



*International Civil Aviation Organization*

**Aviation Security and Facilitation Plan Development Group**

**Third Meeting (SECFAL PDG/3)**  
*(Kuwait, 8 - 10 May 2018)*

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**Agenda Item 3:           Draft ACAC/MID SECFAL PLAN**

**DRAFT MID SECFAL PLAN**

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents a Draft MID-SECFAL Plan prepared by the Secretariat, for review by the meeting.

**1.       INTRODUCTION**

1.1           One of the decisions of the Riyadh Declaration on Aviation Security and Facilitation in the ACAC and MID Regions was the development of a Regional SECFAL Plan which aims to enhance aviation security and facilitation in the ACAC and ICAO MID Regions and for the implementation of the Declaration.

1.2           The MID SECFAL Plan at **Appendix A** is developed for the ICAO Middle East (MID) Region under the framework of the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG), in line with the ICAO Global Aviation Security Plan (GASeP). The Arab Civil Aviation Commission (ACAC) is encouraged to utilize this plan as a model to tailor their strategic objectives according to their specific needs and priorities, taking into consideration also the requirements of the ACAC member States belonging to the EUR/NAT, ESAF and WACAF Regions.

**2.       ACTION BY THE MEETING**

2.1           The meeting is invited to:

- a) review and amend, as deemed necessary, the MID SECFAL Plan at **Appendix A**; and
- b) agree to present the improved version (including the meeting's inputs and if necessary further inputs from States and stakeholders) to the MID-RASFG/1 meeting for endorsement.

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APPENDIX A

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**MID REGION AVIATION SECURITY AND FACILITATION  
PLAN**  
**(MID SECFAL PLAN)**

## **Foreword**

The MID SECFAL Plan was developed in line with the principles of the Riyadh Declaration and the specific objectives of the Africa and Middle East Aviation Security Roadmap incorporating the provisions of the Global Aviation Security Plan (GASeP) relating to Aviation Security and Facilitation. The aim of this plan is to enhance the aviation security and facilitation in the MID Region in a sustainable manner.

The MID SECFAL Plan's aim is to foster collaboration among States and concerned stakeholders in a streamlined and coordinated manner to work on the identified priorities with clear objectives, actions/activities, deliverables, timelines and KPIs/Targets.

The cooperative arrangements between ICAO Middle East (MID) Regions and the Arab Civil Aviation Commission (ACAC) through the Riyadh Declaration on Aviation Security and Facilitation reaffirms the States' need to enhance regional development and integration initiatives for aviation security while seeking new efficiencies for collaborative information sharing and security and facilitation training.

This plan is developed for the ICAO Middle East (MID) Region under the framework of the Middle East Regional Aviation Security and Facilitation Group (MID-RASFG), in line with the ICAO Global Aviation Security Plan (GASeP). The Arab Civil Aviation Commission (ACAC) is encouraged to utilize this plan as a model to tailor their strategic objectives according to their specific identified priorities.

The MID SECFAL Plan calls for strengthening regional and inter-regional collaboration in aviation security through joint coordinated efforts to work on the Africa and Middle East Aviation Security Roadmap, which identified the following six (6) key priorities:

- Enhance risk awareness and assessment;
- Develop security culture;
- Develop human capability in Aviation Security;
- Improve technological resources and encourage innovation;
- Improve oversight and quality control; and
- Increase regional cooperation and support

Central to the Plan, the MID-RASFG shall work on developing a triennial MID-SECFAL Roadmap with specific tasks and outputs to support the achievement of the agreed outcomes/targets. This roadmap shall be periodically reviewed and adjusted as necessary, taking into account new and emerging aviation security threats.

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## **1. BACKGROUND**

### **1.1 Overview**

1.1.1 In recent years, the global aviation market has shown strong growth. Tourism forecasts for regions like Africa and the Middle East are predicting increases of more than 125% for 2030 which means that the responsibility of the States concerned is even more vital for obvious economic and reputation reasons.

