



**SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)**

**Montréal, 29 to 30 November 2018**

**Agenda Item 3: Global Aviation Security Plan (GASeP)**

**DRAFT CONCLUSIONS AND RECOMMENDATIONS FOR AGENDA ITEM 3**

(Presented by the Secretariat)

**1. DISCUSSION**

1.1 The Conference expressed support for the Global Aviation Security Plan (GASeP) and gratefully acknowledged that the regional aviation security conferences hosted by Egypt, Panama, Portugal and Thailand helped Member States obtain a deeper understanding of the GASeP.

1.2 With regard to the status of the Plan's implementation, delegates welcomed various updates and experiences by Member States and industry, and encouraged continued efforts towards aviation security progress. Note was taken on the current level of implementation reported by ICAO, which indicated a need for a much stronger effort by Member States to achieve aspirational global targets established by the GASeP.

1.3 The Conference also deliberated on the future evolution of the Plan, recognizing a number of Annex 9 – *Facilitation* and Annex 17 – *Security* provisions related to border facilitation that are mutually complementary. Therefore, future inclusion of Annex 9 elements in the GASeP will make it a more coherent Plan, not only for global security, but process efficiency.

1.4 There was support for regional initiatives and mechanisms designed to ensure the successful implementation of the region-specific roadmaps. Delegates also encouraged other States to support and actively participate, as appropriate, in regional efforts, mindful of the important role of ICAO Regional Offices in encouraging effective implementation of Annex 17.

1.5 Delegates noted the shared experiences concerning implementation of the GASeP in States. These include coordination between authorities and operators, innovation in liquids screening technology, electronic security management systems, and checkpoint operator performance monitoring systems. Contributions and updates to the GASeP by industry were also welcomed by the Conference.

1.6 Efforts by ICAO to implement targeted assistance to address identified security deficiencies within Member States, as well as capacity-building by the aviation industry, were supported by the Conference. In order to avoid duplication of effort, and to have a comprehensive understanding of available capacities and the situation, many delegates stressed the importance for ICAO to map capacity-building resources and providers, along with the Organization's executed, ongoing and planned activities.

1.7 Support was expressed for the essential role played by the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) in enabling the successful implementation

of the GASeP and in building and maintaining confidence in the global aviation security system. Although the Conference expressed support for the proposed modifications to the indicators currently used by the USAP-CMA, it agreed that discussions in this regard should continue within the Secretariat Study Group (SSG) on the USAP-CMA and at the next meeting of the Aviation Security Panel. The Conference further supported a holistic review of the objectives and methodology of the USAP-CMA in order to ensure that the programme is able to effectively support the GASeP. The outcome of this review should be presented to the upcoming 40th Session of the Assembly for endorsement.

## 2. CONCLUSIONS

2.1 The Second High-level Conference on Aviation Security (HLCAS/2) concludes that:

- a) experience in States indicates that the GASeP and roadmap have brought stakeholders closer together to enhance security, identify weaknesses, share relevant information and experience, and promote innovative aviation security solutions;
- b) regional/inter-regional initiatives and mechanisms promote shared accountability for GASeP objectives and priorities, and provide a useful platform for the coordination of relevant efforts. ICAO Regional Offices play an important role in assisting Member States to address common issues and challenges in implementing the GASeP;
- c) significant efforts are still needed by many States in order to achieve the global pledge of 80 per cent of audited States meeting the aspirational target of 65 per cent Effective Implementation (“EI”) by 2020;
- d) capacity-building activities by ICAO, individual States, regional stakeholders or industry stakeholders are critical in supporting States’ efforts to effectively implement security measures as required by Annex 17 – *Security*; equally important are ICAO’s efforts on high-level actions to trigger political commitment from beneficiary States and sustained benefits of delivered assistance;
- e) the USAP-CMA plays an important part in the successful implementation of the GASeP; States’ support through the provision of qualified and highly-skilled USAP auditors plays a critical role in this regard;
- f) a holistic review of the USAP-CMA objectives and methodology, including the indicators used to report audit results, is required in order to provide confidence in the international aviation security system and ensure that the audit programme is able to effectively support the GASeP and its aspirational goals; and
- g) future iterations of the GASeP should take into account the ever growing traffic and congestion in civil aviation, the need to address evolving security threats and the innovative solutions as primary considerations.

### 3. RECOMMENDATIONS

3.1 The Second High-level Conference on Aviation Security (HLCAS/2) recommends that:

- a) continued efforts are made by States to implement the GAsEP and its associated Roadmap towards achieving the aspirational global goal of 80 per cent of audited States achieving the minimum level of 65 per cent EI by 2020, and for ICAO to monitor progress made;
- b) ICAO map existing capacity-building resources and providers so as to have a comprehensive understanding of available capacities. ICAO shall also map delivered, on-going and planned capacity-building activities, so as to have a comprehensive overview of the situation;
- c) subsequent iterations of the GAsEP promote a longer-term vision of ensuring strengthened security, timely sharing of aviation security information, increased operational efficiency, in part by drawing upon relevant components from Annex 9 – *Facilitation*; and
- d) ICAO, in cooperation with Member States and international organizations, complete a holistic review of the objectives and methodology of the USAP, including the indicators used to report audit results, for decision by the 40th Session of the Assembly, aimed at ensuring the USAP plays a full part in the successful implementation of the GAsEP and in delivering confidence in the international aviation security system.

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