



ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

**Agenda Item 15: Implementation Support and Development (ISD)**

**DEVELOPMENT OF NEW TEACHING MATERIAL  
IN CIVIL AVIATION SECURITY MATTERS**

(Presented by Venezuela (Bolivarian Republic of))

**EXECUTIVE SUMMARY**

This working paper presents an initiative related to the need for ICAO to develop new Aviation Security Training Packages (ASTPs) concerning civil aviation security matters, with the aim of encompassing the new security requirements set out in the most recent version of Annex 17 to the Chicago Convention.

**Action:** The Assembly is invited to:

- a) request the Council and the Secretary General to consult with Member States in order to establish the nature of the new requirements with regard to aviation security training;
- b) encourage the Organization to develop and create new ASTPs that will satisfy the new training requirements with regard to aviation security;
- c) promote the introduction of training using the new ASTPs in different aviation security training centres at a global level; and
- d) foster the creation of more civil aviation security training centres in the various operating regions, in order to satisfy aviation security training applications from Member States.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B – Security, <i>Enhance civil aviation security</i>
<i>Financial implications:</i>	The activities described in this working paper shall be carried out subject to the availability of resources in the Programme Budget for 2011-2013 and/or any extra-budgetary contributions.
<i>References:</i>	Annex 17 — <i>Security</i> Doc 8973, <i>Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference</i> , Volume II – Recruitment, selection and training

<sup>1</sup> Spanish translation was provided by the Bolivarian Republic of Venezuela

## 1. INTRODUCTION

1.1 The constant emergence of new threats to civil aviation security has given rise to an imperative need to develop countermeasures to tackle those threats. Various international legal instruments are being reviewed and amended in order to encompass different mechanisms that may allow Member States to be better prepared and to confront new risks.

1.2 ICAO, through the necessary updates to Annex 17 of the Chicago Convention and the *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973), must develop appropriate technical measures that can assist and seek to standardize Member States in the prevention of acts of unlawful interference that constitute the new trend in threats to aviation security.

1.3 Among the efforts to combat new threats and the implementation of required preventive measures, constant and regularly updated training for personnel must be taken into account, with the aim of achieving direct application of security measures. For that reason it is of vital importance to regularly update the various aviation security training packages which ICAO has developed through its ASTP system.

1.4 At the present time, ICAO provides training for Member States in various aviation security training centres worldwide, based on a total of eight ASTPs that cover:

- a) national inspectors;
- b) instructors;
- c) crisis management;
- d) cargo security,
- e) management;
- f) airlines; and
- g) BASIC exercise.

1.5 In addition, ICAO organizes five workshops worldwide, covering the:

- a) National Civil Aviation Security Programme;
- b) National Civil Aviation Security Training Programme;
- c) National Civil Aviation Security Quality Control Programme;
- d) National Civil Aviation Security Screener Certification Programme; and
- e) Airport Security Programme.

## 2. ANALYSIS

2.1 The various Standards and Recommended Practices of Amendment 11 to Annex 17 establish the responsibilities attributed to the competent authorities with regard to Member States' aviation security, including aspects such as the: analysis of results following implementation of a national civil aviation security quality control programme (Standard 3.4.7); development of risk evaluation for the identification of security restricted areas (Standard 4.2.2); application of security measures to domestic operations (Standard 2.2.2); determination of adjustments required to national civil aviation security programmes (Standard 3.1.3); identification of the required frequency of checks on the application of security measures (Standard 3.4.5); need to implement security checks or inspections on commercial aircraft (Standard 4.3.1); and measures for the transportation of unidentified baggage (Recommended Practice 4.5.6).

2.2 Additionally, Annex 17 recommends that Member States take human factors into account in the development of new security equipment (Recommended Practice 2.5.2) and the application of security control measures and procedures that cause minimal disruption or delay to civil aviation activities, ensuring an appropriate balance is struck between security and facilitation (Recommended Practice 2.3).

2.3 The aspects described above and the adjustments made to the latest edition of Doc 8973 establish the need for personnel assigned to the application of these measures to receive appropriate training to ensure the quality of the work they undertake.

2.4 As a complement to the ASTPs described in paragraph 1.4 of this working paper and to support the implementation of responsibilities attributed to Member States as described in paragraphs 2.1 and 2.2, it may be appropriate to consider the development and implementation of new ASTPs to cover aspects such as:

- a) training in the evaluation of threat and risk analysis;
- b) development of programmes on human factors in aviation security (aimed at the competent authorities in Member States);
- c) hands-on workshops on human factors in the work place (aimed at personnel responsible for applying security measures); and
- d) workshops on the implementation of facilitation measures, among others.

2.5 At the present time, ICAO recognizes nineteen Aviation Security Training Centres that deal with all the aviation security training needs of the various ICAO operating regions.

## 3. CONCLUSION

3.1 There is a clear need to ensure that personnel responsible for the application of security measures are constantly kept up to date with regard to all new challenges established by Annex 17, and noted in Doc 8973, and the emergence of new threats against civil aviation security.

3.2 Seeking to achieve Strategic Objective B – Security related to the enhancement of global civil aviation security, through the development and updating of ASTPs on aviation security, it is recommended that:

- a) relevant consultations be carried out with Member States, through the Council and the Secretary General, in order to establish the nature of new requirements for aviation security training and deal with the various aviation security responsibilities required of Member States;
- b) following analysis of the aforementioned consultations, ICAO should develop new training packages, under the ASTP format, which will satisfy training needs related to aviation security;
- c) training should be introduced using the new ASTPs through the various aviation security training centres worldwide; and
- d) ICAO should foster the creation of more civil aviation security training centres in the various operating regions, in order to satisfy aviation security training requests from Member States.

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