



HLCAS/2

International Civil Aviation Organization

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

Montréal, 29 to 30 November 2018

REPORT

LETTER OF TRANSMITTAL

To: President of the Council

From: Chairperson of the Second High-level Conference on Aviation Security

I have the honour to submit the report of the Second High-level Conference on Aviation Security, which was held in Montréal from 29 to 30 November 2018.



Mr. Arkhom Termpittayapaisith
Chairperson

Montréal, 30 November 2018

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SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY

Montréal, 29 to 30 November 2018

ORGANIZATION OF THE CONFERENCE

1. BACKGROUND

1.1 The Council, at its second meeting of its 214th Session, approved the agenda and dates for the convening of the Second High-level Conference on Aviation Security (HLCAS/2) to be held at ICAO Headquarters from 29 to 30 November 2018. The objectives of the Conference are directly in line with the aims and objectives of the Global Aviation Security Plan (GASeP) and can only be achieved if the international aviation security community is fully aware of and committed to the Plan. In this regard, the role of ICAO is crucial in raising global awareness and securing commitment. This Conference provided much needed insight on important metrics, as the attention is now focused on urgent technical priorities, and harnessing innovative sources of data, in order to develop an effective implementation and monitoring framework for the GASeP.

2. SITE AND DURATION

2.1 The Second High-level Conference on Aviation Security (HLCAS/2) was convened at ICAO Headquarters in Montréal from 29 to 30 November 2018.

3. REPRESENTATION

3.1 The HLCAS/2 was attended by 540 participants, representing 107 Member States and 22 international and regional organizations, and industry associations. High-level participation included 11 Ministers, Deputy Ministers and other senior officials. The complete list of attendance is provided in Appendix A.

3.2 In accordance with Rule 2 of the *Standing Rules of Procedure for Meetings in the Air Transport Field* (Doc 8683), delegations provided credentials signed on behalf of the State or organization concerned, by a person duly authorized thereto.

4. OPENING

4.1 Welcoming remarks by Dr. Olumuyiwa Benard Aliu, President of the ICAO Council

4.1.1 The President of the Council welcomed participants to the event and noted the historical importance of the High-level Conference on Aviation Security. He provided an overview of the significant aviation security accomplishments since the Ministerial Meeting in 2002, following the devastating events of 9/11. The President highlighted the GASeP as a pivotal initiative and commended the steadfast efforts of experts in developing and subsequently implementing the Plan. He emphasized the Plan's aspirational goals and welcomed updates on the Regional Roadmaps and recommendations on the GASeP's evolution.

4.1.2 The President highlighted the main objectives of the Second High-level Aviation Security Conference: take stock of the current risk situation, understand the ever-changing nature of the threat, and ensure the global aviation community is prepared to respond to tomorrow's challenges. He underscored the insidious threat posed by insiders, and the overarching importance of establishing and maintaining a strong security culture.

4.1.3 Acknowledging that security threats transcend national boundaries, the President requested that participants develop recommendations on achieving synergies throughout all elements of the aviation sector in order to support global counter-terrorism efforts. He also noted the importance of understanding the impact of security measures on passengers, industry and other stakeholders and ensuring the aviation security system is fully integrated and sustainable.

4.1.4 Finally, the President encouraged participants to make the most of this opportunity to set a course for aviation security that builds on past experiences, leads to consensus, and achieves measurable results.

4.2 **Opening address by Mr. Michael Keenan, Deputy Minister of Transport (Canada)**

4.2.1 The Deputy Minister of Transport, Mr. Michael Keenan delivered his opening address, citing the expansion and progress in civil aviation around the world, and reiterating that ICAO has been at the forefront of efforts to respond to new and emerging threats and risks. He also drew attention to the escalating importance and urgency of a collaborative and coordinated global response to address such threats and risks, central to this being the exchange of information.

4.2.2 Recalling the United Nations Security Council resolution 2309 and noting the GASeP, Mr. Keenan emphasized and urged all Member States and aviation security stakeholders to work through ICAO to implement global aviation security standards while achieving as quickly as possible the key objectives and tasks identified in the GASeP.

4.2.3 Finally, Deputy Minister Keenan recognized that meeting international standards may prove to be a challenge for some Member States that lack appropriate resources or expertise. He highlighted that Member States who make a commitment to improvement can count on strong partnerships and capacity building from ICAO and other Member States. In conclusion, he reaffirmed that Canada is ready to help, as are other Member States represented at this Conference and he expressed Canada's unwavering support for ICAO.

5. **STATUS OF GLOBAL EFFORTS IN AVIATION SECURITY**

5.1 **Dr. Fang Liu, Secretary General of ICAO**

5.1.1 The Secretary General of ICAO, Dr. Fang Liu, noted that the High-level Conference concluded ICAO's first ever Aviation Security Week, five full days dedicated to understanding the current state and exploring future opportunities. As the culmination of the week's activities, she emphasized the importance of working together more effectively and improving the sharing of information, expertise, and resources.

5.1.2 Dr. Liu described the long standing yet evolving partnerships with a variety of other United Nations (UN) organizations. Citing a series of formal arrangements between ICAO and the UN Counter-Terrorism Executive Directorate (UN CTED) and the UN Office of Counter-Terrorism (UNOCT). These relationships have already enabled improvements in the global response to terrorist threats, exchanges of critical information, and implementation of both the general intentions and specific

objectives of United Nations Security Council resolution 2309 (2016). Dr. Liu stated that partnerships amongst international agencies would be insufficient without the support of Member States and industry stakeholders, especially in the implementation of the GAsEP. Similarly, bolstering aviation security cannot succeed without strong partnerships with safety, air navigation, law enforcement, and counter-terrorism organizations, to name a few.

