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North American, Central American and Caribbean Office

INFORMATION PAPER

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Agenda Item 6: NAM/CAR Regional Safety/Air Navigation/Aviation Security/Facilitation Implementation Matters
         6.4 Aviation Security/Facilitation Implementation Matters

RECENT DEVELOPMENTS IN AVIATION SECURITY

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents information on recent developments in aviation security policy and the Universal Security Audit Programme.	
Strategic Objectives:	Security and Facilitation
References:	Annex 17 – *Security* Doc 8973 – Restricted, *Aviation Security Manual* Doc 10084, *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones*

1.   **Introduction**

1.1   States' security priorities are guided by Annex 17 – *Security* Standards and Recommended Practices (SARPs) and associated amendments, applicable Resolutions of the ICAO Assembly and United Nations, the Global Aviation Security Plan (GASeP), decisions of the ICAO Council, and recommendations of other advisory/expert groups of ICAO, such as the Aviation Security Panel.

1.2   The Twenty-ninth Meeting of the Aviation Security Panel (AVSECP/29) was convened in Montréal from 19 to 23 March 2018. AVSECP/29 considered six agenda items and formulated 60 recommendations designed to facilitate progressive aviation security enhancement at the State, industry and/or ICAO levels. The Panel's recommendations were reviewed and approved by the 214th Session of the ICAO Council. This paper discusses recent developments in aviation security and summarizes the most relevant outcomes and discussions from AVSECP/29.

2.   **ICAO AVIATION SECURITY RISK CONTEXT STATEMENT**The *ICAO Aviation Security Global Risk Context Statement* (RCS) is instrumental in providing information on threats and risks facing civil aviation, as well as methodology for States and aviation security stakeholders to conduct risk assessments. To ensure that the RCS receives the highest level of awareness among State officials and security stakeholders for whom it is intended, the upcoming 7th Edition of the RCS has been assigned a document number, and will be published as ICAO Doc 10108 and placed on the ICAO-Net under "Publications" and "Documents" in all ICAO languages.

2.2   An awareness of both ongoing risks and recent trends is important to enable all Member States to remain vigilant and adaptable in order to mitigate threats and to assist the global aviation community in proactively developing and applying appropriate security measures. In addressing aviation security threats and risks, it is recommended that:

Current threats and risks to civil aviation

a) States provide incident data to the Secretariat following an actual or attempted act of unlawful interference, as required by Annex 17 Standard 5.3.1, to help identify trends, and inform threat and ongoing risk assessments;

Chemical, biological and radiological (CBR) threat

b) steps be taken by all relevant stakeholders to raise awareness and vigilance among relevant personnel of the CBR threat, encourage industry to review emergency response plans, and consider other possible mitigation measures as appropriate;
c) States share any analysis or information on viable and effective mitigation measures that may be developed;

Sharing of threat and risk information

d) States develop the necessary mechanisms including legal framework and practical measures to enable the sharing of information with other States, among relevant national authorities, and with industry partners;

e) States provide the Secretariat with best practices on how to share sensitive aviation security information with a view to updating existing, or developing new, guidance material on the matter;

Improvised Explosive Devices (IEDs) concealed in personal items

f) States, industry partners and the Secretariat, in coordination with the appropriate Working Groups of the Panel, carry out the recommendations of the Task Force on Improvised Explosive Devices (C WP/14663 refers);

g) States and industry partners provide the Secretariat with relevant information on the use of screening equipment and methods such as, but not limited to, explosive trace detection (ETDs), body scanners and explosives detection dogs to assist with the development of new guidance material on these subjects;

Other matters

h) States avoid imposing unilateral security measures on foreign aircraft operators without prior engagement and consultation with the aviation security authorities of the host State(s) concerned;

i) greater efforts be made by States to ensure stronger international aviation security cooperation, including through the sharing of information among State aviation security authorities as referred to in paragraph 2.1 d) above. A model clause for bilateral agreements to facilitate information sharing as developed by the Working Group on Guidance Material (WGGM) should be made available as soon as practicable;

j) States ensure that non-AVSEC staff at airports undergo appropriate security awareness training. States and industry should share best practices and useful experiences in developing and delivering such training. The Working Group on Training (WGT) may assist in the development of a model security awareness training programme;

k) States take into account various initiatives in promoting behaviour detection techniques to complement existing aviation security measures, such as those by European Civil Aviation Conference (ECAC) and the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG). Guidance material developed by States and regional organizations, such as Chapter 15 – *Behaviour Detection* of ECAC Doc 30, Part II should be taken into account when updating the ICAO Aviation Security Manual (Doc 8973). Other material, including workshops developed by States, regional Groups and organizations, could be provided to the WGT so that they could be taken into account in its future work programme;

l)   Member States effectively mitigate the threats posed by the introduction of prohibited articles into airport supplies, by screening these supplies or ensuring a secure supply chain. This issue should be further assessed by the Working Group on Threat and Risk (WGTR), and the WGGM should take into account ECAC's guidance material on airport supplies for incorporation into Doc 8973; and

m)   Member States, when developing and implementing a National Civil Aviation Security Programme (NCASP), consider adopting an outcome focused approach, allowing for a range of measures suitable for specific operational environments, provided that they have an equivalent security outcome.

