



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

### Fourth Meeting (DGCA-MID/4) (Muscat, Oman, 17-19 October 2017)

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#### Agenda Item 6: Aviation Security and Facilitation

#### RECENT DEVELOPMENTS IN AVIATION SECURITY

*(Presented by the Secretariat)*

#### SUMMARY

This paper presents information on recent developments in aviation security policy, Universal Security Audit Programme and the assistance programme.

#### 1. INTRODUCTION

1.1 The Twenty-eighth Meeting of the Aviation Security Panel (AVSECP/28) was convened in Montréal from 29 May to 2 June 2017. The AVSECP/28 meeting considered 6 agenda items and formulated 29 recommendations, taking into account emerging risk areas. Some of those recommendations include the text of the proposed Global Aviation Security Plan (GASeP), draft Amendment 16 to Annex 17, and the establishment of a special Task Force on Improvised Explosive Devices (TFIEDs) concealed in personal items (including portable electronic devices). The ICAO Council at its seventh meeting of the 211th Session endorsed all the AVSECP/28 recommendations.

#### 2. Global Aviation Security Plan (GASeP)

2.1 As the current threat and risk environment demands that aviation security remain among the highest of priorities for the global international community, the GASeP will be the centrepiece of a global holistic and coordinated effort to counter aviation threats, which will in turn ensure that a secure aviation system becomes a pillar of global economic growth and prosperity.

2.2 State letter AS8/1.10-17/84 was dispatched on 11 July 2017 seeking comments from Member States and appropriate international organizations on the GASeP. As of 23 August, 71 replies from States and 5 replies from Organizations were received. These replies will be analysed and a final GASeP will be presented to the ICAO Council for endorsement during its 212th Session.

2.3 A regional ministerial conference on aviation security entitled “Global Aviation Security Plan (GASeP): The Roadmap to Foster Aviation Security in Africa and the Middle East” was convened in Sharm El Sheikh, Egypt from 22 to 24 August 2017 to address common aviation security challenges and to meet the goals established by GASeP. The participants in the three-day conference were the Ministers of Transport/Aviation, and Directors General of Civil Aviation from States in the

Regions. At the end of the conference, a Ministerial Declaration was adopted to reaffirm the need to enhance implementation of international aviation security standards and commitment to implement the GASeP.

### 3. ANNEX 17

3.1 The tenth edition of Annex 17 including Amendment 15 was published in April 2017 with an applicability date of 3 August 2017.

3.2 State letter AS 8/2.1-17/90 dated 6 July 2017 was circulated to States and concerned international organizations for comments on proposed Amendment 16 to Annex 17, which includes provisions on information sharing and communication, passenger and cabin baggage screening, as well as security controls for in-flight supplies. Proposed Amendment 16 to Annex 17 will be presented to the ICAO Council for adoption during its 213th Session and is envisaged to become applicable in November 2018.

### 4. TASK FORCE ON IEDS

4.1 The Panel also recommended the establishment of a Task Force on Improvised Electronic Devices (TFIEDs) to address the threat posed by IEDs concealed in personal items, including portable electronic devices, in a holistic fashion. The Task Force met in Paris, France, from 17 to 19 July 2017 and assessed possible mitigating measures taking into account a number of factors such as technology capabilities, insider threat and personnel training. In view of the urgency of the issue, the temporary multidisciplinary Cargo Safety Group held their second meeting in Paris, France, from 19 to 21 July 2017. The Council will consider both of these meeting reports during its 212th Session.

### 5. ICAO AVIATION SECURITY MANUAL (DOC 8973)

5.1 The tenth Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted) is due for publication in the fall of 2017, with the English version being available in September and the other languages to follow. Updated in collaboration with the AVSEC Panel to assist States in the implementation of new and updated provisions of Annex 17 — *Security*, including those found in Amendment 15, it incorporates all material developed since the publication of its ninth edition. Of particular interest is new and/or updated guidance material on the following subjects: security of landside areas of airports, staff screening and vehicle screening, and cyber threats to critical aviation information and communication technology systems.

### 6. CYBERSECURITY

6.1 In light of the threat posed by cyber-attacks against civil aviation's critical infrastructure, information and communication technology systems and data, the 39th Session of the ICAO Assembly called for a coordinated approach to achieve an acceptable and commensurate cyber resilience capability on a global scale. To that end, ICAO established a Secretariat Study Group on Cybersecurity (SSGC).

6.2 The SSGC held its first meeting on 29 August 2017 in Montréal with several participants taking the option to join the meeting via voice/video conferencing. The SSGC developed a set of Terms of Reference and established several working groups with a view to addressing all elements and domains of the international aviation framework that may be affected by cyber incidents and attacks.

