



ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Aviation Security Programme

CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES RELATED TO THE SAFEGUARDING OF INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

In this paper, the Council presents proposals to revise Assembly Resolution A35-9: *Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference*, in the light of developments in the field of aviation security since the 35th Session of the Assembly, namely, threat to civil aviation operations posed by alleged terrorist plot against civil aircraft over the North Atlantic which would have involved the component parts of an Improvised Explosive Device, establishment of an Aviation Security Point of Contact (PoC) Network for the communication of imminent threats to civil air transport operations, and establishment of the Implementation Support and Development (ISD) Branch. Furthermore the draft text includes amendments considered necessary to clarify the content of the present policies.

Action: The Assembly is invited to review, amend as required, and adopt the revised Assembly Resolution on a Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference which appears in the Appendix.

<i>Strategic Objectives:</i>	This working paper will further Strategic Objective B by enhancing global aviation security through strengthening ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference.
<i>Financial implications:</i>	No additional resources required. The work involved for the Secretariat is expected to be undertaken within the resources included under Aviation Security Programme of the Draft Budget 2008-2010, including voluntary contributions from States to the ICAO Aviation Security Plan of Action.
<i>References:</i>	A36-WP/55 A36-WP/38 A36-WP/26 Doc 9848, <i>Assembly Resolutions in Force</i> (as of 8 October 2004)

1. INTRODUCTION

1.1 In 2004, the 35th Session of the ICAO Assembly adopted Resolution A35-9: Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference. In accordance with Resolving Clause 2 of Resolution A35-9, which requires that a consolidated statement be submitted by the Council at each ordinary session of the Assembly for review, a revised version of Resolution A35-9 is presented in the Appendix to this working paper for consideration and adoption by the Assembly.

2. PROPOSED AMENDMENTS TO THE EXISTING CONSOLIDATED STATEMENT

2.1 As described separately in A36-WP/55, there have been some significant developments in the aviation security field since the 35th Session of the Assembly, including the following:

- a) threat to civil aviation operations posed by alleged terrorist plot against civil aircraft over the North Atlantic which would have involved the component parts of an Improvised Explosive Device, including a home-made liquid explosive, being taken through the passenger and cabin baggage security checkpoint for assembly airside, probably on the aircraft;
- b) establishment of the Aviation Security Point of Contact (PoC) Network for the communication of imminent threats to civil air transport operations, with the objective to provide a network of international aviation security contacts within each State; and
- c) establishment of the Implementation Support and Development (ISD) Branch in order to enhance assistance and support to States to effectively develop their aviation security infrastructure and to correct aviation security deficiencies revealed under the Universal Security Audit Programme (USAP) through, *inter alia*, closer cooperation and coordination with States having advanced aviation security resources, regional and international bodies as well as multinational funding institutions so as to generate innovative assistance and funding programmes in the aviation security.

2.2 In addition to the changes reflecting the above mentioned developments, the draft text in the Appendix includes amendments considered necessary to clarify the intent of present policies. Those provisions that are deemed to have served their purpose have been identified for deletion. The proposed changes to Resolution A35-9 appear in shading and strikeout.

APPENDIX

DRAFT RESOLUTION FOR ADOPTION BY THE 36TH SESSION OF THE ASSEMBLY

Resolution 15/..: Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference

Whereas it is considered desirable to consolidate Assembly resolutions on the policies related to the safeguarding of international civil aviation against acts of unlawful interference in order to facilitate their implementation and practical application by making their texts more readily available, understandable and logically organized;

Whereas in Resolution A33-2 35-9 the Assembly resolved to adopt at each session a consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference; and

Whereas the Assembly has reviewed proposals by the Council for the amendment of the consolidated statement of continuing ICAO policies in Resolution A33-2 35-9, Appendices A to H inclusive, and has amended the statement to reflect the decisions taken during the 35 36th Session;

The Assembly:

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference, as these policies exist at the close of the 35 36th Session of the Assembly;
2. *Resolves* to request the Council to submit for review at each ordinary session, a consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference; and
3. *Declares* that this resolution supersedes Resolution A33-2 35-9.