5.1.3 Dr. Liu reiterated ICAO's commitment to leadership in all matters pertaining to global aviation security policy, regulation, standardization, assistance, and training. She voiced optimism that the High-level Conference would lead to strengthened international cooperation that benefited all participants in aviation.

5.2 **Mr. Vladimir Voronkov, Under-Secretary-General, United Nations Office of Counter-Terrorism (UNOCT)**

5.2.1 In updating the Conference on the status of global efforts in aviation security, Under-Secretary-General, Mr. Vladimir Voronkov described the role of the United Nations in combating terrorism. He also stated that terrorists continue to see the aviation industry as a primary target and emphasized the serious impact attacks on airports and aircraft can have to international civil aviation. He stated that while we continue to learn new lessons and adjust counter-terrorism efforts, terrorists also adapt. Mr. Voronkov stressed the need to ensure continued vigilance, to strengthen weak links, use innovative approaches in ensuring security, and called for stronger international cooperation.

5.2.2 Mr. Voronkov praised the collaboration between UNOCT and ICAO, through the capacity-building arm, the United Nations Counter-Terrorism Centre (UNCCT). In particular, he referred to an aviation security project in Nigeria that was instrumental in strengthening the capacity of the Nigerian Government to counter terrorism by delivering screener training to more than 180 airport security officials, who have since been deployed to 26 airports across the State, and that such training has had a positive impact on detection abilities of the airport security workforce.

5.2.3 In addressing the Conference, Mr. Voronkov also highlighted a new global flagship project involving UNOCT, ICAO and other UN entities, which aims to enhance the capacity of States to use Advance Passenger Information (API) and Passenger Name Record (PNR) data to detect and prevent terrorist travel, and plays an important role in the prevention of terrorism. He stated that such initiative is expected to have a significant impact on the capabilities of States and the broader international community to curb the mobility of foreign terrorist fighters.

6. **OFFICERS**

6.1 On the nomination of the United Kingdom, seconded by Argentina, His Excellency Arkhom Termittayapaisith, Minister of Transport (Thailand) was elected as the Chairperson of the Conference. On the nomination of Nigeria, seconded by Singapore, Her Excellency Annette Ferguson, Minister within the Ministry of Public Infrastructure (Guyana) was elected as Vice-Chairperson.

7. **SECRETARIAT**

7.1 Mr. Boubacar Djibo, Director of the Air Transport Bureau served as Secretary of the Conference, and assisted by Mr. Sylvain Lefoyer, Deputy Director, Aviation Security and Facilitation and Mr. Steven Berti, Chief, Aviation Security Policy Section.

7.2 Administrative services and physical arrangements for the Conference were provided under the supervision of Mr. Vincent J. Smith, Director, Bureau of Administration and Services and Mr. Alfred T. Detchou, Deputy Director, Languages and Publications.

8. ADOPTION OF AGENDA

8.1 The Conference considered the agenda and provisional programme in Appendices A and B of HLCAS/2-WP/1, and adopted the following agenda:

- Agenda Item 1: Aviation security threat and risk context
- Agenda Item 2: Future approaches to managing aviation security risks
- Agenda Item 3: Global Aviation Security Plan (GASeP)
- Agenda Item 4: Achieving better synergies with other areas
- Agenda Item 5: Ensuring sustainability of security measures

9. WORKING ARRANGEMENTS

9.1 The Conference met as a single body on the basis of the provisional programme as presented in Appendix B of HLCAS/2-WP/1. The applicable *Standing Rules of Procedure for Meetings in the Air Transport Field* (Doc 8683) were noted.

10. DOCUMENTATION

10.1 The Conference considered Working Papers 1 to 32 and Information Papers 1 and 2, as listed in Appendix B to this report.

10.2 At the end of the meeting, a Communiqué of the Second High-level Conference on Aviation Security was adopted, which is provided in Appendix C to this report.

REPORT OF THE CONFERENCE

Agenda Item 1: Aviation security threat and risk context

1.1 DOCUMENTATION

1.1.1 HLCAS/2-WP/6, titled *Update on Aviation Security Threat and Risk*, was presented by the Secretariat. This agenda item was also addressed in: HLCAS/2-WP/16 presented by Austria on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference; and HLCAS/2-WP/23 presented by Egypt, Jordan, Oman, Saudi Arabia, Sudan and the United Arab Emirates.

1.2 DISCUSSION

1.2.1 As a starting point in its deliberations, the Conference took stock of the latest developments in the threat environment faced by the international civil aviation network, with a particular look at improvised explosive devices (IEDs) and the insider threat. The Conference noted the continued value and relevance of the ICAO Global Risk Context Statement (RCS) as a tool to assist States to assess the risks their respective civil aviation system and operators may face, and implement measures commensurate with those risks.

1.2.2 In discussing the issue of the insider threat, the Conference stressed that this was a matter of great concern and should urgently be addressed by all stakeholders. In effect, failing to implement robust and sustainable measures aimed at mitigating the risk associated with the insider threat compromises the aviation security system in its entirety by enabling the circumventing of airport security measures, such as those in place at passenger screening checkpoints.

1.2.3 A number of approaches and measures were discussed as possible ways to mitigate the risk posed by insiders. The Conference, keeping in mind the critical importance of setting a robust baseline in the form of strengthened Annex 17 Standards, was of the view that the implementation of security culture regimes can help address the insider threat as part of a multi-layered approach to the issue. While the insider threat often materializes from the exploitation of staff and their privileged access to secure areas and sensitive security information, employees remain the first layer of defence against suspicious activities within aviation premises. As they play a key role in mitigating the threat through their commitment to aviation security, their vigilance and overall security awareness, it was agreed that a multi-layered approach to the insider threat discussed during the Conference should be implemented including the regulatory measures described in WP/16, such as staff screening, enhanced background checks and elements of randomness and unpredictability.

