committee
  - Structure framework for interaction between ICAO and UPU on safety and security issues

Air cargo security

- ## WGACS 5th meeting (12-14 June 2013)
    - Overarching Strategy for air cargo security,
    - Capacity building roadmap,
    - Comments on the proposed amendments to Annex 9,
    - Further developments to be proposed on the account consignor concept

- ## Amendment 13
    - guidance material on air cargo and mail security to be disseminated to States to assist in the implementation of Amendment 13 SARPs;
    - Includes comprehensive material on secure supply chain processes and high-risk cargo.

Facilitation developments

- FAL PANEL, 7TH Meeting (October 2012)

- Proposed Amendments to Annex 9 (EC6/3-13/14): New/revised SARPs on
  - Travel document security
  - API & PNR
  - Cargo facilitation
  - Persons with Disabilities (PWDs)

- Updated guidelines: PWDs

- A38-WP/3: FAL Programme 2014-2016

Traveller identification (TRIP) strategy

The new holistic approach to identification management and travel documents encompass 5 dimensions, the MRTD Programme and PKD

Public Key Directly (PKD)

- An ePassport contains an embedded electronic chip that stores a country specific digital security feature, known as a digital signature. Information on the chip, in turn, is only useful if it can be validated quickly and securely by using a country public key.

- The ICAO PKD is a cost-effective system for sharing public keys required to authenticate ePassports.

- The PKD was established to provide Member States with timely access to public keys and other PKI-related information

- Currently the PKD has 38 members and is growing.

Aviation Security Audit

Second cycle of USAP audits

- Launched January 2008

- Completed June 2013

- Evaluates level of lack of effective implementation of the critical elements of States' security oversight systems

- 177 States received second cycle audits, including 34 of 38 States in the APAC Region

- 4 States not audited for security or operational reasons

Approval of USAP-CMA

March 2012 • Unanimous support for the concept of a USAP-CMA by the Aviation Security Panel

June 2012 • Council approval, in principle, of the USAP-CMA concept

Sept 2012 • Endorsement of the USAP-CMA by the High-Level Conference on Aviation Security (HLCAS)

Nov 2012 • Formal Council approval of the USAP-CMA and transition plan

Goals of USAP-CMA

- Help States help themselves

- Enable the targeting and tailoring of assistance

- Generate relevant information for ICAO's deliberative bodies and related Programmes

- Monitor and assess, for each State:

  - capability for effective and sustainable oversight

  - broad compliance with ICAO security SARPs

  - adherence to best practices and guidance material

Selecting USAP-CMA activities

- Activities will include documentation-based audits, oversight-focused audits, compliance-focused audits, and validation missions and other monitoring activities

- Initial type of monitoring activity will be based on ICAO-validated information:

  – Cycle I audit results

  – Improvement at time of follow-up

  – Cycle II audit results

- Each State's results will be updated as activities are conducted

Transition period – Three overlapping phases

Development Phase

Until Q4 2013

Protocols

Reports

Software

Internal procedures

Identification of activity for each State

Preparatory Phase

Q4 2012 – Q1 2014

Manuals

New MOU

Completion of Pre-audit questionnaire/ Compliance checklist

Cooperation agreements

Testing Phase

Q3 2013 – Q1 2015

Auditor courses and recertification Regional

Test missions

USAP-CMA information seminars

Validation of methodology and tools

USAP-CMA advantages

✓ Move from cyclical audits to continuous, risk-based, monitoring

✓ Flexible framework and methodology

✓ Increased focus on assistance

✓ Findings subjected to a risk assessment based on their impact on aviation security, and recommendations prioritized as short-, medium- and long-term

