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HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

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Agenda Item 5: Capacity-building and technical assistance

PROMOTION OF THE ICAO AVIATION SECURITY ASSISTANCE AND
CAPACITY BUILDING STRATEGY AND ACTIVITIES

(Presented by the Secretariat)

SUMMARY

This paper provides an overview of the activities of the Implementation Support and Development – Security Programme and the activities undertaken by ICAO to assist Member States in the implementation of Annex 17 Standards and Recommended Practices. The paper highlights the continuing need for financial and in-kind contributions to supplement ICAO Regular Programme Budget funds in order to ensure that maximum efforts are made to assist States in addressing aviation security risks and overcoming Annex 17 implementation challenges.

Action: The High-level Conference on Aviation Security is invited to endorse the conclusions and recommendations in paragraph 6.

1.   **INTRODUCTION**

The ICAO Aviation Security Programme establishes, through Annex 17 Standards and Recommended Practices (SARPs), the baseline level for aviation security in ICAO Member States. Under the Universal Security Audit Programme (USAP), ICAO assesses the implementation of Annex 17 SARPs and Annex 9 SARPs relevant to aviation security. Recognizing that vulnerabilities can be exploited anywhere to commit acts of unlawful interference with civil aviation and that not all States have the necessary resources to be fully compliant with the relevant SARPs, ICAO assists States to develop and sustain the necessary aviation security capacity. This systems-based approach to overall aviation security enhancement is built on three pillars: a) SARPs to define performance expectations; b) the USAP to assess performance; and c) the Implementation Support and Development Programme – Security to assist States directly to improve their aviation security performance. The provision of assistance is essential to ensure a secure and robust global air transport system.

2.   **AVIATION SECURITY ASSISTANCE POLICY FRAMEWORK**

2.1   Assembly Resolution A37-17, C*onsolidated statement on the continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference*, *Appendix F*, acknowledges that some countries, particularly developing countries, lack aviation security oversight capacity and face difficulties in fully implementing preventive measures due to insufficient

financial, technical and/or material resources. The Resolution positions ICAO as the global leader for facilitating and coordinating assistance and support for States, invites States to seek assistance from ICAO, calls on States to utilize the ICAO Aviation Security Training Centres (ASTC), and urges all States to increase assistance to countries in need and to financially support the Organization's aviation security activities.

2.2   The Declaration on Aviation Security adopted by the 37th Session of the ICAO Assembly urges Member States to enhance international cooperation to counter threats to civil aviation. Among these actions is the provision of technical assistance to States in need, including funding, capacity building and technology transfer to effectively address threats, in cooperation with other States, international organizations and industry partners.

2.3   The ICAO Comprehensive Aviation Security Strategy (ICASS), adopted by the Council and endorsed by the 37th Session of the ICAO Assembly, established seven strategic focus areas for ICAO's aviation security activities for 2011-2016, succeeding the ICAO Plan of Action. The focus area entitled "Promoting Global Compliance and Establishing Sustainable Aviation Security Oversight Capability of States" specifically addresses the promotion of capacity-building efforts, raising the level of security awareness, and strengthening training and advisory services.

3.   **PROMOTION OF CAPACITY BUILDING EFFORTS**

3.1   In keeping with the aviation security assistance policy framework, the Secretariat is actively assisting States to remedy deficiencies identified through USAP audits. These renewed efforts are guided by the ICAO Aviation Security Assistance and Capacity Building Strategy, which sets out the management parameters and methodology for assisting States. In light of the many States that could benefit from ICAO-led assistance, central to the Strategy is the prioritization of State-focused projects, taking into consideration: validated Significant Security Concerns (SSeCs) and other serious deficiencies identified through audit activities; aviation operations and other risk indicators; and the State's level of commitment and readiness to accept assistance and sustain improvements. ICAO continues to provide less essential assistance, when requested by States, such as on a cost-recovery basis, depending on other priorities and the availability of suitable resources.

3.2   Under the Assistance Strategy, State Improvement Plans (SIPs) are the principle tool used by ICAO to document and agree with States being assisted the respective roles and responsibilities, commitments, deliverables and outcomes. SIPs enable ICAO and States to have a single and disciplined point of reference for coordinated action by all concerned stakeholders to remedy aviation security deficiencies. Furthermore, SIPs document activities so as to enable implementation performance to be monitored, and adjustments to be made, as appropriate.