1.1.2 As mentioned in the United Nations Security Council Resolution (UNSCR) 2309 adopted on 22 September 2016, the Council of ICAO updates high priority risk areas for aviation in its Global Risk Statement and all States have the responsibility to protect the security of citizens and nationals of all nations against terrorist attacks on air services operating with their territory, in a manner consistent with existing obligations under international laws, Conventions, and international standards in particular those contained in the Annex 17 to the Chicago Convention.

1.1.3 Numerous activities aimed at enhancing aviation security and facilitation in MID region have been sponsored and implemented by various stakeholders, including States, sub- regional, regional and international organizations. These activities have largely been characterized as independent initiatives that focus on specific components of aviation security and facilitation. Today, a growing number of donor States and lending institutions are calling for a coordinated assistance effort, allowing policy makers and the donor community to work within a common strategic framework of identified priorities and goals under the ICAO umbrella. Although substantial results have been obtained in the past, enabling an increase in aviation activities, their sustainability has frequently been questioned.

1.1.4 Analysis of ICAO Universal Security Audit Programme (USAP) findings, as well as other sources of information, highlight that aviation security and facilitation in MID is generally characterized by persistent and systemic deficiencies in the regulatory, oversight, and operational areas that result in unsatisfactory implementation of Standards in Annex 17 – Security to the Convention on International Civil Aviation (Chicago Convention) and the security - related Standards in Annex 9 – Facilitation and risk mitigation. Challenges include weak national legislation (primary law and operating regulations), governance arrangements, inadequate or inefficient infrastructure and services, insufficient funds, and lack of qualified personnel.

1.1.5 Civil aviation in the MID Region is also confronted by facilitation issues, which adversely affect the efficiency and quality of air services. Furthermore, few States in the Region have developed National Air Transport Facilitation Programmes and established National Air Transport Facilitation Committees.

1.1.6 The magnitude of the problem is compounded by the tenuous security environment, conflict zones and the growing presence of terrorist, insurgent and transnational criminal group activities in a continent where many States face significant challenges relating to compliance with ICAO Standards.

1.1.7 As the global aviation system transcends national borders, the situation in the Region has potential implications that can adversely impact regional and global economies.

1.1.8 Over the years, various initiatives and Declarations have been made/developed, in order to enhance aviation security and facilitation. These include, inter alia:

- ICAO Assembly Resolution A35-9, Appendix C, which called upon Contracting States to substantially enhance cooperation and coordination between them and to intensify their efforts for the implementation of existing SARPs and Procedures relating to aviation security.
- The High-level, Ministerial Conference of February 2002 which concluded inter alia that regional and sub-regional approaches can make a significant contribution to ICAO's aviation security activities.
- The CASP-MID programme established in January 2013 in Manama Bahrain States for assistance in addressing shortcomings in aviation security identified through mandatory audits carried out under the ICAO USAP programme and other related audit programmes.
- United Nations (UN) Security Council Resolution 2309 (2016) – Threats to international peace and security caused by terrorist acts: Aviation security adopted in September 2016 (UNSCR 2309), which calls upon ICAO, States and stakeholders to comply with their treaty obligations and international responsibilities as they relate to aviation security, and by ICAO Assembly Resolution A39-18 (Consolidated statement of continuing ICAO policies related to aviation security), in accordance with international law.
- The 39th Session of the International Civil Aviation Organization (ICAO) Assembly in September 2016 agreement for the development of a Global Aviation Security Plan (GASeP) as a future aviation security policy and programming framework. The GASeP, which replaces the ICAO Comprehensive Aviation Security Strategy (ICASS), addressed the needs of States and industry in guiding all aviation security enhancement efforts through a set of internationally agreed priority actions, tasks and targets.
- The Riyadh Declaration on Aviation Security and Facilitation in the ACAC and ICAO. MID Regions, signed on 31 August 2016 as the outcome of the Global Ministerial Aviation Summit held in Riyadh, Kingdom of Saudi Arabia from 29-31 August 2016.
- The Dubai Declaration on Cyber Security in Civil Aviation as outcome of the summit on cybersecurity in civil aviation convened by the International Civil Aviation Organization (ICAO) in Dubai, United Arab Emirates from 4 to 6 April 2017.
- The Africa and Middle East Aviation Security Roadmap, endorsed by the Ministerial Conference on Aviation Security (Sharm El Sheikh, Egypt, 22-24 August 2017) which forms the basis for the work to be carried out by the relevant regional AVSEC/FAL Groups, in line with the Global Aviation Security Plan (GASeP).