1.2.4 While the Conference widely expressed its support for the strengthening of Annex 17 provisions to better mitigate the risk posed by insiders, including the implementation of 100 per cent screening of persons other than passengers, some participants cautioned against an overly prescriptive approach and called for more risk-based and outcomes-focused measures to combat the threat. The Conference, therefore, agreed to refer the matter to the Aviation Security Panel so that it can provide the relevant ICAO governing bodies, as a matter of priority, with appropriate and timely recommendations in that regard.

1.2.5 In considering the issue of the sharing of aviation security information, the Conference recalled that Assembly Resolution 39-18 urges States to adopt the principles of international cooperation,

which include respect for the spirit of cooperation defined in bilateral and/or multilateral air services agreements and the recognition of equivalent security measures. To that end, the Conference supported the need for States to enter into collaborative arrangements, such as bilateral and/or multilateral agreements, taking into account the provisions of Annex 17 on international cooperation, in order to help make informed decisions to effectively and efficiently address new and emerging threats, and avoid unilateral and/or uncoordinated implementation of security measures. It was also highlighted that the sharing of aviation security information between States helps develop and implement sensible and cost-effective security measures. The Conference further agreed that such collaborative arrangements for the sharing of information should include, as appropriate, elements related to audit results and associated corrective action plans.

1.2.6 Finally, the Conference noted that States should leverage existing mechanisms to share information of a non-confidential nature, such as the ICAO Point of Contact Network (also referred to as the AVSECNET).

1.3 CONCLUSIONS

1.3.1 The Conference concludes that:

- a) global terrorism and security threats against international air transport operations continue to exist and need to be addressed;
- b) the threat posed by insiders through the exploitation of staff and their privileged access to secure areas and sensitive security information continues to represent a real concern, as terrorist groups are reported to actively look for insiders to assist in their attempts to target civil aviation;
- c) the integrity of security checkpoints and the effectiveness of security measures applied to passengers is undermined when staff can circumvent a checkpoint without being subjected to screening and security controls. Failure to address the insider threat could result in a displacement of threats such as the one posed by improvised explosive devices (IED), and therefore greatly impair mitigation efforts;
- d) the sharing of appropriate and relevant aviation security information on new threats, together with the implementation of effective mechanisms to exchange such information, are essential to facilitate the development of coordinated measures aimed at mitigating such threats to civil aviation in a global and harmonized fashion; and
- e) bilateral or multilateral agreements regarding the sharing and protection of sensitive aviation security information can provide a legal basis for facilitating the communication of aviation security threats, risks and vulnerabilities between States in a timely fashion.

1.4 **RECOMENDATIONS**

1.4.1 The Conference recommends that:

- a) States refer to the ICAO Global RCS as a useful tool to assist stakeholders in developing evidence-based risk assessments and in identifying possible mitigating actions;
- b) the ICAO Council, taking into consideration the advice from its Aviation Security Panel, expedite the development of strengthened Standards and Recommended Practices in Annex 17 to deal with the insider threat, reflecting the multi-layered approach discussed during the Conference;
- c) States and industry ensure the effective implementation of regulatory measures aimed at addressing the insider threat, so as not to compromise the global aviation security system, taking into consideration a multi-layered approach;
- d) States and industry promote an effective security culture among their aviation workforce and raise public awareness to help further address the insider threat; and
- e) States enter into collaborative arrangements for sharing security information about threats, risks and vulnerabilities in order to enhance the effectiveness of aviation security measures, address security gaps at the national, regional and global level, and avoid unilateral and/or uncoordinated implementation of security measures.

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Agenda Item 2: Future approaches to managing aviation security risks

2.1 DOCUMENTATION

2.1.1 HLCAS/2-WP/2, titled *Improving Aviation Security Risk Management* was presented by the Secretariat. This agenda item was also addressed in: HLCAS/2-WP/13 presented by Argentina, Australia, Belgium, Brazil, Canada, Egypt, Ethiopia, France, Italy, Japan, Jordan, New Zealand, Nigeria, Portugal, Qatar, Russian Federation, Senegal, Singapore, South Africa, Spain, Switzerland, United Arab Emirates, United Kingdom, United States, Airports Council International (ACI) and the International Air Transport Association (IATA); HLCAS/2-WP/14 presented by Singapore; HLCAS/2-WP/18 presented by Romania; HLCAS/2-WP/19 presented by Belgium, Canada, Germany, Italy, New Zealand, Portugal, Qatar, Romania, Singapore, Switzerland, United Kingdom, United States and ACI; HLCAS/2-WP/22 presented by ACI and IATA; HLCAS/2-WPs 27 and 28 presented by IATA; and HLCAS/2-WP/30 presented by Ireland.

2.2 DISCUSSION

2.2.1 The Conference agreed upon the need to address cybersecurity, not only at a national but also on a global scale, noting that potential cyber-attacks on air traffic management, aircraft, and airports remain a concern within the aviation community. Additionally, the delegates noted that addressing cybersecurity involves a number of stakeholders, from both the safety and security environments, including those at the local, national, regional, and international levels, from both States and industry entities.

2.2.2 In an effort to promote collaboration and information sharing among these stakeholders, the Conference supported the development of an ICAO Global Cybersecurity Strategy. In addition, State representatives discussed ICAO infrastructure for addressing cybersecurity, currently dealt with by the Secretariat Study Group on Cybersecurity (SSGC). While some States supported the creation of a Cybersecurity Panel, others expressed support to continue the development of the Cybersecurity Strategy within the existing SSGC, and have the creation of the Panel follow the Strategy.

2.2.3 Regarding the future of aviation security systems, the Conference supported ongoing efforts by industry to develop a long-term vision for aviation and airport security. In developing future systems, States noted the importance of outcomes-based security measures, with innovation focusing on the security output. However, it was also noted that in an outcomes-focused security regime, there must be clear baseline Standards and performance indicators to measure progress on meeting standards that concentrate on the end result rather than the security practice.

