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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

**REPORT OF THE ICAO IMPLEMENTATION SUPPORT AND DEVELOPMENT –
SECURITY (ISD-SEC) PROGRAMME**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper reports on the ICAO Implementation Support and Development – Security (ISD-SEC) Programme, highlighting initiatives and activities undertaken to support States in implementing Annex 17 – *Security* and sustaining effective aviation security measures over time.	
Action:	Action required is referred in Section 6.
Strategic Objectives:	• Security and Facilitation
References:	• Doc 10075 – *Assembly Resolutions in Force (as of 6 October 2016)* • Annex 17 – *Security* • Doc 8973 – Restricted, *Aviation Security Manual*

1**.   INTRODUCTION**

1.1   Pursuant to Assembly Resolution A39-18, the Secretariat aims to implement targeted assistance to address identified aviation security deficiencies for those States in need. The importance of aviation security was also reaffirmed with the adoption of the United Nations Security Council Resolution (UNSCR) 2309 (2016), calling on ICAO to assist States in complying with international aviation security standards. Aviation security capacity-building at ICAO, managed by the Implementation Support and Development – Security Section (ISD-SEC), is also informed by the requirements of the Global Aviation Security Plan (GASeP) adopted by the 212th Session of the ICAO Council in November 2017. The GASeP will serve as a roadmap to improve aviation security, and will help to guide future capacity development work undertaken by ICAO, thereby complementing existing Assembly Resolutions and the *No Country Left Behind* (NCLB) initiative. The GASeP identifies five key priority outcomes where ICAO, Member States and stakeholders should focus their urgent attention, resources and efforts to enhance aviation security and improve security effectiveness on a global scale.

1.2   Targeted aviation security and assistance is delivered in ICAO through ISD-SEC in coordination with ICAO Regional Officers for Aviation Security and Facilitation (RO/ASF). ICAO accomplishes its mission of addressing aviation security deficiencies via comprehensive training and

assistance measures, both in mitigating core deficiencies identified in States via the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) and in building capabilities for Member States to sustain effective implementation of countermeasures over time.

1.3   This paper highlights actions taken to provide assistance to Member States and informs the NACC/DCA on developments relating to the capacity-building processes and activities of ICAO. The work conducted is described below under the GASeP priority areas.

2.   **ENHANCE RISK AWARENESS AND RESPONSE**

2.1   In 2017, the revision and update of the ICAO Risk Management Workshop was completed with input and support from ICAO Member States. The ICAO Risk Management Workshop is now aligned with aviation security guidance material in the 10th edition of the ICAO *Aviation Security Manual* (Doc 8973 – Restricted) and the ICAO *Risk Context Statement*, as drafted and maintained by the Working Group on Threat and Risk (WGTR). This effort incorporates international best practices for risk management that States can utilize for aviation security risk assessments, and creates consistent messaging within ICAO on training, guidance, and policy regarding risk. The ICAO Risk Management Workshop is offered in the five ICAO languages and train-the-trainer sessions are being conducted to expand the cadre of ICAO-certified aviation security instructors that can deliver the workshop globally. The NACC Regional Office, in cooperation with the ASTC in Mexico City, will host the next Train the Trainer session as well as the new ICAO Risk Management Workshop in October 2018.

3.   **DEVELOP SECURITY CULTURE AND HUMAN CAPABILITY**

3.1   Through the promulgation of an annual AVSEC training schedule, and under the auspices of the No Country Left Behind (NCLB) initiative, ICAO provides all Member States the opportunity to receive training in order to develop their capacity to implement a sustainable national aviation security system. Such training is primarily provided throughout the ASTC Network. Currently, the worldwide network of ASTCs has 33 members, and the official opening of the newest ASTC in Cairo, Egypt occurred last May 2018. Training workshops and courses were provided through the ASTCs, with the subjects determined through an assessment of regional needs and in collaboration with the ROs/ASF and their knowledge of the aviation security requirements in their regions. In 2017, there were a total of 27 ICAO-sponsored courses and workshops conducted through the ASTC Network, with 373 aviation security specialists from a total of 83 Member States having benefitted from training.

3.2   In addition to providing training to Member States, ISD-SEC has conducted a comprehensive review of all aviation security training materials and workshops. All aviation security capacity development materials have been updated to reflect Amendment 15 to Annex 17 – *Security* and the 10th edition of the ICAO *Aviation Security Manual* (Doc 8973 – Restricted). In addition to the revision of the ICAO Risk Management Workshop, three additional workshops (Crisis Management Workshop, Airport Security Programme Workshop, and National Civil Aviation Security Training Programme Workshop) have undergone reviews and updates by experts to ensure that they focus on developing the necessary aviation security capabilities. Finally, ISD-SEC has made use of the expertise contained within the ASTC Network to review and update ICAO's Aviation Security Basic course, which is currently undergoing technical review by the Secretariat.

4.   **INCREASE COOPERATION AND SUPPORT**

4.1   In implementing the NCLB initiative, ISD-SEC, in collaboration with the Regional Offices, generates Aviation Security Improvement Plans (ASIPs). These are short to medium-term, multi-phased, plans for State capacity building based upon an assessment of needs and the commitment of the State to improve their aviation security capabilities. ASIPs are tailored to a State based on specific needs, and provide a timeline of assistance and training to be delivered with goals that States must achieve to ensure effective implementation.