## 1.2 Challenges in Aviation Security (AVSEC) and Facilitation (FAL) in the MID Region

1.2.1 There are several obstacles and impediments in establishing aviation security and facilitation systems and infrastructures in the MID Region, which differ from State to State. Therefore, careful consideration of these would help to improve the implementation of aviation security and facilitation Standards and Recommended Practices (SARPs). However, the following common obstacles have been identified as priority/focus areas:

- recent aviation security terrorist attacks as well as the threat and risk outlook facing international civil aviation;
- challenges in safeguarding international civil aviation in a demanding aviation security environment;
- the need to adequately empower the designated Appropriate Authority for aviation security oversight at the national level;
- the continuous need to improve States' capacity and capability to address the tenuous security environment, conflict zones, and new and emerging threats;
- the need to enhance States' Level of Effective Implementation of the critical elements of an aviation security oversight system, compliance with the ICAO aviation security - and facilitation-related Standards and Recommended Practices (SARPs) in Annexes 17 and 9 to the Chicago Convention, and implementation of States' Corrective Action Plans;
- the need to foster development of effective National Programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP), and National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);
- insufficient functioning of the National Aviation Security and Air Transport Facilitation Committees, and the challenges faced in establishing a national coordination mechanism for facilitation and aviation security;
- the negative consequences of a weak aviation security and facilitation culture;
- the need to enhance guidance and training for aviation security and facilitation personnel in order to increase the number of competent/skilled professionals;
- challenges in harmonization and intensification of assistance and capacity-building efforts;
- lack of effective implementation of the ICAO TRIP Strategy;
- low level of States' participation in the ICAO Public Key Directory (PKD);
- insufficient systems and tools for the efficient and secure reading and verification of Machine Readable Travel Documents (MRTDs) at borders, including the use of the ICAO PKD and the INTERPOL Stolen and Lost Travel Documents (SLTD) database;
- slow pace of the implementation of aviation security and facilitation requirements of Security Council Resolution 2178 (2014), including the use of Advance Passenger Information (API); and
- slow pace of the implementation of aviation security and facilitation requirements of Security Council Resolution 2309 (2016), including Enhanced screening, security checks and facility security, and strengthened cooperation and information-sharing among States.

## **2. DESCRIPTION OF THE PLAN**

### **2.1 Objectives**

2.1.1 The primary objective of the MID SECFAL Plan is to enhance aviation security and facilitation within the MID Region in a sustainable manner.

2.1.2 The MID SECFAL Plan aims to coordinate and align all capacity-building efforts in the field of AVSEC and FAL by ICAO, MID States, regional and international organizations, and governmental and non-governmental organizations with ICAO policies, in order to contribute to the overall objective.

2.1.3 The MID SECFAL Plan also addresses the need to strengthen various AVSEC and FAL aspects related to organizational, managerial, institutional, economical, educational and political factors within the Region.

2.1.4 To achieve the goals and objectives of this Plan, it is essential that the MID Region demonstrates strong political and technical commitment to building capacity, particularly in compliance with the provision of SARPs in Annexes 9 and 17, and to share resources, experience and information amongst themselves.

### **2.2 Plan Overview**

2.2.1 Under ICAO's leadership, the MID SECFAL Plan calls for collaboration between States' authorities and the industry in the implementation of coordinated initiatives aiming at improving AVSEC & FAL oversight capabilities, including the structured State Improvement Plans (SIP) that uses a multi-phase methodology and assistance tools tailored to State's specific needs and particularly in the development of National programmes and the improvement of airport security operations and quality control.

2.2.2 The implementation of the Plan will draw on expertise available in MID States, ICAO Headquarters (ISD-SEC & ASF), ICAO Regional Offices, and donor States and International Organizations (IOs).