APPENDIX A

General policy

Whereas the development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to general security;

Whereas acts of unlawful interference against civil aviation have become the main threat to its safe and orderly development;

Whereas the threat of terrorist acts posed, including those posed by the use of aircraft as a weapon of destruction, the targeting of aircraft by man-portable air defence systems (MANPADS), and other surface-to-air missiles systems, light weapons and rocket-propelled grenades, unlawful seizure of aircraft,

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facility attacks and other acts of unlawful interference against civil aviation, acts aimed at destruction of aircraft or by carrying on board liquids, gels and aerosols as component parts of an Improvised Explosive Device, acts aimed at using the aircraft as a weapon of destruction, the unlawful seizure of aircraft, attack on aviation facilities and other acts of unlawful interference against civil aviation, have a serious adverse effect on the safety, efficiency and regularity of international civil aviation, endangering the lives of persons on board and on the ground and undermine undermining the confidence of the peoples of the world in the safety of international civil aviation;

Whereas all acts of unlawful interference against international civil aviation constitute a grave offence in violation of international law;

Editorial Note.— The sixth *Whereas* Clause has been incorporated into the fifth *Whereas* Clause.

Recalling Assembly Resolutions A33-1, and A35-11 which directed the Council to convene an international high level, ministerial conference on aviation security with the objectives of preventing, combating and eradicating acts of terrorism involving civil aviation; of strengthening ICAO's role in the adoption of SARPs in the field of security and audit of their implementation; and of ensuring the necessary financial means; *Considering* and the recommendations of the High-level, Ministerial Conference on Aviation Security held in February 2002, to adopt an ICAO Aviation Security Plan of Action which includes, inter alia, the identification, analysis and development of an effective global response to new and emerging threats; integration of measures to be taken in specific fields, including airports, aircraft, and air traffic control systems; and a follow up programme to assist with the rectification of identified deficiencies; and

Endorsing *Noting* actions taken so far by the Council, in particular the adoption of the ICAO Aviation Security Plan of Action in June 2002, as well as the new preventive measures, strengthening the means available to the Organization in order to counter new and emerging threats to civil aviation and assuming functions related to the implementation of the Convention on the Marking of Plastic Explosives for the Purpose of Detection;

The Assembly:

1. *Strongly condemns* all acts of unlawful interference against civil aviation wherever and by whomsoever and for whatever reason they are perpetrated;

4.2. *Notes* with abhorrence acts of unlawful interference aimed at the destruction in flight of civil aircraft in commercial service including any misuse of civil aircraft as a weapon of destruction and the death of persons on board and on the ground;

3. *Reaffirms* that aviation security must continue to be treated as a matter of highest priority and appropriate resources should be made available by ICAO and its Contracting States;

5.4. *Calls upon* all Contracting States to confirm their resolute support for the established policy of ICAO by applying the most effective security measures individually and in cooperation with one another, to suppress prevent acts of unlawful interference and to punish the perpetrators, planners, sponsors, financiers of conspirators in of any such acts;

2.5. *Reaffirms the important role of ICAO's responsibility to facilitate the consistent and uniform resolution of questions which may arise between Contracting States in relation to matters affecting the safe and orderly operation of international civil aviation throughout the world;*

6. *Directs the Council to continue as an urgent priority its work relating to measures for prevention of acts of unlawful interference, in particular the implementation of the ICAO Aviation Security Plan of Action and ensure that this work is carried out with the highest efficiency and responsiveness; and*

7. *Welcomes the integration of fifty per cent of the Aviation Security Plan of Action into the Regular Programme and stresses the importance of continuing to work progressively for full integration; and*

7.8. *Urges all Contracting States to continue to contribute support to the ICAO Aviation Security Plan of Action, by concluding voluntary funding memorandums with the Organization since its the Plan's full implementation is largely will still be dependent on voluntary contributions.*

APPENDIX B

International legal instruments, enactment of national legislation and conclusion of appropriate bilateral agreements for the suppression of acts of unlawful interference with civil aviation

a) *International legal instruments*

Whereas the protection of civil aviation from acts of unlawful interference has been enhanced by the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo, 1963), by the Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague, 1970), by the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal, 1971), by the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, (Montreal, 1988) as well as by the Convention on the Marking of Plastic Explosives for the Purpose of Detection (Montreal, 1991) and by bilateral agreements for the suppression of such acts;