### 7. UNIVERSAL SECURITY AUDIT PROGRAMME (USAP) DEVELOPMENTS

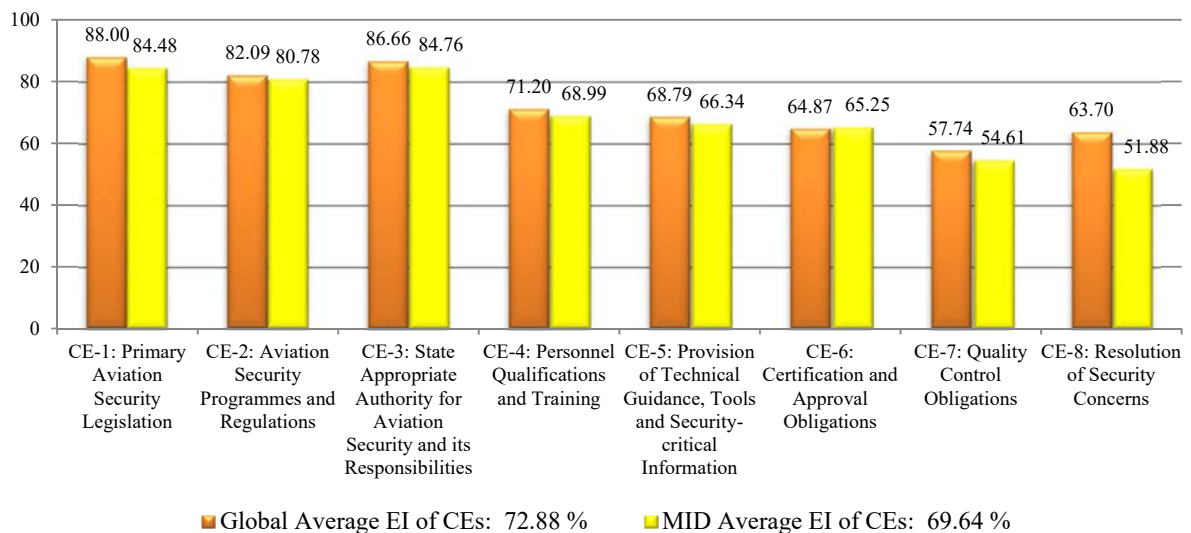
7.1 The implementation of the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) began in January 2015. The objective of the USAP-CMA is to promote global aviation security through continuous auditing and monitoring of the aviation security

performance of Member States. This objective is achieved by determining the level of effective implementation of the critical elements (CEs) of an aviation security oversight system and providing an indication of the effective implementation of Annex 17 – *Security Standards* and security-related Standards of Annex 9 – *Facilitation* to the *Convention on International Civil Aviation*. The USAP-CMA incorporates a risk-based approach, using various key parameters to determine the type, scope, priority and frequency of audit and monitoring activities.

7.2 A total of 66 USAP-CMA activities have been conducted in 62 States, including 46 on-site audits, 17 documentation-based audits and 3 validation missions to evaluate the resolution of Significant Security Concerns (SSeCs) since its launch in January 2015. This includes on-site audits conducted in 5 Member States in the MID region. The schedule of USAP-CMA activities for 2018 was distributed to States *via* Electronic Bulletin 2017/39. A total of 37 USAP-CMA activities have been scheduled for 2018: 32 on-site audits and 5 documentation-based audits, including on-site audits of 3 Member States in the MID region.

7.3 The following chart shows the aggregated results for the USAP audits conducted globally and in the MID region under the second cycle and under the USAP-CMA up to 1 August 2017, measuring the effective implementation (EI) of the CEs of a State’s aviation security oversight system. It should be noted that while this information has been presented in a single chart, the underlying protocol questions used for the conduct of the audits have changed significantly since the second cycle. As a result, the percentages should be used with some caution. As more USAP-CMA audits are conducted in all regions, it is expected that the results will more accurately reflect the current global situation.

Global and Regional Average Effective Implementation of Critical Elements



7.4 As of 1 August 2017, 133 States had signed the Memorandum of Understanding (MoU) regarding the USAP-CMA. The Secretariat would like to re-emphasize that it is important for all States to sign the MoU at the earliest opportunity.

7.5 The USAP-CMA Protocol Questions (PQs), the State Aviation Security Activity Questionnaire (SASAQ) and the Compliance Checklists (CCs) are posted on the USAP secure website in all ICAO languages. The Second Edition of Doc 9807 – *Universal Security Audit Programme Continuous Monitoring Manual* was also issued in English, French, Spanish and Russian and is available through the secure website. The Arabic- and Chinese-language versions will be available shortly. Member States are encouraged to make use of these tools to conduct self-assessments and to prepare for scheduled USAP-CMA activities.

7.6 Amendment 15 to Annex 17 has become applicable on 3 August 2017. As of that date, States are expected to comply with new and revised Standards on the following subjects, *inter alia*: landside security, risk assessments and Man-Portable Air Defence Systems (MANPADS). The Secretariat has revised the USAP-CMA PQs, in consultation with the Secretariat Study Group on the USAP, to address the new Standards introduced with Amendment 15 to Annex 17.

