International Civil Aviation Organization

WORKING PAPER

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

Montréal, 29 to 30 November 2018

Agenda Item 5: Ensuring sustainability of security measures

DRAFT CONCLUSIONS AND RECOMMENDATIONS FOR AGENDA ITEM 5

(Presented by the Secretariat)

1.   **DISCUSSION**

1.1   In considering WP/9, there was overwhelming support by the Conference for ICAO to establish parity between aviation security and safety within the ICAO organizational structure.

1.2   Many delegates supported the proposal for ICAO to conduct a feasibility study to determine options for establishing an Aviation Security and Facilitation Bureau under a zero nominal growth budget. The Conference also noted that the ICAO Council will consider this proposal, among other options it is currently examining, taking into account in a holistic manner the Organization's budgetary planning for the next triennium.

1.3   Recognizing the importance of ensuring the sustainability of security measures to respond more effectively and efficiently to new and emerging threats, States, ICAO, and other stakeholders were encouraged to enhance collaboration at the national, regional and international levels. This collaboration will help find new ways of mitigating security risks to civil aviation, and facilitate the sharing of relevant information, including on threats to aviation, wherever possible.

1.4   In view of the support received, a number of delegates indicated that Secretariat aviation security activities should be carried out through its regular programme budget; and with reference to the sharing of information, more attention should be given to the protection of information to be shared.

1.5   In considering WP/11, delegates noted the benefits of implementing One-Stop Security, including increased efficiency and more effective use of resources. However, delegates cautioned that States should ensure that they establish a robust monitoring and oversight regime that appropriately guarantees effectiveness and sustainability. The Conference also noted the guidance material available in the *ICAO Aviation Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973 - Restricted) on this subject.

1.6   Although some delegates recognized the benefits of focusing on outcomes-based security standards as proposed in WP/31, many States stressed that baseline Standards, which tend to be more prescriptive by nature, should not be overlooked. Although it was noted that having less prescriptive standards might promote innovative and multi-layered approaches to security, delegates were concerned that outcomes-based Standards would be difficult to measure and enforce, and expressed their view that this could potentially lead to security gaps.

2.   **CONCLUSIONS**

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

   a)   the evolving threat environment in which civil aviation security operates demonstrates
         the need for aviation security and facilitation to be properly prioritized and resourced.
         Within the ICAO organizational structure, there are benefits of establishing parity
         between safety and aviation security;

   b)   outcomes-focused approaches in the implementation of security measures is one of
         many overarching principles to guide the development of sustainable aviation security
         measures; and

   c)   one-stop security arrangements between like-minded States based on the recognition
         of equivalence of security measures can provide certain benefits; e.g. more efficient
         operations, quicker transfer times for passengers, and increased passenger satisfaction.

3.   **RECOMMENDATIONS**

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

   a)   the ICAO Council consider the importance of ensuring parity between aviation
         security and safety within ICAO, and instruct the Secretariat to conduct a feasibility
         study, taking into account input from States, using a holistic approach, to determine
         options for establishing an Aviation Security and Facilitation Bureau under a zero
         nominal growth budget. This feasibility study should consider the extent to which this
         could contribute to the enhancement of ICAO's practical aviation security capability
         and should be completed in sufficient time for the Council to review it and make a
         decision prior to the 40th Assembly;

   b)   ICAO ensure the sustainability of aviation security funding in accordance with
         applicable Assembly Resolutions, recognizing that increased contributions by States
         in the next triennium, whether regular budget or voluntary, whether financial or in-
         kind, will further enhance the Organization's leadership in global aviation security
         matters;

   c)   ICAO, States and industry continue to assess the suitability of outcomes-focused
         approaches, where appropriate, in accordance with the specific regulatory language
         contained in Annex 17 – *Security* and the Aviation Security Manual (Doc 8973); and

   d)   encourage States to enter into collaborative arrangements and implement one-stop
         security arrangements in order to increase the sustainability of the aviation security
         system, by avoiding unnecessary duplication of security controls, where consistent
         with the guidance material in the *ICAO Aviation Security Manual for Safeguarding
         Civil Aviation Against Acts of Unlawful Interference* (Doc 8973 - Restricted) as
         amended.

— END —