2.2.3 In order to make rapid progress on the core objective of enhancing the effectiveness of Aviation Security and Facilitation, improving practical and sustainable implementation of preventive aviation security measures, the MID SECFAL plan has been developed based on the GAsEP 6 key priorities in line with the Africa and Middle East Aviation Security Roadmap.

2.2.4 The MID SECFAL plan's progress with respect to the satisfactory development of all activities will be continuously monitored. Capacity-building assistance and other AVSEC and FAL resources will be prioritized to meet the specific needs of MID States based on the resources that are available.

2.2.5 The ICAO MID Office continues its work on the implementation of aviation security and facilitation assistance and capacity-building activities, in partnership with States, international and regional organizations, and the industry. States with a high level of deficiencies in their system and a demonstrated commitment to improve will be given priority.

2.2.5.1 The criteria for determining priorities should include an assessment of the level of risk, threat and resource constraints. These activities are having a positive impact on the recipient States' abilities to meet their aviation security-related commitments.

## 2.3 Activities and Expected Results

2.3.1 The MID-SECFAL plan's objectives are in line with the Riyadh Declaration and the Africa and Middle East Aviation Security Roadmap incorporating the provisions of the Global Aviation Security Plan (GASep) relating to Aviation Security and Facilitation. They have been defined with the ultimate goal of preventing acts of unlawful interference against civil aviation while facilitating the efficient movement of passengers and goods.

2.3.2 The GASep identified five key priority outcomes where ICAO, States and stakeholders should focus their attention, resources and efforts. These priorities are derived from the main challenges that may face member States which are:

- Enhance risk awareness and response. Understanding risk is essential for policies and measures that are effective, proportionate and sustainable. Undertaking risk assessments will help to identify gaps and vulnerabilities, which can then be urgently addressed in the most practical way possible, and with optimal use of resources.
- Develop security culture and human capability. The promotion of effective security culture is critical to achieve good security outcomes. A strong security culture must be developed from the top management across and within every organization. The existence of a well-trained, motivated and professional work force is a critical prerequisite for effective aviation security.
- Improve technological resources and foster innovation. Promoting and applying better technological solutions and innovative techniques can provide the tools for enhancing security effectiveness while ensuring operational efficiency.
- Improve oversight and quality assurance. Effective quality control and oversight processes globally, nationally, and locally are critical in delivering sustained effective aviation security.
- Increase cooperation and support. Increasing collaboration between and within States will enable the key security objectives to be achieved more quickly and efficiently.

2.3.3 The table at **Appendix A** outlines the key priority objectives, actions and projected outcomes.

### *Identification of Stakeholders*

2.3.4 The ICAO partners will work to achieve the objectives of the Plan and will be involved at each stage of its development accordingly. A non-exhaustive list of regional and international stakeholders can be found in **Appendix B**.

### *Coordination with Other Relevant Programmes and Plans*

2.3.5 There are a number of other assistance programmes and plans (TCB projects, CASP-MID, etc.) being implemented in the MID Region related to aviation security and facilitation. To avoid duplication of effort and assure conformity with ICAO's policy, all aviation security and facilitation activities in the Region will be coordinated and reported to the MID-RASFG.

2.3.6 The Cooperative Aviation Security Programme– Middle East (CASP-MID) was established to enable participating States to improve their aviation security provisions and arrangements, and to develop a standing structure for cooperation and coordination in aviation security matters in the Middle East Region. CASP-MID provides a regional approach to aviation security assistance and training designed to meet the specific needs of participating States.

### **3. GOVERNANCE**

3.1 The MID-RASFG will be the governing body responsible for the review and update of the MID SECFAL Plan.

3.2 Progress on the implementation of the MID SECFAL Objectives and the achievement of the agreed Targets will be reported through the MID-RASFG reports.

### **4. MONITORING AND REPORTING – MID REGION SECFAL INDICATORS AND TARGETS**

4.1 The monitoring of the aviation security and facilitation performance in the MID Region is achieved through the adoption and attainment of specific SECFAL Targets.

