



ICAO SECURITY & FACILITATION

FACILITATION REGIONAL IMPLEMENTATION SEMINAR

Cairo, 12 – 15 March 2018

The National Civil Aviation Security Programme (NCASP)

by Luay Ishaqat

Regional Officer AVSEC/FAL . Middle East Region

14 March 2018



OVERVIEW

1. Aviation Security and Facilitation
2. Annex 17 and Annex 9 requirements
3. Development of a NCASP – elements



Aviation Security and Facilitation

- The 38th Session of the ICAO Assembly was held from 24 Sep to 4 Oct 2013 and established an **equal footing of Aviation Security and Facilitation (new strategic objective 2014 – 2016)**
- The 39th session of the ICAO Assembly which was held 27 Sep to 7 Oct 2016 underlined again the equal footing of Aviation Security and Facilitation **and kept this same strategic objective for 2017-2019**



ICAO Strategic Objectives 2017-2019 Security & Facilitation

- **Enhance global civil aviation security and facilitation.** This Strategic Objective reflects the need for ICAO's leadership in aviation security, facilitation and related border security matters.





Annex 17 and Annex 9-requirements

Annex 17, Standard 2.1.2

Each Contracting State shall establish an organization and develop and implement regulations, practices and procedures, to safeguard civil aviation against acts of unlawful interference taking into account the safety, regularity and efficiency of flights.



Annex 17 and Annex 9-requirements

Annex 17, Standard 3.1.1

Each Contracting State shall establish and implement a written national civil aviation security programme to safeguard civil aviation operations against acts of unlawful interference, through regulations, practices, and procedures, which take into account the safety, regularity and efficiency of flights.



Annex 17 and Annex 9-requirements

Annex 9, 15th edition Recommended Practice(RP) 8.20

Contracting States should endeavour to establish close coordination, adapted to circumstances, between civil aviation security and facilitation programmes. To this end, certain members of Facilitation Committees should also be members of Security Committees.



Development of a NCASP – elements

- Determine the make-up of a NCASP development team
- Communicate the objectives of the NCASP by drafting an Objective Statement;
- Describe the various supporting legislation required for an effective NCASP and determine whether legislation is based on international or national requirements;
- Identify roles and allocate various responsibilities of all stakeholders – appropriate authority , other stakeholders



Development of a NCASP – elements

- Objective
- Definitions
- Legislation
- Designation of an Appropriate Authority
- Coordination and Communications



Development of a NCASP – objective

- Protect the safety, regularity, and efficiency of international civil aviation in (STATE'S name) by providing, through regulations, practices and procedures, the necessary safeguards against acts of unlawful interference.
- The NCASP aims at maintaining the security of national and foreign operators providing services from (STATE'S name), as well as (STATE'S name) civil airports supporting international flights.



Development of a NCASP – legislation

- Review national legislation framework related to aviation security and international conventions
 - Acts
 - Regulations
 - Criminal and Civil laws



- Annex 17
 - ICAO's Aviation Security Manual (Doc 8973/10 - Restricted)
 - ICAO
- 
- Aviation Act
 - Legislation
 - Regulations
 - Decrees
 - Criminal laws (Penal Code)
 - Civil laws
 - Bilateral/Multilateral Treaties
 - Memoranda of Understanding (MOUs)
 - State empowerment and enforcement articles/parts.



Development of a NCASP – Designation of an Appropriate Authority

- draft an organizational chart or outline for the newly established Civil Aviation Security Section (CASS)
- Include:
 - Departments or units
 - Roles and responsibilities



Development of a NCASP – other stakeholders , roles and responsibilities, coordination and communication

- Airport operators
- Aircraft operators
- Cargo and catering operations
- Air traffic services providers and air navigation
- National police / Military forces
- Other law enforcement agencies (costums)
- Airport tenants
- Individuals (ex. airport employees and general public)



Development of a NCASP – other stakeholders , roles and responsibilities, coordination and communication

- Determine who you will need to communicate with as well as what type of information would require coordination and/or communication :
 - International
 - National : National Civil Aviation Security Committee, Airport Committees



The NCASP should be subject to periodical reviews and amendments as deemed necessary taking into consideration:

- Current situation within the State (e.g. legal framework and government organization chart)
- Any new or emergent threat against civil aviation
- Amendments to Annex 17 or other international instruments



In the Establishment of the NATFP and its relative National Committee it is highly recommended to:

- Share the experience between SEC and FAL in regards the establishment and amendment of the NATFP.
- Share the experience between SEC and FAL in regards the establishment of the NFC

Many of the members responsible of the implementation of the NCASP are also responsible of implementing the NATFP.



ICAO SECURITY & FACILITATION



ICAO

- North American Central American and Caribbean (NACC) Office
Mexico City
- South American (SAM) Office
Lima
- ICAO Headquarters
Montréal
- Western and Central African (WACAF) Office
Dakar
- European and North Atlantic (EUR/NAT) Office
Paris
- Middle East (MID) Office
Cairo
- Eastern and Southern African (ESAF) Office
Nairobi
- Asia and Pacific (APAC) Sub-office
Beijing
- Asia and Pacific (APAC) Office
Bangkok