## 8. AVIATION SECURITY ASSISTANCE STRATEGY

### AVIATION SECURITY ASSISTANCE

8.1 Under the auspices of the NCLB Initiative, Regional Offices, in collaboration with Implementation Support and Development Section – Security (ISD-SEC), generate Aviation Security Improvement Plans (ASIPs), which are short to mid-term, multi-phased plans for State capacity-building based upon a needs assessment and the commitment of the State to improve their AVSEC capabilities. ASIPs are tailored to a State based on specific needs, and provide a timeline of assistance and training to be delivered with goals that States must achieve to ensure effective implementation.

8.2 The ISD-SEC supports various regional aviation security (AVSEC) initiatives and continuously works with regional stakeholders and entities to provide needed assistance tailored specifically for a region in an efficient manner. This included continued support for the implementation of the Technical Co-operation Bureau (TCB) regional Cooperative Aviation Security Programmes (CASPs), to include CASP-MID, and the implementation of the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL). Additionally, ISD-SEC has been supporting the development of the Middle East Region SECFAL Plan (MID SECFAL), amongst others.

### AVIATION SECURITY TRAINING

8.3 Through the promulgation of an annual AVSEC training schedule, ISD-SEC provides all Member States the opportunity to receive training in order to develop and/or enhance their capacity to implement a sustainable national aviation system. Such training is primarily provided throughout the Aviation Security Training Centre (ASTC) Network. Currently the worldwide network of ASTCs has 32 members, with the addition of a training centre in Tunis, Tunisia in the first quarter of 2017. Training workshops and courses were provided through the ASTCs, and the subjects were determined through an assessment of regional needs and in collaboration with the Regional Offices, and their knowledge of the aviation security environments of their region.

8.4 In addition to providing training to States with an aviation security need, ISD-SEC is reviewing its training and assistance products to ensure that they are effective in addressing noted security deficiencies and current with the latest versions of Annex 17 – *Security* (Amendment 15) and ICAO *Aviation Security Manual* (Doc 8973- restricted). ISD-SEC has worked closely with various Secretariat stakeholders and Aviation Security Panel Working Groups to update and revise its capacity development portfolio. ISD-SEC, in collaboration with the Global Aviation Training Office (GAT), reviewed all of the Aviation Security Training Packages (ASTPs) and is incorporating suggested updates and revisions. For example, the Supervisor’s Course was validated this year, and the process to certify ICAO aviation security instructors has been fully implemented in English, with other translations becoming available later this year. In addition, the ICAO Air Cargo and Mail Security Course is being finalized incorporating the inputs by the Working Groups on Training and Air Cargo Security to reflect the current cargo security environment. ICAO has also partnered with Airports Council International (ACI) to develop a Management of Airport Security course. ISD-SEC is also collaborating with Singapore to jointly develop a Director General for Civil Aviation (DGCA) Programme on Aviation Security to provide aviation security training designed for DGCAs of civil aviation and their equivalent.

8.5 The re-certification process for the existing cadre of ICAO Aviation Security Instructors has been completed for English-speaking instructors. The training consisted of information on the most recent ICAO training procedures and methodology, followed by the re-verification of Aviation Security Subject Matter Experts (AVSEC SME) and a training material comprehension mastery test. In order for the instructors to continue to be considered as re-certified, they will now be required to receive “official” continued endorsement from the State’s appropriate authority. This certification will be valid for three years, with the re-certified instructors receiving certificates confirming their status.

#### *KEY PERFORMANCE INDICATORS*

8.6 A key challenge in providing capacity building to States is the determination of whether the assistance and training provided have improved the security posture of the State. To achieve this, ISD-SEC utilizes evaluations undertaken throughout an ASIP, as well as audit results available under the USAP-CMA. As reported at the 39th ICAO Assembly, an analysis of USAP-CMA data revealed that the overall improvement of implementation of an effective aviation security oversight system averaged 26 per cent for States that were audited before and after receiving assistance. States that had not been audited before receiving assistance were found to perform close to or above their regional effective implementation (EI) average after their post-assistance audit. Results indicate that assistance is contributing to strengthening the required national aviation security oversight systems. However, accurately measuring outcomes of assistance requires the acquisition of comprehensive data from the States in which capacity development is provided and remains an on-going challenge. ISD-SEC continues to identify partners and processes to provide precise data to develop and populate performance metrics; and to determine the effectiveness of capacity building activities in a timely manner; both within the organization and in partnership with other entities.

#### **9. OTHER**

9.1 ICAO held its first annual Global Aviation Security Symposium (AVSEC2017) from 12 to 14 September 2017 at ICAO Headquarters in Montréal, Canada. The three-day Symposium served as a platform to promote the work of ICAO, its Member States and stakeholders in the area of aviation security. This Symposium strategically enhanced international cooperation and collaboration to address the threat posed by terrorists targeting civil aviation by reinforcing, strengthening and promoting the international framework of aviation security.

#### **10. ACTION BY THE MEETING**

10.1 The meeting is invited to note the information contained in this paper.