3.   **GLOBAL AVIATION SECURITY PLAN**

3.1   The Secretariat has made progress in implementing the Global Aviation Security Plan (GASeP), including the development of the "GASeP Toolkit", scheduled to be released later in 2018. At AVSECP/29, many States underscored the importance of developing a progress indicator framework, which will be presented to the second High-level Conference on Aviation Security (HLCAS/2) scheduled for 29 to 30 November 2018. The possible inclusion of goals that support the objectives of security related provisions of Annex 9 – *Facilitation* to support the use of passenger information, for example, should also be explored.

3.2   With regard to the HLCAS/2, key outcomes expected from the High-level Conference include adoption of the Plan's global indicator framework, and direction on the GASeP's future evolution, concrete actions to address insider threat, and a high-level communiqué reaffirming global commitment on various strategic issues.

4.   **ICAO AVIATION SECURITY WEEK 2018**

4.1   The second annual Global Aviation Security Symposium (AVSEC2018) will be convened from 27 to 28 November 2018 at ICAO Headquarters, and preceded by an Industry Engagement Day held on 26 November 2018, which will include workshops that will stimulate panel discussions on existing and anticipated challenges facing aviation security.

4.2   AVSEC2018 will be followed immediately by the convening of HLCAS/2. The theme, organization and agenda of HLCAS/2 was disseminated as a State letter on 5 July 2018.

5.   **ANNEX 17 – *SECURITY***

5.1   Proposals for Amendment 17 to Annex 17 were discussed, taking into account growing concerns about threats posed by insiders. This review led to agreement in the Working Group on Annex 17 (WGA17) on the definition of background checks, the upgrade of Recommendations 2.1.4, 3.1.10, 3.4.9, 4.1.2, as Standards, and the introduction of new Standards 4.2.6 *bis* and 4.2.10. In light of the need for further work in this regard, it is envisioned that the Amendment 17 package will move forward in 2019.

6.   **GUIDANCE MATERIAL**

6.1   The following new and/or updated guidance material is now available to stakeholders via the ICAO-NET under the "Publications" top menu: the newly issued *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones* (Doc 10084) by selecting "Documents". The following documents are available by selecting "Other": Recognition of Equivalence of Security Measures — One-Stop Security, Model Clause on Aviation Security, Quality Control, and Chemical, Biological and Radiological Incidents.

7.   **UNIVERSAL SECURITY AUDIT PROGRAMME – CONTINUOUS MONITORING APPROACH (USAP-CMA)**

7.1   As at 31 December 2017, a total of 81 USAP-CMA activities have been conducted in 74 States, including 57 on site audits, 19 documentation-based audits and five validation missions to evaluate the removal of Significant Security Concerns (SSeCs). A total of 38 USAP-CMA activities were scheduled in 2018, including 32 on-site audits and 6 documentation-based audits. In total, five NACC States were audited in 2018 (Antigua and Barbuda, Guatemala, Honduras, Saint Vincent and the Grenadines and Saint Kitts and Nevis).

7.2   The global average of Effective Implementation (EI) of the Critical Elements of an effective aviation security oversight system progressed from 72.02 per cent at the end of 2016 to 72.62 per cent at the end of 2017. In the NACC States this average progressed from 66.37 per cent at the end of 2016 to 67.18 per cent at the end of 2017. Currently, one State in the region has three SSeCs that are in the process of being addressed and are being closely monitored by the Regional Office.

7.3   The Secretariat continues its efforts to ensure all Member States sign the Memorandum of Understanding (MoU) regarding the USAP-CMA. As at 20 June 2018, 148 States signed the MoU. Within the NACC States, Barbados, Belize, Costa Rica, Grenada, Saint Lucia and United States have yet to sign the MoU. The Secretariat would like to re-emphasize the importance of all States signing the MoU at the earliest opportunity.

7.4   The Secretariat is in consultation with the Secretariat Study Group on the USAP regarding the wording and scope of the new Protocol Questions and related guidance that will be used to audit compliance with Standards introduced or revised under Amendment 16 to Annex 17, which will become applicable on 16 November 2018. As of that date, States will be expected to comply with new and revised Standards on the following subjects, inter alia: information sharing with stakeholders for the conduct of a risk assessment; use of appropriate screening methods capable of detecting explosives; supply chain security processes for airport and in-flight supplies; cyber security; and reporting of acts of unlawful interference.

8.   **CYBERSECURITY**

8.1   The ICAO Europe, Middle East and Africa (EMEA) Regions, together with the Romanian Civil Aviation Authority, convened the ICAO EMEA Cybersecurity in Civil Aviation Summit from 7 to 9 May 2018, a multi-disciplinary event focused on promoting and harmonizing the actions in the field of cybersecurity at global and regional levels. The Summit concluded with the publication of the Bucharest Communique, containing six recommendations for ICAO's cybersecurity strategy. Furthermore, the Secretariat Study Group on Cybersecurity held its third meeting on 9 and 10 May 2018 in Bucharest. The meeting was focused on the initial development of a global aviation cybersecurity strategy, and recommended that its working groups commence their work, without delay. More information on cybersecurity is presented in NACC/DCA/08 WP/06.

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