International Civil Aviation Organization

INFORMATION PAPER

HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 9 : Other business

UPDATE ON THE ICAO COMPREHENSIVE AVIATION SECURITY STRATEGY

(Presented by the Secretariat)

1.1   The ICAO Comprehensive Aviation Security Strategy (ICASS) was approved by the Council during its 189th Session, and endorsed by the 37th Session of the Assembly. This paper presents, in the Appendix, information on examples of progress in the implementation of the ICASS, as at 31 August 2012.

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APPENDIX

ICASS Strategic Focus Areas	Status of Implementation as at 31 August 2012
Focus No. 1 – Addressing New and Existing Threats	
Objective(s): develop practical measures from a risk management approach to deal with new threats, in addition to filling gaps identified for existing threats.	o *Cargo security*. Vulnerabilities in the air cargo security system are being addressed by ICAO in collaboration with other international organizations. Key Principles on Cargo and Mail Security are being presented to the High-level Conference on Aviation Security. o *Insider threat*. The threat posed by insiders, which has been a long-standing concern from a policy and operational perspective, is being addressed through the redrafting of Annex 17 Standard 4.2.6, which has been unanimously agreed upon by the ICAO Council. o *Cyber threat*. A new Annex 17 Recommended Practice 4.9 recognizes cyber- attacks as a distinct threat to the aviation industry that needs attention. o *Other threats*. The Secretariat and the Aviation Security Panel continue to monitor the aviation security threat environment and bring forward proposals to mitigate risk.
Focus No. 2 – Promoting Innovative, Effective and Efficient Security Approaches	
Objective(s): o *devise new and innovative ways to implement security policies and measures, which will include employing the use of advanced technology;* o *include security considerations in facilitation processes for efficient operation; and* o *consider the financial cost and operational impact of any additional aviation security measures.*	o *Innovation leadership*. ICAO will continue to encourage aviation security innovation at the global level, for example, by promoting a smooth transition from the current liquids, aerosols and gels (LAGs) restrictions to screening of LAGs using suitable technology and related procedures. o *Risk- and outcomes-based security*. The introduction of risk-based principles and concepts is being duly considered in the development of the global aviation security framework. o *Technical Advisory Group on Next Generation Screening*. The TAG NGen has been established as the appropriate body to lead the coordination work on the implementation of the next generation of the passenger screening and facilitation processes.
Focus No. 3 – Promoting the Sharing of Information Amongst Member States to Raise Awareness of Threats and Security Trends	
Objective(s): o *establish a means for sharing open source information; and*	o *Information sharing*. ICAO has established a number of web-based tools to improve information exchange mechanisms on security threats and incidents, as well as security technologies, including the Point of Contact (PoC) Network, AVSECPaedia and the Acts of Unlawful Interference Database (AUID), which are all accessible through https://portal.icao.int.

o *establish a secure means for sharing sensitive security information through ICAO.*	o ***Global Risk Context Statement (RCS)***. The RCS, intended for global circulation, provides a methodology for conducting risk assessment and information that States may use in carrying out their own risk assessment.
Focus No. 4 – Promoting Global Compliance and Establishing Sustainable Aviation Security Oversight Capability of States	
Objective(s): *address weaknesses identified through the Universal Security Audit Programme (USAP), including the strategic development of the provision of assistance to States to achieve compliance and sharing of learning points.*	***Capacity-building efforts***. ICAO is actively assisting States to remedy deficiencies identified through USAP audits. These efforts are guided by the ICAO Aviation Security Assistance and Capacity Building Strategy, which takes into consideration validated Significant Security Concerns (SSeCs) and other deficiencies identified through audit activities.
Focus No. 5 – Improving Human Factors and Security Culture	
Objective(s): *ensure effective implementation of security measures by promoting a security conscious culture amongst all stakeholders.*	o ***Aviation security training***. ICAO has expanded the Aviation Security Training Centre (ASTC) network by increasing the number of centres globally to 23 as an integral and long-standing component in the provision of assistance to States. A comprehensive review of training courses and materials will be initiated by the Secretariat in late 2012.
	o ***Human factors***. Updated guidance on human factors in aviation security has been incorporated in the Eighth Edition of the *Aviation Security Manual* (Doc 8973).
Focus No. 6 – Promoting the Development of Mutual Recognition for Aviation Security Processes	
Objective(s): *enable Member States and stakeholders to collaborate more effectively and deal with aviation security issues in a comprehensive manner with the possibility of leading to mutual recognition of equivalence and avoiding unilateral measures.*	***Equivalence.*** ICAO continues to work with States to ensure that one-stop security, which is enshrined in Annex 17 Standards 4.4.2 (passengers and cabin baggage) and 4.5.4 (hold baggage), can result in the reduction of connection times and costs incurred by security controls (e.g. equipment, security staff, etc.), as well as increased facilitation for passengers, and airport and aircraft operators.
	Efficiency and sustainability. The "Enhancement of Aviation Security and Facilitation" is proposed as an ICAO Strategic Objective for the next triennium to support the promotion of mutual recognition and other means to improve the efficiency and sustainability of aviation security.
Focus No. 7 – Emphasizing the Importance of Security Amongst States, Stakeholders and Within ICAO	
Objective(s): o *further enhance the level of security awareness and emphasis of aviation security at the State, international and ICAO level; and* o *better position the Aviation Security Panel to deal with aviation security challenges of the future.*	In 2011 and 2012, ICAO convened Regional Conferences on Aviation Security in Bahrain, Caracas, Dakar, Moscow, Kuala Lumpur and New Delhi to raise security awareness at the national and regional levels. The Secretariat has increased the number of Aviation Security Regional Officer posts from four to seven, now supporting all ICAO Regions, to further contribute to raising security awareness.

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