The Assembly:

1. *Urges Contracting States which have not yet done so to become parties to the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo, 1963), to the Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague, 1970), to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montreal, 1971) and the 1988 Supplementary Protocol to the Montreal Convention, and to the Convention on the Marking of Plastic Explosives for the Purpose of Detection (Montreal, 1991). List of States Parties to aviation security legal instruments can be found on www.icao.int under the ICAO Treaty Collection;*

2. *Calls upon States not yet parties to the Convention on the Marking of Plastic Explosives for the Purpose of Detection to give effect, even before ratification, acceptance, approval or accession, to the principles of that instrument and calls upon States which manufacture plastic explosives to implement the marking of such explosives as soon as possible; and*

3. ~~Directs~~ *Requests* the Council to instruct the Secretary General to continue to remind States of the importance of becoming parties to the Tokyo, The Hague and Montreal Conventions, to the 1988 Supplementary Protocol to the Montreal Convention and the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* and to provide assistance requested by States encountering any difficulties in becoming parties to these instruments.

b) *Enactment of national legislation and conclusion of appropriate bilateral agreements*

Whereas deterrence of acts of unlawful interference with civil aviation can be greatly facilitated through the enactment by Contracting States of national criminal laws providing severe penalties for such acts;

The Assembly:

1. *Calls upon* Contracting States to give special attention to the adoption of adequate measures against persons committing, planning, sponsoring, financing or facilitating acts of unlawful seizure of aircraft or other acts of unlawful interference against civil aviation, and in particular to include in their legislation rules for the severe punishment of such persons; and

2. *Calls upon* Contracting States to take adequate measures relating to the extradition or prosecution of persons committing acts of unlawful seizure of aircraft or other acts of unlawful interference against civil aviation by adopting appropriate provisions in law or treaty for that purpose or by strengthening existing arrangements and by concluding appropriate agreements for the suppression of such acts which would provide for the extradition of persons committing criminal attacks on international civil aviation.

APPENDIX C

Implementation of technical security measures

Whereas protection of civil aviation against acts of unlawful interference requires continued vigilance and development and implementation of positive safeguarding action by the Organization and its Contracting States;

Whereas a clear need exists for the strengthening of security to be applied to all phases and processes associated with the carriage of persons, their cabin and checked baggage, cargo, mail, courier and express parcels;

Whereas Machine Readable Travel Documents strengthen security by improving the integrity of documents which verify the identity of travellers and air crew;

Whereas such Machine Readable Travel Documents also enable high level cooperation among States to strengthen resistance to passport fraud, including the forgery or counterfeiting of passports, the use of valid passports by impostors, the use of expired or revoked passports, and the use of fraudulently obtained passports;

Whereas the responsibility for ensuring that security measures are applied by government agencies, airport authorities and aircraft operators rests with the Contracting States;

Whereas the implementation of the security measures advocated by ICAO is an effective means of preventing acts of unlawful interference with civil aviation; and

Whereas countermeasures for protection of civil aviation can only be effective through employment of highly trained security personnel, in addition to background checks, certification and quality control;

The Assembly:

1. *Urges* the Council to continue to attach the highest priority to the adoption of effective measures for the prevention of acts of unlawful interference commensurate with the current threat to the security of international civil aviation and to keep up to date the provisions of Annex 17 to the Chicago Convention;

2. *Requests* the Council to complete, in addition to the International Explosives Technical Commission (IETC) mandate as prescribed by the Convention on the Marking of Plastic Explosives for the Purpose of Detection, studies into methods of detecting explosives or explosive materials, especially into the marking of those explosives of concern, other than plastic explosives, with a view to the evolution, if needed, of an appropriate comprehensive legal regime;

3. *Urges* all States on an individual basis and in cooperation with other States to take all possible measures for the ~~suppression~~ prevention of acts of ~~violence at airports serving international civil aviation~~ unlawful interference, in particular, those required or recommended in Annex 17 to the Convention on International Civil Aviation as well as those recommended by the Council;