2.2.4 Human capability and training are pillars of a comprehensive and effective aviation security infrastructure, as underscored by the second priority objective of the Global Aviation Security Plan (GASep). As the threat to aviation security continues to evolve, a well-trained workforce is instrumental to protecting aviation security targets from attack. Essential to building human capability is the implementation of a robust security culture. States expressed strong support for the development of a security culture, seeing an organization-wide understanding of the importance of a strong aviation security system as a key countermeasure to mitigate threats.

2.2.5 In building a security culture, the Conference noted key aspects for implementation, including a just culture reporting system and security awareness training. The Conference agreed that a reporting system that allows staff to confidentially and safely report possible gaps in the security system

or suspicious activities should be embedded in every entity in the air transport arena. Additionally, the delegates strongly supported the continued development and delivery of security awareness training for all aviation staff, regardless of job title and description. This includes those individuals at the highest levels of management to the operational staff, and both security and non-security personnel.

2.3 CONCLUSIONS

2.3.1 The Conference concludes that:

- a) identifying and mitigating emerging threats, such as those posed by Chemical, Biological, and Radiological (CBR) weapons and Remotely Piloted Aircraft Systems (RPAS), remains a priority for aviation security practitioners. Information sharing and collaboration among ICAO, States, and industry on how to best mitigate these threats is necessary;
- b) addressing and mitigating risks within the cyber realm remains a priority for aviation stakeholders. Cooperation and collaboration among stakeholders is essential in the development of a comprehensive approach to address cybersecurity;
- c) industry efforts to develop a vision for the future of aviation and airport security are underway and important, but will also require a parallel review of current regulatory frameworks, including ICAO Annex 17 – *Security*;
- d) the integration of a robust security culture for all personnel, in both security and non-security functions, at all levels, is imperative to the development and sustainability of an effective security environment;
- e) regular security awareness training for all personnel within the aviation arena, as a strong security culture underpins the effectiveness of all other aviation security countermeasures; and
- f) targeted, accurate, and effective aviation security training and assistance is key to strengthening aviation security, and the purpose of capacity-building is to provide Member States with the knowledge and capabilities to address both existing and emerging threats.

2.4 RECOMMENDATIONS

2.4.1 The Conference recommends that:

- a) ICAO and Member States should continue to develop risk assessments to identify vulnerabilities within their aviation security systems and implement the most effective security measures to mitigate threats;
- b) ICAO, Member States, and industry organizations investing in the development of cybersecurity strategies should continue to develop a comprehensive Cybersecurity Strategy as well as mechanisms to identify and manage risk, including the sharing of appropriate information related to cybersecurity;

- c) ICAO should commence a feasibility study for the establishment of a Cybersecurity Panel with a clear timeframe, and based on a gap analysis to determine specific topics which may be not covered by existing panels, without delaying the ongoing work of the Secretariat Study Group on Cybersecurity;
- d) ICAO, Member States, and industry organizations should ensure existing training remains up-to-date with aviation security best practices and technological advancements, and new training should be developed to address emerging threats to aviation security; and
- e) States and industry take practical steps to develop and implement security culture and security awareness programmes, including high profile campaigns using best practices and tools provided by ICAO and regional organizations, and other States that reflect their unique operating environments, and implement these programmes for all stakeholders within the aviation environment.

Agenda Item 3: Global Aviation Security Plan (GASeP)

3.1 DOCUMENTATION

3.1.1 HLCAS/2-WP/3, titled *Status of the Global Aviation Security Plan* and HLCAS/2-WP/7, titled *Review of the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) indicators*, were presented by the Secretariat. This agenda item was also addressed in: HLCAS/2-WP/8 presented by Georgia, Russian Federation and Switzerland; HLCAS/2-WP/10 presented by Kazakhstan; coordinated with Algeria, Armenia, Azerbaijan, Belarus, Georgia, Kyrgyzstan, Morocco, Republic of Moldova, Russian Federation, Tajikistan, Tunisia, Turkmenistan, Ukraine and Uzbekistan; HLCAS/2-WP/12 presented by Brazil; HLCAS/2-WPs 15 and 17 presented by Austria on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference; HLCAS/2-WP/21 presented by Airports Council International; and HLCAS/2-WPs 24, 25, 26 and 32 presented by the Russian Federation.

3.2 DISCUSSION

3.2.1 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.

3.2.2 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.

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

3.2.4 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 the effective implementation of Annex 17.

3.2.5 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.

3.2.6 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, many delegates stressed the importance for ICAO to map capacity-building resources and providers, with the Organization's executed, ongoing and planned activities.

3.2.7 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 overwhelmingly supported a holistic and fundamental 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 complete review should be presented to the upcoming 40th Session of the Assembly for endorsement.

3.3 CONCLUSIONS

3.3.1 The Conference 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 need for innovative solutions as primary considerations.

3.4 RECOMMENDATIONS

3.4.1 The Conference 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, and increased operational efficiency, in part by drawing upon relevant security-related components of Annex 9 – *Facilitation*; and
- d) ICAO, in cooperation with Member States and international organizations, complete a holistic and fundamental 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.

Agenda Item 4: Achieving better synergies with other areas

4.1 DOCUMENTATION

4.1.1 HLCAS/2-WP/4, titled *Ensuring appropriate holistic consideration of security, facilitation and safety elements of the aviation sector*, was presented by the Secretariat. This agenda item was also addressed in: HLCAS/2-WP/20 presented by Airports Council International and the International Air Transport Association; and HLCAS/2-WP/29 presented by the United States.

4.2 DISCUSSION

4.2.1 The Conference deliberated on the synergies between security, facilitation and safety. A complimentary approach in security, safety and border control was strongly encouraged, both within ICAO and on the State level.