✓ Continuous feedback for policy development

Aviation Security Assistance
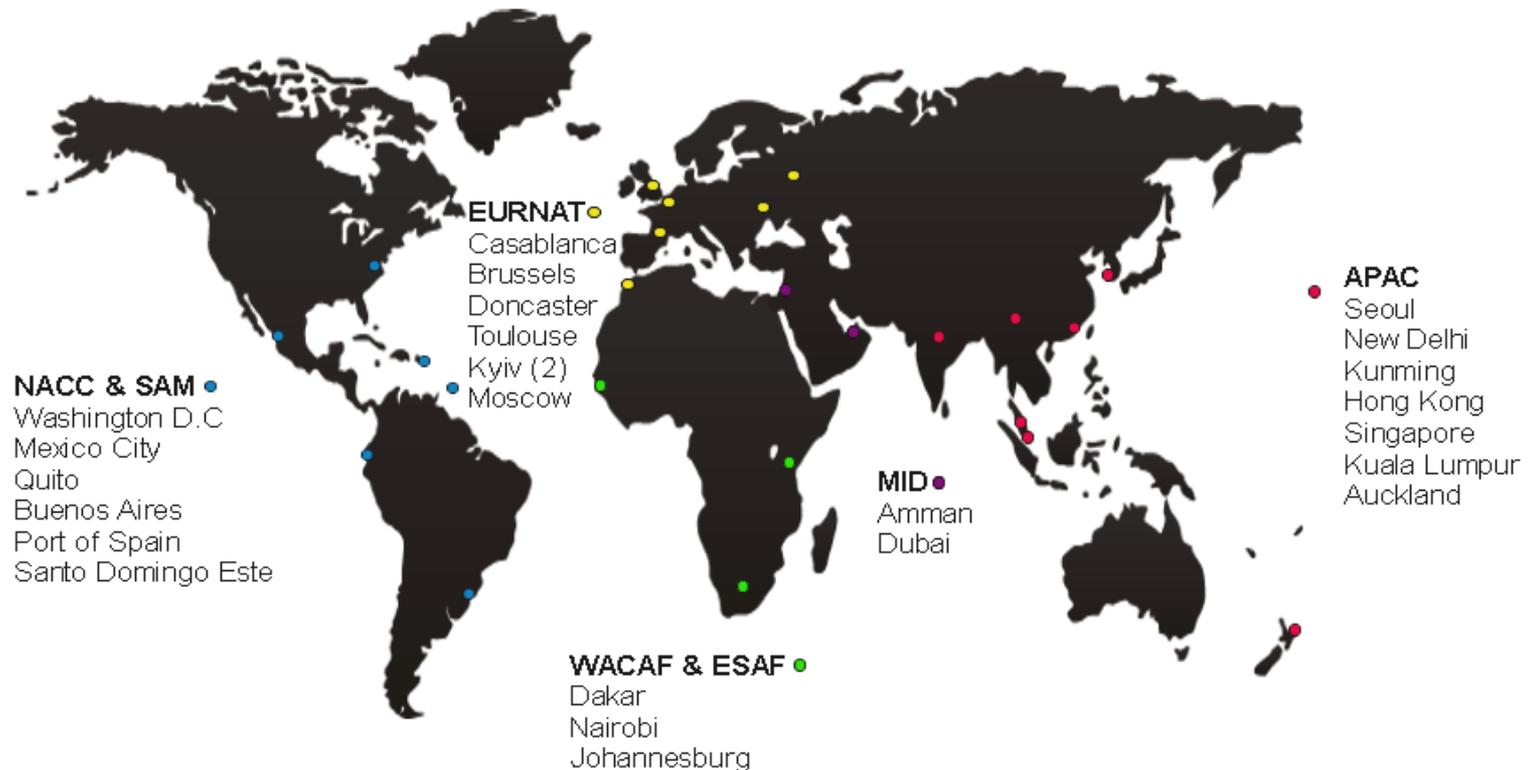
Assistance & capacity building

- Assist States in identifying and addressing security needs and priorities

- Develop and implement State Improvement Plans in partnership with Member States

- Provide technical training

- Foster capacity-building and promote the development of AVSEC programmes

- Facilitate partnerships with industry and willing partners to support efforts aimed at resolving deficiencies

Principles

- Equal partners with Member States

- Evaluate AVSEC needs in a holistic manner

- Set goals and achievable milestones

- Commit resources when and where appropriate

- Focus on sustainable results

- Help States help themselves

Aviation Security Training Centres (ASTCs)

EURNAT
Casablanca
Brussels
Doncaster
Toulouse
Kyiv (2)
Moscow

NACC & SAM
Washington D.C
Mexico City
Quito
Buenos Aires
Port of Spain
Santo Domingo Este

MID
Amman
Dubai

APAC
Seoul
New Delhi
Kunming
Hong Kong
Singapore
Kuala Lumpur
Auckland

WACAF & ESAF
Dakar
Nairobi
Johannesburg

Thank you