4. *Urges* Contracting States to intensify their efforts for the implementation of existing Standards and Recommended Practices (SARPs), and Procedures relating to aviation security, to monitor such implementation, to take all necessary steps to prevent acts of unlawful interference against international civil aviation and to give appropriate attention to the guidance material contained in the ICAO Security Manual and available on the ICAO ~~secured~~ restricted website;

5. *Calls upon* Contracting States, while respecting their sovereignty, ~~to substantially enhance cooperation and~~ to minimize disruption to air travel resulting from confusion or inconsistent interpretation of standards by cooperating and ~~coordination amongst them~~ coordinating actions in order to ~~improve such implementation~~ implement SARPs and guidance consistently, efficiently and effectively and by providing clear, well timed and readily available information to the travelling public;

6. ~~Requests the Council to ensure, with respect to the technical aspects of aviation security that~~ *Urges* those Contracting States that have not already done so, to begin issuing only machine readable passports in accordance with the specifications of Doc 9303, Part 1, not later than 1 April 2010.

7. *Requests* the Council to instruct the Secretary General to:

- a) ~~ensure that~~ the provisions of Annex 17 and Annex 9 — *Facilitation* are compatible with and complementary to each other, ~~provided that~~ the effectiveness of security measures is not compromised;

- b) ~~when considered necessary, the agenda of ICAO meetings where relevant, include items dealing with aviation security which are relevant to~~ on the subject agenda of such ICAO meetings;
- c) ~~convene regional aviation security seminars are convened by ICAO after consultation with or~~ at the request of States concerned;
- d) ~~develop and update the ICAO Training Programme for Aviation Security comprising and Aviation Security Training Packages (ASTPs) for use by States continues to be developed; and;~~
- e) ~~ICAO assumes the coordination role, of~~ oversee the aviation security training centres (ASTCs) to ensure training standards are maintained and sound levels of cooperation are achieved; and
- f) continue to analyze potential threats to civil aviation and appropriate preventative measures, involving among other things, employee access to secured facilities, threats to non-secured areas, MANPADS, effective screening of passengers, baggage and cargo, and the security supply chain and service providers; and

~~7-8.~~ *Directs* the Council to instruct the Secretary General to update and amend at appropriate intervals the Security Manual and develop new guidance material, as required, designed to assist Contracting States in responding to emerging threats to aviation and implementing the specifications and procedures related to civil aviation security.

APPENDIX D

Action of States concerned with an act of unlawful interference

a) *Acts of unlawful interference*

Whereas acts of unlawful interference continue seriously to compromise the safety, regularity and efficiency of international civil aviation;

Whereas the safety of flights of aircraft subjected to an act of unlawful seizure may be further jeopardized by the denial of navigation aids and air traffic services, the blocking of runways and taxiways and the closure of airports; and

Whereas the safety of passengers and crew of an aircraft subjected to an act of unlawful seizure may also be further jeopardized if the aircraft is permitted to take off while still under seizure;

The Assembly:

1. ~~Notes with Expresses concern about the large number of acts of unlawful interference, in particular the facility attacks inside the terminal buildings targeting passengers and the public before the security screening points~~ the challenges posed to security of civil aviation by new and emerging threats and the changing modus operandi used in perpetrating acts of unlawful interference;

2. *Recalls* in this regard the relevant provisions of the Chicago, Tokyo, The Hague, and Montreal Conventions, and the 1988 Supplementary Protocol to the Montreal Convention;

~~3. *Urges Contracting States which have not done so to become parties to the 1988 Supplementary Protocol to the Montreal Convention;*~~

4.3. *Recommends* that States take into account the above considerations in the development of their policies and contingency plans for dealing with acts of unlawful interference;

5.4. *Urges* Contracting States to provide assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land;

6.5. *Urges* Contracting States to ensure that an aircraft subjected to an act of unlawful seizure which has landed in its territory is detained on the ground unless its departure is necessitated by the overriding duty to protect human life;