4.2.2 It was recognized that cooperation between different State authorities is extremely important and that it exists in many States, even when not formalized. However, it was also recognized that each sector and authority continues to have its specific responsibilities.

4.2.3 For this reason, the Conference was of the opinion that integrating border facilitation elements into aviation security requires further study and investigation, and that consideration should be given to possible legal constraints related to the sharing of information between different State authorities.

4.2.4 The efforts of the United Nations (UN) to combat terrorism were noted, and the Conference recognized the importance of efforts by ICAO and its Member States to implement UN Security Council resolution 2309 (2016).

4.2.5 The Conference noted that Advance Passenger Information (API) data and Passenger Name Records (PNR) data have proven to play an important role in combatting terrorism, as recognized in UN Security Council resolution 2396 (2017). Therefore, further consideration should be given to the development of a Standard regarding the use of PNR data. While there was much support to advance quickly on this matter, it was noted that no country should be left behind.

4.2.6 While recognizing that this matter is relevant to the Aviation Security Panel, the Conference suggested that the Facilitation Panel is currently the appropriate body to discuss the advancement of the use of PNR data. When doing so, due consideration should be given to the protection of fundamental rights of passengers in the collection, use, processing and protection of PNR data.

4.3 CONCLUSIONS

4.3.1 The Conference concludes that:

- a) a holistic and coordinated consideration of security, facilitation and safety matters is necessary in the aviation sector to successfully prevent acts of terrorism, both on the ground and in the air;
- b) border security, prevention of criminal acts and general counter-terrorism efforts would benefit from increased multi-agency partnerships to jointly address the range of border and aviation security threats at airports and on board aircraft;

- c) to ensure the successful implementation of UN Security Council resolution 2309 (2016), it is essential that ICAO and its Member States remain committed to supporting UN counter-terrorism efforts; and
- d) API and PNR data have proven to be useful tools to detect and deter illicit and terrorist travel, and play an important role in the prevention of terrorism.

4.4 **RECOMMENDATIONS**

4.4.1 The Conference recommends that:

- a) ICAO explore ways in which the relationship between aviation security, safety and facilitation can be strengthened, including the relationship between the Aviation Security Panel and the Facilitation Panel;
 - b) ICAO and Member States continue to collaborate with the United Nations agencies involved in counter-terrorism, including the UN Office of Counter Terrorism (UNOCT) and the UN Counter-Terrorism Executive Directorate (UN CTED), with a view to implementing UN Security Council resolution 2309 (2016); and
 - c) further action be taken by ICAO so that passenger information can be better used to inform, assist, and support aviation security objectives, including the promulgation of ICAO Standard(s) regarding the collection, use, processing and protection of PNR data, in line with UN Security Council resolution 2396 (2017).
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Agenda Item 5: Ensuring sustainability of security measures

5.1 DOCUMENTATION

5.1.1 HLCAS/2-WP/5, titled *Effective and efficient aviation security measures* was presented by the Secretariat. This subject was also addressed in: HLCAS/2-WP/9 presented by the United States, Australia, Brazil, Canada, New Zealand, Qatar, South Africa, United Arab Emirates, and the International Air Transport Association (IATA); HLCAS/2-WP/11 presented by Australia, Brazil, Canada, Jordan, Kuwait, New Zealand, Oman, Saudi Arabia, Singapore, Tunisia, United Arab Emirates and IATA; and HLCAS/2-WP/31 presented by Australia, Canada and New Zealand.

5.2 DISCUSSION

5.2.1 There was wide consensus on the proposal to ensure parity between aviation security and aviation safety, and to elevate aviation security and facilitation within ICAO to strengthen its activities and capacity in these areas, in line with ICAO's budgetary planning for the next triennium.

5.2.2 Many delegates supported the proposal to conduct a feasibility study to determine options for establishing an Aviation Security and Facilitation Bureau under a zero nominal growth budget, and called on the ICAO Council to provide guidance in this regard, in consultation with Member States. The Conference also noted that the proposal should not be done in isolation, but also take into account other options it is currently examining in a holistic manner. Some delegates expressed a name change only will not achieve the intent of elevation.

5.2.3 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.

5.2.4 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.

5.2.5 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* (Doc 8973) on this subject.

5.2.6 Delegates recognized the benefits of focusing on outcomes-based security standards as proposed in WP/31. However, some 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, some 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.

5.3 CONCLUSIONS

5.3.1 The Conference 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 aviation 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.

5.4 RECOMMENDATIONS

5.4.1 The Conference recommends that:

- a) the ICAO Council strive to ensure parity between aviation security and aviation safety within ICAO, and provide guidance on the conduct of 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 Session of the 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 *ICAO 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* (Doc 8973) as amended.
-

LIST OF ATTENDANCE

STATE	SURNAME	NAME
Albania	Keri	Krislen
Algeria	Meghar Baacha Mesroua Benantar	Hocine Omar Amine Debaghine Fatima
Angola	Silva Cahanda	Diogenes Henrique
Antigua and Barbuda	Abraham	Peter
Argentina	Ainchil Rubio Fernandez Loguzzo	Gustavo Eduardo Oscar Carlos R. Maria Fabiana
Australia	Kirkwood Lucas Tiede Draney	Angus Samuel Andrew Maryanne
Austria	Landrichter Schuetzner	Elisabeth Wolfgang
Bahrain	Zaman Al Dosari	Khalifa Abdulaziz
Belgium	De Lange	An
Bolivia	Soruco	Javier Garcia
Brazil	Bezerra Dittz Lares Freitas Taufner Monreal Silva Cavallari Pecoraro Santos	Ricardo Ivan Vitor Dan Dário Edson Luiz Gustavo Ricardo Filippi Roberto
Bulgaria	Leshev Popova Hristov	Stanimir Albena Nikolay
Cabo Verde	Monteiro	Carlos Alberto