4.2   In 2017, 13 States remained actively engaged in the implementation of an ASIP: four States in Western and Central Africa (WACAF) Region; three States in Eastern and Southern Africa (ESAF) Region; three States in the North American, Central American, and Caribbean (NACC/NAM/CAR) Region; two States in the Asia and Pacific (APAC) Region; and one State in the South American (SAM) Region. In 2017, ASIP activities were completed in five States: three in SAM, one in WACAF, and one in CAR. Six ASIPs were on hold for all or part of the year for reasons including the lack of progress by the State in carrying out the agreed activities under the ASIP or regional conflicts. In addition to assistance provided to States under the ASIP framework, eight States were provided direct assistance through the conduct of a needs assessment or tailored in-State training events. In addition, three States within SAM will either begin an ASIP in 2018 following a needs assessment or have requested a needs assessment mission to initiate the ASIP process.

4.3   ISD-SEC and the Regional Offices work with stakeholders and entities to provide needed assistance tailored specifically for a region. This includes continued support for the implementation of the Technical Co-operation Bureau (TCB) regional Cooperative Aviation Security Programmes in Asia and Pacific (CASP-AP) and the Middle East (CASP-MID), as well as the implementation of the Comprehensive Regional Implementation Plans for Aviation Security and Facilitation in Africa and the Middle East (AFI SECFAL and MID SECFAL, respectively). ICAO Regional Offices also promoted aviation security through a variety of meetings and initiatives. These include providing support to States in implementing Standards and Recommended Practices (SARPs) in Annex 17 – *Security* and security-related SARPs in Annex 9 – *Facilitation*, supporting the development of new training materials by regional entities, and leading efforts to work with other entities providing assistance in the region to avoid duplication of effort to maximize the use of limited resources.

4.4   ICAO provides aviation security technical experts and capacity development materials to States in need, funded directly by donors, to improve global aviation security. ICAO also works with regional and international organizations to expand their scope and expertise in the provision of assistance to States. For example, ICAO collaborated with the United Nations Office on Drugs and Crime (UNODC) to conduct the ICAO Air Cargo and Mail Security Course in two States as part of the UNODC's Cargo Container Programme, with the next course scheduled to take place in Colombia. Additionally, ICAO partnered with Airports Council International (ACI) in both the creation of training material, as evidenced by the on-going development of the ICAO-ACI Management of Airport Security Course, and in the provision of operational assessments as part of the ACI Airport Excellence in Security Programme (APEX in Security). In 2017, ICAO participated in three of the five APEX in Security missions led by ACI.

4.5   ICAO has also continued its partnership with Concordia University to develop and implement the Aviation Security Professional Management Course (PMC). The goal of the PMC is to provide aviation security professionals with best practices relating to the implementation of security systems to improve airport security operations. In 2017, three PMC courses were completed in three regions.

5. CHALLENGES

5.1   A key challenge in providing capacity building to States is the determination of whether the assistance and training has improved the security posture of the State. Understanding the effectiveness of capacity development is also important when assessing the implementation of the GASeP and the actions taken by ICAO, Member States, and industry to improve global aviation security performance. Currently, ISD-SEC utilizes evaluations undertaken throughout an ASIP, as well as audit results available under the USAP-CMA to determine effectiveness. Overall, results have indicated that assistance is contributing to strengthening the required national aviation security oversight systems. However, accurately measuring outcomes of assistance requires the acquisition of comprehensive data from the States in which capacity development is provided and collecting that data remains an on-going challenge. ISD-SEC continues to identify partners and processes to provide precise data to develop and populate performance metrics to determine the effectiveness of capacity building activities in a timely manner; both within the organization and in partnership with other entities.

5.2   The UNSCR 2309 (2016) urges States to address any security gaps identified internally or by ICAO as soon as possible. The continued voluntary contributions from States, including Canada, Chile, China, Japan, the Republic of Korea and the United States, allowed the provision of assistance to States throughout 2017 under the framework of the ICAO Aviation Security Assistance and Capacity Building Strategy. The voluntary funds have been used to deliver targeted assistance, conduct needs assessments, implement ASIPs, and fund staffing positions to ensure the effective application of aviation security support. These contributions are essential to ensure that States in need receive the assistance and training required. However, ICAO's assistance mission faces the challenge of constrained resources and ISD-SEC is unable to assist all States in need. The ability of ISD-SEC to utilize the ASTC Network to its full capacity to deliver aviation security capacity development to Member States under the NCLB initiative is impacted by limited funding for ICAO-sponsored training and workshops. Therefore, the ICAO Secretariat continues to seek additional funding and resources for assistance programmes and activities.

6. SUGGESTED ACTIONS

6.1   The NACC/DCA is invited to:

   a)   note the information in this paper;
   b)   further support the ICAO aviation security assistance programme; and
   c)   encourage States with difficulties in implementing ICAO Annex 17 or Annex 9 (security related) provisions to contact the ICAO NACC Regional Office and the ISD-SEC and request assistance; encouraging States and organizations to support/partner with ICAO to do so.

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