7.6. *Recognizes* the importance of consultations between the State where an aircraft subjected to an act of unlawful seizure has landed and the State of the operator of that aircraft as well as notification by the State where the aircraft has landed to the States of assumed or stated destination;

8.7. *Urges* Contracting States to cooperate for the purpose of providing a joint response in connection with an act of unlawful interference, as well as utilizing, if necessary, the experience and capabilities of the State of the operator of an aircraft, the State of manufacture and the State of registration of an aircraft which has been subjected to an act of unlawful interference, while taking measures in their territory to free the passengers and crew members of that aircraft;

9.8. *Condemns* any failure by a Contracting State to fulfil its obligations to return without delay an aircraft which is being illegally detained or to extradite or submit to competent authorities without delay the case of any person accused of an act of unlawful interference with civil aviation; and

10.9. *Calls upon* Contracting States to continue to assist in the investigation of such acts and in the apprehension and prosecution of those responsible.

b) *Reporting on acts of unlawful interference*

Whereas official reports filed by States concerned with acts of unlawful interference should provide credible information and constitute basis for evaluation and analysis of acts;

The Assembly:

1. *Notes* with concern that many States experiencing acts of unlawful interference often do not provide the Council with the official reports on such acts;

1.2. *Reminds Urges* States parties of to fulfil their obligations under Article 11 of The Hague Convention and Article 13 of the Montreal Convention as well as under Annex 17, following occurrences of unlawful interference, to forward to the Council, as soon as possible, all relevant information required by those Articles and SARPs to the Council in order to enable the Secretariat to retain accurate and complete information and to analyze trends and emerging threats to civil aviation; and

~~2-3.~~ *Directs* the Council to instruct the Secretary General, within a reasonable time from the date of a specific occurrence of unlawful interference, to ~~ask request~~ that ~~parties concerned States~~ forward to the Council in accordance with their national law all relevant information ~~required by those Articles~~ concerning such occurrence, including particularly information relating to extradition or other legal proceedings; ~~and~~

4. *Requests* the Council to direct the Secretary General, in conjunction with the Aviation Security Panel, to monitor, collate, verify and analyze reported acts of unlawful interference, inform States on trends and potential and emerging threats, and develop appropriate guidance to deter new and emerging threats.

APPENDIX E

The ICAO Universal Security Audit Programme

Editorial Note.— The Appendix related to the ICAO Universal Security Audit Programme (USAP) will be considered with the report to the Assembly on progress made in the execution of the USAP under Item 16 "Universal Security Audit Programme (USAP)".

APPENDIX F

Assistance to States in the implementation of technical measures for the protection of international civil aviation

Whereas the implementation of technical measures for prevention of acts of unlawful interference with international civil aviation requires financial ~~investment~~ resources and training of personnel; ~~and~~

Whereas, notwithstanding assistance given, some countries, in particular developing countries, still face difficulties in fully implementing preventive measures due to insufficient financial, technical and material resources; ~~and~~

~~*Whereas* aviation security is vital to all Contracting States for the proper operation of their airlines all around the world;~~

The Assembly:

1. *Directs* the Council to request the Secretary General to facilitate and coordinate technical assistance and support for States that need to improve their security oversight and airport security as identified in the Universal Security Audit Programme (USAP) reports;

~~1-2.~~ *Invites* developed countries to give assistance to the countries which are not able to implement programmes of ~~suggested~~ recommended technical measures for the protection of aircraft on the ground and, in particular, in the processing of passengers, their cabin and checked baggage, cargo, mail, courier and express parcels;

~~2-3.~~ *Invites* Contracting States to bear in mind the possibility offered by the Mechanism for effective implementation of Standards and Recommended Practices (SARPs) contained in Annex 17 consider requesting assistance from the Implementation Support and Development (ISD) Branch, other international organizations such as the United Nations Development Program, and the Technical Co-operation among Developing Countries Programme to meet their technical assistance requirements arising from the need to protect international civil aviation;

~~3-4.~~ *Invites* Contracting States to take advantage of short-term remedial assistance available under the AVSEC Mechanism ISD Programme and longer-term State assistance projects under the Technical Co-operation Programme to remedy deficiencies identified during audits;