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Cameroon	Aissatou	Ali Helai
	Tchoumy Kwani	Collins Divin
	Etundi	Englebert Zoa
	Nana	Mireille Levie
	Koki	Paule Assoumou
	Onana	Remy Ossong
Canada	Keenan	Michael
	McCroirie	Aaron
	Free	Christopher
	Neubauer	Frank
	Fachinan	Frédéric
	Pagé	Martial
	Langlais	Paul
	Nixon	Wendy
	Hurley	Claude
Central African Republic	Jouso	Théodore
	Follot	François
Chad	Tahir Orozi	Mahamat
	Adjam	Mahamat
	Mahamat Ali	Djabir
Chile	Arancibia	Patricio
	Rodriguez	Juan Luis
	Mena	Alberto
	Cerda Gomez	Eduardo
	Gutierrez Riquelme	Juan Carlos
China	Gao	Feng
	Xue	Rongguo
	Su	Jicheng
	Chen	Wengui
	Richard Wu	Chi Kwong
	Li	Enzhe
	Li	Fangfang
	Zhang	Guoliang
	Zhang	Hangting
	Liu	Hao
	Li	Ji
	Yang	Jingsong
	Zhao	Jingxing
	Wang	Keqiang
	Ku	Junyi
	Li	Xin
	Liu	Qigao
	Yan	Ran
	Shi	Jinxin

STATE	SURNAME	NAME
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	Lam	Tat Ming
	Cheong	Wan Sze
	Li	Wanming
	Sun	Xinyu
	Yan	Long
	Gu	Yang
	Xie	Yong
	Heng	Wenqi
	Li	Jianxin
	Wan	King Doy David
	Wang	Xiaoning
	Ling	Xiaoniu
	Wenliang	Zhai
	Sun	Jingtao
Colombia	Ramirez	Mauricio
	Bejarano	Cesar
Congo	Dimou	Fidele
	Ondzotto	Maixent Raoul
	Almy Dimi	Albert
	Dzota	Serge Florent
	Okana	Claude Edgard
	Symphorien	Montole
	Batchi	Roméo Makaya
	Coulibaly	Sira
Côte d'Ivoire	Silue	Sinaly
	Kanga	Charles Kouadio
	Hermann Milan	Daniel
Cuba	Lopez	Armando L. Daniel
	Vázquez González	Mercedes
	Crespo Frasquieri	Mirta Marina
	Cruz Acosta	Juan José
	Rojas Alvarez	Nestar Maria
Cyprus	Lemesianos	Antonios
Democratic Republic of the Congo	Makila	Rex Kufulula
	Masengu Kabwika	Celine
	Mpunga Tshiumba	Jean
	Nsiye Ipan N'sondey	Leonard
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	Patras	Alexandra
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	Khedr	Ahmed Hossein
	Elnashar	Wael Samir
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	Nguema Mba Eyang	Leandro
	Edjang Ondo Nzang	Anatolio
	Esono Anguesomo	Estanislao
	Ng-Chin Yue	Jocelyne
	Ng Chin Yue	Julie
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Finland	Tupamaki	Matti
	Lankinen	Antti-Jussi
	Hirviranta	Jukka
France	Gandil	Patrick
	Bertoux	Philippe
	Risse	Eric
	Monnier	Isabelle
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	Revel	Pascal
	Hifdi	Sonia
	Deplace	Veronique
	Zizi	Farid
	Leclair	Gilles
	Escobar	Amélie
	Ybert	Juliette
	Germany	Schwierczinski
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Schaefer		Christoph
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	Kwadzodeh	Nathaniel
	Mensah Acquah	Rexford George
Greece	Nassika	Ekaterini
	Koryfidou	Elpida
	Nikou	Georgios
	Mallia	Olga
	Lazari	Vassiliki
Guinea	Kaba	Mamady
	Thiam	Sékou Oumar
Guyana	Ferguson	Annette
	Dorris	Abraham
	Field	Egbert
Haiti	Theramene	Bouchard
Honduras	Ramírez	Héctor
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India	Shekhar	Alok
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	Istiantono	Nur Isnin
	Setiawan	Oka
	Sugiono	Sugiono
	Faizasyah	Teuku
	Asrul Rose	Wendo
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Ireland	Ring	Brendan
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Italy	Quaranta	Alessio
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	D'Ambrosio	Laura
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	Al-Nsour	Abdulla
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	Katyshev	Darkhan
	Meirambayev	Yerzhan
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	Gababo	Iya
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	Ogenche	Tom
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	Wehbe	Talal
	Hammad	Souheil
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	Subirats	Armando
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	Damdin	Tuvshinbayar
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	Lahkim	Anass