3.3   The Ad Hoc Group on Partnership in AVSEC Capacity Building was established by ICAO to coordinate the provision of assistance globally. Chaired by ICAO, the Ad Hoc Group is the designated forum for information exchange and coordination of assistance activities in order to promote partnerships, prevent duplication of efforts, support ICAO's situational awareness of assistance, and promote best practices in assistance project design and delivery. A continuing challenge for the coordination of assistance activities is the need for caution in sharing sensitive security information. On the one hand, disclosure of such information to third parties promotes efficiency and targeting of assistance. On the other hand, information sharing may reveal details about vulnerabilities and bilateral relations that States are not willing to disclose. To address this, ICAO has implemented the on-line Implementation Support and Development Assistance List (ISDAL) to enable sharing of basic details and facilitate bilateral discussions to obtain in-depth information.

3.4   Support for the regionalization of assistance has inspired ICAO's Cooperative Aviation Security Programme (CASP) model. Comprised of region-level partner States with shared aviation security enhancement objectives that have contributed financial resources, under ICAO auspices and with the full support of the Secretariat, a CASP provides targeted assistance and training to its members. Following on the Joint Statement adopted by the Regional Conference in Bahrain, the Secretariat is working with 11 participating States to develop a proposal for a CASP in the Middle East to address specific regional needs. At the preparatory meeting held from 27 and 28 June 2012 in Bahrain, the proposal was accepted. A signing ceremony to establish the CASP-Middle East is scheduled to be held at the time of the High-level Conference on Aviation Security. The Secretariat would welcome an opportunity to develop proposals with other regional groupings of States.

3.5   The Monitoring and Assistance Review Board (MARB) was established in December 2011 by the Secretary General in order to promote the alignment of ICAO aviation security and safety assistance activities with deficiencies identified through USAP audits and safety monitoring activities, strengthen internal coordination and provide high-level management oversight of the relevant programmes. Chaired by the Secretary General and composed of Secretariat senior management team members, the MARB reports on progress regularly to the ICAO Council.

3.6   While the ICAO Aviation Security Programme is funded by Regular Programme Budget resources, ICAO nevertheless welcomes supplementary voluntary financial and in-kind contributions from States to enhance aviation security, including through capacity-building activities. These contributions are used, *inter alia*, to support ICAO assistance projects carried out under SIPs and travel by aviation security experts seconded on a short-term basis to carry out assistance activities.

4.   RAISING THE LEVEL OF SECURITY AWARENESS

4.1   In 2011 and 2012, in collaboration with States, ICAO convened Regional Conferences on Aviation Security in Bahrain, Caracas, Dakar, Moscow, Kuala Lumpur and New Delhi to assess progress on implementation of the Declaration of Aviation Security. With Director General and other senior-level participation from States, regional organizations and industry groups, the conferences provided a much welcomed venue for information exchange and produced Joint Statements acknowledging progress and key aviation security challenges at the regional level, thereby enhancing security awareness. Building on the success of these conferences and their contribution to preparations for the High-level Conference, the Secretariat now looks to other activities for raising security awareness in a cost-effective manner. The expansion of Regional Officer, Aviation Security posts from four to seven, now supporting all ICAO Regions, will further contribute to raising security awareness.

5.   AVIATION SECURITY TRAINING

5.1   Aviation security training is an integral and long-standing component in the provision of assistance to States. Training available from ICAO includes standardized courses and workshops on subjects ranging from basic technical subjects to entry-level management, while workshops focus on the development of aviation security programmes. With the goal of increasing professional skills and competencies, the Secretariat has embarked upon a comprehensive review of ICAO training programmes and supporting materials with a view to ensuring that they adequately address existing and emerging threats, reflect best practices in aviation security and use contemporary adult-learning principles, methods and media. The outcome envisaged includes an updated suite of training programmes that make best use of instructor-led, e-learning and blended-learning approaches.

5.2   ICAO has expanded the Aviation Security Training Centre (ASTC) network by increasing the number of centres globally to 23. A mechanism for continuous evaluation of the centres has been instituted in order to ensure that high quality training is being provided. Within a triennium, all ASTCs are evaluated against established endorsement criteria in order to maintain their status. The overarching goal of the training sessions at the ASTCs is for participants to return to their respective National/Airport authorities with the knowledge required to properly develop and/or implement AVSEC programmes compliant with the aviation security and related facilitation Standards and Recommended Practices (SARPs). ICAO encourages States to directly utilize its Aviation Security Training Packages as part of their national training programmes.

6.   **CONCLUSIONS AND RECOMMENDATIONS**

6.1   The High-level Conference on Aviation Security (HCLAS) is invited to conclude that:

   a) uniform and consistent implementation of aviation security SARPs is of utmost importance; and

   b) ICAO assistance activities contribute to the enhancement of aviation security implementation.

6.2   The HLCAS is invited to recommend that:

   a) ICAO continue to focus on the provision of aviation security assistance; and

   b) Member States voluntarily contribute financial and in-kind resources to increase the reach and impact of ICAO aviation security enhancement activities.

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