~~4-5.~~ *Urges* all States that have the means to do so to increase technical, financial and material assistance to countries in need of such assistance to improve aviation security through bilateral and multilateral efforts, in particular that are fully coordinated, through the ICAO AVSEC Mechanism ISD Programme;

~~5-6.~~ *Urges* Contracting States to take advantage of the availability of utilize ICAO aviation security training centres (ASTCs) for the purpose of enhancing security training standards; and

~~6-7.~~ *Urges* the international community to consider increasing assistance to States and enhance cooperation amongst them, in order to be able to benefit from the achievement of the aims and objectives of the Convention on the Marking of Plastic Explosives for the Purpose of Detection, in particular through the International Explosives Technical Commission (IETC).

APPENDIX G

Action by the Council with respect to multilateral and bilateral cooperation in different regions of the world

Whereas the rights and obligations of States under the international conventions legal instruments on aviation security and under the SARPs adopted by the Council on aviation security could be complemented and reinforced in bilateral cooperation between States;

Whereas the bilateral agreements on air services represent the main legal basis for international carriage of passengers, baggage, cargo and mail; and

Whereas provisions on aviation security should form an integral part of the bilateral agreements on air services;

The Assembly:

1. *Recognizes* that success in eliminating threats to civil aviation can only be achieved through the concerted effort of everyone concerned and a close working relationship between national agencies and aviation security regulators of all Contracting States;

~~1-2.~~ *Urges* all Contracting States to insert into their bilateral agreements on air services a clause on aviation security, taking into account the model clause adopted by the Council on 25 June 1986

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and to take into account the model agreement adopted by the Council on 30 June 1989; and

3. *Urges* all Contracting States, who have not yet done so, to participate in the ICAO Aviation Security Point of Contact (PoC) Network, established for the communication of imminent threats to civil air transport operations, with the objective to provide a network of international aviation security contacts within each State;

24. *Recommends* that the Council continue to:

- a) gather the results of States' experience in cooperation to ~~suppress~~-prevent acts of unlawful interference with international civil aviation;
- b) analyse ~~the existing situation in the fight against acts of unlawful interference with differing circumstances and trends in preventing threats to~~ international civil aviation in different regions of the world; and
- c) prepare recommendations for strengthening measures to ~~suppress~~-deter and prevent such acts of unlawful interference-;and

5. *Directs* the Council to act with the requisite urgency and expedition to address new and emerging threats to civil aviation, seeking to mitigate unnecessary disruption to air travel as a result of confusion or inconsistent implementation or interpretation of necessary measures, facilitating a common and consistent response by States, and encouraging clear communication by States to the travelling public.

APPENDIX H

International and regional cooperation in the field of aviation security

~~*Mindful* of the need for strengthening measures to prevent all acts of unlawful interference with civil aviation; and~~

~~*Recognizing* that the threat posed to civil aviation requires development of an effective global response by States as well as and concerned international and regional organizations;~~

The Assembly:

1. *Invites* the Civil Air Navigation Services Organization (CANSO), the International Atomic Energy Agency (IAEA), the International Criminal Police Organization (ICPO/INTERPOL), the Organization for Security and Cooperation for Europe (OSCE), the United Nations Office on Drugs and Crime (UNODC), the Universal Postal Union (UPU), the International Air Transport Association (IATA), Airports Council International (ACI), the International Federation of Air Line Pilots' Associations (IFALPA) ~~the Organization for Security and Cooperation for Europe (OSCE)~~ and other stakeholders to continue their cooperation with ICAO, to the maximum extent possible, to safeguard international civil aviation against acts of unlawful interference;

2. *Directs* the Council to take into account the G8 Secure and Facilitated International Travel Initiative (SAFTI) and ~~collaborate~~ to continue its collaboration with this group and other relevant groups of States such as the Asia-Pacific Economic Cooperation Secure Trade in the Asia and Pacific Region

(STAR) initiative in its work relating to development of countermeasures against the threat posed by man-portable air defence systems (MANPADS) and encourage their implementation by all Contracting States; and

3. *Directs* the Council to continue its cooperation with the United Nations Counter-Terrorism Committee (CTC), in the global effort to combat terrorism.

— END —