4.2 The MID Region SECFAL Indicators and Targets are detailed in the Table at **Appendix C** (TBD).

4.3 A MID-SECFAL Roadmap with specific tasks, outputs and KPIs will be developed by the MID-RASFG to support the achievement of the agreed outcomes/targets.

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Appendix A – MID-SECFAL Objectives

<i>Priority</i>	<i>Actions/ Tasks</i>	<i>Responsibility</i>	<i>Projected Outcome</i>
<b>Enhance Risk Awareness and Assessment</b>	Promotion of risk awareness through Workshop, seminars, and tailored ad-hoc training.  MID States to ensure provision for full action plan to ensure effective risk assessment.  Perform national and regional risk assessments to determine threat level.	ICAO, States, Industry, ASTC	Effective security risk assessment methodology established and implemented by States/airports and relevant Stakeholders.
	Establish a Crisis Management/Contingency plan in order to enhance State aviation security resilience.	ICAO, States, Industry	Enhance States preparedness to respond on unlawful acts of interference at the national level (each airport).
	Review of reports of the USAP CMA audit results to determine prevailing deficiencies.	ICAO, States	Enhanced Effective implementation of Critical Elements of State Security oversight systems (EI).
	Implementation/methodology efficiently running within the system.  Resolution of new and existing SSECs through assistance and validation missions.	ICAO, States	Effective implementation of preventive security measures.
	Identify cybersecurity threats and formulate mitigation measures	States, Industry	Enhance Cybersecurity threat awareness and develop actionable steps to improve cyber incident response plans.
	Evaluate emerging risks associated with Remotely Piloted Aircraft Systems (RPAS).  States to stipulate standards similar to manned commercial aircraft operations.	ICAO, States, Industry	Secure RPAS operations are achieved and maintained.
	Evaluate threats associated with MANPADS risks.  States to establish mechanisms and share & exchange best practices.	ICAO, States	Measures to mitigate risks associated with MANPADS put in place.
	Identify and implement measures to counter possible threats related to landside security.  States to establish mechanisms and share & exchange best practices.	States	Measures to mitigate risks associated with Landside security threats put in place.

<i>Priority</i>	<i>Actions/ Tasks</i>	<i>Responsibility</i>	<i>Projected Outcome</i>
<b>Develop Security Culture</b>	Promote development of security awareness programmes that effectively promote a positive security culture.  States to ensure the establishment of security culture in the NCASP.	ICAO, States, Industry	Security awareness programmes are developed and incorporated in NCASTP for implementation Security culture enhanced.
	Ensure that the national programmes for quality control have provisions to effectively monitor implementation of security culture.  States to include Security Culture in their QC monitoring activities.	ICAO, States	Effective allocation of security resources
	Encourage reporting culture in all security related incidents by all stakeholders.	ICAO, States, Industry	AVSEC incidents are promptly reported
	States to include mechanisms of encouraging incident reporting culture by introducing incentive or recognition system.	ICAO, States	Reduction in security incidents
	<b>Develop Human Capability In Aviation Security</b>	Ensure sufficient funding is provided for a robust, trained and motivated security and facilitation workforces.  Encourage/provide support to States in need to develop human resource (HR) policies for staff retention and succession planning.  Ensure the availability and retention of sufficient and competent/skilled aviation security and facilitation professionals.	States
Encourage Aviation Security Training centers (ASTCs) to share resources including curriculum development, instructors and exchange programmes .  Ensure States has such provisions in NCASP & NASTP.  Support development of training / Workshops and Seminars on new and emerging threats.	ICAO, States, industry	Optimal utilization of resources Improvement in quality of training Effective implementation of SARPS .  Mitigation against new /emerging threats.  Increased knowledge and awareness of senior national-level aviation security officials, professionals, and experts in various areas of aviation security.	