	Mokadem	Hamid
	Benrochd	Tarik
	Osfour	Asmaa
Nepal	Gautam	Bikram Raj
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Nigeria	Sirika	Hadi
	Nuhu	Musa
	Okplefu	Akoja
	Ben Tukur	Mahmoud
	Ismail	Maryam
	Abubakar Sadiq	Usman Salim
	Amasa	Peter
	Sabiu	Zakari
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	Shablya	Alexey
	Sazonov	Andrey
	Sazonov	Dmitry
	Subbotin	Dmitry
	Sergeev	Gennadii
	Elfimov	Igor
	Milashevskiy	Igor
	Bikeeva	Irina
	Mikhalchenko	Kirill
	Agafonov	Konstantin
	Kulik	Leonid
	Ovchenkov	Nikolay
	Lavrentyev	Oleg
	Filippov	Vadim
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	Pereira	Alain
	Ndiaye	Ismael Masseck
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	Tucker	Kugbei
Singapore	Lim	Bernard
	Cheong	Chee Ming
	Ong	Chin Beng
	Ab Sukor	Shaikh Abdullah
	Ng	Tee Chiou
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	Makhoba	Makhosazana
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	Nieto Sepulveda	Juan David
	Puente	José Manual
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	Schulthess	Christian
	Magnin	Olivier
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	Wannako	Amphawan
	Jiaranoros	Atchimaporn
	Tangwongprasert	Chaowanee
	Komolvanich	Jitmate
	Gruaysuwan	Kanokporn
	Sangiampongsa	Maris
	Arunpakmongkol	Narong
	Vanarat	Natapong
	Wichiranon	Pilailak
	Buraruck	Raweewan
	Mustapa	Rusnee
	Benjanirat	Sarun
	Luangaram	Suksri
Pattamakowit	Suranchana	
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	Bolidja	Langbatibe
Trinidad and Tobago	Martin	Ted
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	Mejri	Amine
Turkey	Çolak	Ali Riza
	Erel	Can
	Dortkol	Gokhan
	Sahinkaya	Ibrahim
	Turkseven	Onur
	Karabulut	Serdar
	Yalinkaya	Koray
	Kaya	Zeynep
Uganda	Sooma	Ayub
	Twijuke	J.W. Kabbs
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	Alhameli	Aysha
	Almahri	Seham
	Alketbi	Abdalla
	Al Hashimi	Abdulla
	Alshamisi	Arhama
	Qurwash	Buti
	Al Rais	Fahad
	Al Raqbani	Fahad
	Fernandes	Frederico
	Al Muhairi	Hamad
	Alhashmi	Hamed
	Alshamsi	Jasim
	Altayer	Mohammad
	Salem	Mohammad
	Al Nuaimi	Obaid
	Al Mutawa	Omar
	Alsuwaidi	Saeed
	Qadeer	Shahid
	Al Nahyan	Sultan
Musabbah	Tariq	
Alhajri	Younis	
Al Dhaheri	Abdulla	
United Kingdom	Micklethwaite	Dan
	Carr	Gisela
	Rodmell	Mark
	Lloyd	David
	Spindura	Jillian
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	Kelleher	Padhraic
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	Majaliwa	Burhan
	Bugomola	Redemptus Peter
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	Fujimura	Paul
	Carter	Thomas
	Karasick	Andrew
	Ashley	Charlie
	Logisz	Katie
	Harding	Peter
	McErlain	Amy
	Mace	Bonnie
	Rosenberg	Esta M.
	Alvarez	Felix
	Gordon	Jennifer
	Powers	Krista
	Holemans	Luci
Earnhart	Mary	
Bilello	Michael	
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	Battagliese Palladino	Gaetano
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	Islas	Roderick
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	Desmazieres	Jean François
	Bakienon	Louis
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	Bidwell	Christopher
	Komine	Daisuke
	Macintosh	Dwayne
	Barrow	Jeffrey
	Herbelles	Nathalie
	Samson	Nathalie
	Ratledge	Nicholas
Arab Civil Aviation Organization (ACAO)	Bouloutar	Adil
Civil Air Navigation Services Organisation	Voorbach	Nico
	Kohli	Nick
	Di Maio	Francesco
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European Civil Aviation Conference (ECAC)	Sciacchitano	Salvatore
	Reverdy	Patricia
	Zannotti	Antoine
European Organisation for the Safety of Air Navigation (EUROCONTROL)	Hird	John
	Mana	Patrick
European Union	Meersman	Bartel
	Ross	Christopher
	Guyaux Pechackova	Hana
	Hololei	Henrik
	Moreaux	Jean-Paul
	Winkler	Klaus
	Dejace	Nathalie
	Haugaard	Per
Global Express Association (GEA)	Grau Tanner	Carlos

International Air Transport Association (IATA)	Careen Vaughan Antonini Troczyński Mandelawy Beyer Eran-Tasker Woodall Cooper Blackiston	Nick Matthew Dominique Adam Eli Lauren Martin Michael Pete Tony
International Business Aviation Council (IBAC)	Crumley Trethewey Brown	Gabriel Neil Steven
International Coordinating Council of Aerospace Industries (ICCAIA)	Higuchiuchi Sullivan	Keiichi Sean
International Criminal Police Organization (INTERPOL)	Arm	Harald
International Federation of Air Line Pilots' Associations (IFALPA)	Guzmán Rodríguez Couchman	Agustín Carole
International In-Flight Security Officer Committee	Gray	Janis
Interstate Aviation Committee (IAC)	Iatsouk	Victor
International Telecommunication Union	Vassiliev	Nikolai
United Nations Security Council Counter-Terrorism Committee (UNCTC)	Seesmaa Chen	Anne-Maria Weixiong
United Nations Office of Counter-Terrorism	Voronkov Munro Alirzayeva Kiragu	Vladimir Ian Sevil Ruth
Universal Postal Union	Noor Hussein	Adan Bishar A.
World Customs Organization (WCO)	Steilen	Norbert

LIST OF WORKING PAPERS AND INFORMATION PAPERS

WP NO.	TITLE	PRESENTED BY
1	Conference agenda, provisional programme and meeting arrangements	Secretariat
2	Improving aviation security risk management	Secretariat
3	Status of the Global Aviation Security Plan	Secretariat
4	Ensuring appropriate holistic consideration of Security, Facilitation and Safety elements of the aviation sector	Secretariat
5	Effective and efficient aviation security measures	Secretariat
6	Update on aviation security threat and risk	Secretariat
7	Review of the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) indicators	Secretariat
8	Follow-up initiative to the Regional Conference for the EUR/NAT Regions (Lisbon, 29-31 May 2018) to address common challenges through implementation of the ICAO Global Aviation Security Plan (GASeP)	Georgia, Russian Federation and Switzerland
9	Elevating Aviation Security and Facilitation within ICAO	United States, Australia, Brazil, Canada, New Zealand, Qatar, South Africa, United Arab Emirates and International Air Transport Association
10	The role of the ICAO EUR/NAT Office in coordinating the implementation of Annex 17 requirements in the framework of the GASeP and regional roadmap	Kazakhstan; coordinated with Algeria, Azerbaijan, Armenia, Belarus, Georgia, Kyrgyzstan, Morocco, Republic of Moldova, Russian Federation, Tajikistan, Tunisia, Turkmenistan, Ukraine and Uzbekistan
11	Recognition of equivalence of security measures one-stop security	Australia, Brazil, Canada, Jordan, Kuwait, New Zealand, Oman, Saudi Arabia, Singapore, Tunisia, United Arab Emirates and International Air Transport Association
12	GASeP – Promoting better coordination between authorities and operators	Brazil
13	Promoting awareness on Aviation Security to other agencies and organisations	Argentina, Australia, Belgium, Brazil, Canada, Egypt, Ethiopia, France, Italy, Japan, Jordan, New Zealand, Nigeria, Portugal, Qatar, Russian Federation, Senegal, Singapore, South Africa, Spain, Switzerland, United Arab Emirates, United Kingdom, United States, Airports Council International and International Air Transport Association
14	Promoting aviation security training	Singapore
15	Capacity-building: making a difference	Austria on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference
16	Insider threat and security culture	Austria on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference

17	The role of the ICAO Universal Security Audit Programme in ensuring the sustainability of the Global Aviation Security Plan	Austria on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference
18	Development of a Global Cybersecurity Strategy	Romania
19	Promoting security culture	Belgium, Canada, Germany, Italy, New Zealand, Portugal, Qatar, Romania, Singapore, Switzerland, United Kingdom, United States and Airports Council International
20	Joint approach to border and aviation security threats at airports	Airports Council International and International Air Transport Association
21	Contributions and updates to the Global Aviation Security Plan	Airports Council International
22	Vision for aviation security at airports	Airports Council International and International Air Transport Association
23	Sharing of aviation security information between States	Egypt, Jordan, Oman, Saudi Arabia, Sudan and United Arab Emirates
24	Implementation process of Key Priority Outcomes of the Global Aviation Security Plan (GASeP) in the Russian Federation challenges and successes	Russian Federation
25	Innovative solutions applied for automation of X-Ray machine operator's State and performance monitoring, and enhancement of their job functions	Russian Federation
26	Innovative technology of integration and control of information flows on security at the airport to improve the efficiency of the aviation security management system	Russian Federation
27	Aircraft digital protection – An integrated approach	International Air Transport Association
28	Pathway to collaboration, partnership, and enhanced aviation security	International Air Transport Association
29	PNR Standard(s)	United States
30	Security reporting and culture	Ireland
31	The benefits of outcomes based Standards in Annex 17	Australia, Canada and New Zealand
32	Innovative technologies for identification of chemical substances on pre-flight inspection	Russian Federation

IP NO.	TITLE	PRESENTED BY
1	Procedure for the preparation and certification of transport (aviation) security staff	Russian Federation
2	USAP-CMA and the French approach to assess security measures	France

COMMUNIQUÉ OF THE SECOND HIGH LEVEL CONFERENCE ON AVIATION SECURITY

Montréal, 29 to 30 November 2018

The International Civil Aviation Organization (ICAO) convened its Second High-level Conference on Aviation Security at its Headquarters in Montréal, Canada, on 29 and 30 November 2018.

The Conference was attended by over 540 participants representing 107 Member States, 22 international and regional organizations, and industry associations.

Reaffirming the critical importance of aviation security in the overall global civil aviation system and the continued security threats and challenges faced by the international air transport sector, the Conference highlighted:

- a) that global terrorism and threats against international air transport operations such as insider and cyber threats continue to exist and evolve, and need to be addressed, taking into account passenger traffic growth;
- b) that awareness of those threats and associated risks must be enhanced through information sharing between States and with stakeholders, and through continued attention to the Global Risk Context Statement;
- c) the strong support for the implementation of the Global Aviation Security Plan (GASeP), adopted in November 2017, and noted with appreciation regional aviation security conferences hosted by Egypt, Panama, Portugal and Thailand;
- d) that the GASeP provides a new opportunity to further strengthen the objectives and methodologies of the USAP;
- e) Annex 17 - *Security* contains measures primarily intended to address aviation security threats, but certain measures in place at airports can help address both border and aviation security needs;
- f) that the security-related components of Annex 9 - *Facilitation*, such as the use of Advance Passenger Information (API) and Passenger Name Record (PNR) data, are effective to prevent terrorists and other criminals from carrying out their acts or escaping prosecution;
- g) that the United Nations Security Council (UNSC) acknowledged the importance of enhancing aviation security to combat terrorist threats to international civil aviation and address concerns of foreign terrorist fighters, with the adoption of UNSC Resolution 2309 (2016) in September 2016 and Resolution 2396 (2017) in December 2017;
- h) that further cooperation and coordination between ICAO and the UN will contribute to global efforts in this domain and avoid duplication;
- i) that all stakeholders need to further develop new and innovative approaches to strengthen aviation security and counter ongoing and emerging threats;
- j) that all stakeholder efforts would continue to be made towards effective aviation security measures, facilitation of efficient passenger travel, and movement of cargo; and

- k) the importance of strengthened cooperation and collaboration among States and stakeholders in the provision of technical assistance and capacity-building to States in need under the *No Country Left Behind* initiative.

The Conference delegates further agreed on a set of conclusions and recommendations of the high-level meeting, which will be submitted to the ICAO Council for further consideration and approval ahead of the 40th Session of the ICAO Assembly in 2019.

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