<i>Priority</i>	<i>Actions/ Tasks</i>	<i>Responsibility</i>	<i>Projected Outcome</i>
<b>Establish a Framework to Facilitate the Implementation of FAL Programme</b>	States implementation of the Annex 9 SARPs should be stated in the FAL Programme.  Establish a National Civil Air Transport Facilitation Committee (NATFC).	ICAO, States, Industry	Promote facilitation and formalize working arrangements among the various agencies and Facilitation Committees to enhance coordination and prompt resolution of facilitation issues.
	Coordinate with IATA and State on implementation of API/PNR systems	ICAO, States, Industry	To encourage States to standardize their data requirements and adopt standard formats for the electronic transmission of data by ensuring uniformity in API/PNR systems.
<b>Improve Technological Resources and Encourage Innovation</b>	Conduct outreach activities to promote the use of appropriate technology, including human factors considerations.  Establish detailed threat identification for each type of security equipment.  Assess available technologies for each type of security equipment.	ICAO, States, Industry	Increased identification of threat items, and effective implementation of security procedures.
	Promote and strengthen the Cargo/mail secure chain programme and the cooperation.	ICAO, States, Industry	Enhance the cooperation between States and the industry on air cargo security, and screening technologies to detect prohibited articles, strengthening international standards.

<i>Priority</i>	<i>Actions/ Tasks</i>	<i>Responsibility</i>	<i>Projected Outcome</i>
<b>Improve Oversight and Quality Control</b>	<p>Support the implementation of the Riyadh Ministerial targets and action plan .</p> <p>Establish a framework to enable rectification of gaps identified under USAP-CMA and implement immediate response measures.</p> <p>Establish a National Civil Aviation Security Committee (NCASC).</p> <p>Encourage the development of action plans and identification of possible channels of assistance, training or knowledge transfer in support of USAP-CMA audits.</p>	ICAO, States, industry	Improved EI of CEs by Regional States.
	<p>Analyze national quality control data to identify implementation issues that are systemic and require attention at a foundational level.</p> <p>States to ensure that the NCASQCP contains Risk Assessment mechanism and methodology and is implemented efficiently.</p> <p>States to ensure that security measures and processes are regularly reviewed under a compliance regime. Such a regime may include inspections, tests, or other forms of monitoring. Chapter 7 of the Aviation Security Manual (Doc 8973).</p>	ICAO, States, ASTCs	Effective implementation of the National Civil Aviation Security Quality Control Program (NCASQCP).

<i>Priority</i>	<i>Actions/ Tasks</i>	<i>Responsibility</i>	<i>Projected Outcome</i>
<b>Increase Regional Cooperation and Support</b>	<p>Encourage participation by and support from the Regional Bodies to implement AVSEC projects.</p> <p>Identify and utilize new funding sources (e.g UN, World Bank, States, industry, etc.) in addition existing funding.</p> <p>Promote the adoption of one stop security concept fostering bilateral agreements and/or multilateral air service agreements.</p>	ICAO, Regional/international Bodies	Availability of resources to support implementation of AVSEC programmes.
	<p>Encourage implementation of UNSC Resolution 2309 (2016) and GAsEP's objectives/Roadmap to local entities involved in AVSEC.</p> <p>Developed States may assist in capacity development, training and other technology transfer.</p> <p>Encourage coordination between inter agencies and inter departmental activities and projects.</p>	ICAO, States	Increased awareness on UNSC 2309 provisions and enhanced aviation security given priority within each State.

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**Appendix B – Key Role Players - Partners**

The following potential role players, have been identified:

**International Partners / State Authorities / Organizations**

Aviation authorities / aviation security authorities/other relevant technical cooperation department (partner States such as US, UK, France, Germany, China, Japan, Canada, Spain, Portugal, etc.)

AACO (Arab Air Carrier Organization)

ACAC (Arab Civil Aviation Committee)

CASP-MID (the Cooperative Aviation Security Programme– Middle East)

ACI (Airport Council International)

CANSO(Civil Air Navigational Service Organization)

IATA (International Air Transport Association)

IFALPA (International Federation of Airline Pilot Association)

UPU (Universal Post Union)

WCO (World Customs Organization)

CTC ( counter terrorism committee)

INTERPOL

**Aviation Security Training Centres**

- Beirut
- Amman
- Dubai
- Manama
- Jeddah

-END-