

IATA and ICAO Middle East Aviation Security Regional Cooperation

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Kuwait – November 2019



IATA and Middle East Activities Implementing the Global Aviation Security Plan (GASeP)



ICAO Global Aviation Security Plan (GASeP)

Executive Summary

- Requested during the 39th ICAO Assembly (Sept 2016)
- Developed in March 2017, approved by the AVSEC Panel in May 2017
- Distribution to States approved by the ICAO Council in June 2017 - State Letter sent in July 2017
- Comments received in August and analyzed in September/October 2017
- Collaborative approach (not a Standard, nor imposed on States)

IATA Aviation Security Strategy and Objectives for the GASeP

IATA has identified 5 Aviation Security Strategy and Objectives for implementation of the GASeP:

- **Strategic P1** - Be the first and reliable point of contact for association members and appropriate authorities in terms of industry outreach on aviation security. Threat-led, risk managed.
- **Strategic P2** - Reduce airline security cost and improve/facilitate understanding of protective security value.
- **Strategic P3** - Be the lead association in promoting, supporting innovation and development of a forward-thinking culture in aviation security.
- **Strategic P4** - Lead, support, promote, consult, and advise on international, regional and industry standards, regulations, recommended practices, guidance, and best practices.
- **Strategic P5** - Develop an industry-led Cyber/digital security strategy with the core focus on preventing and defending against intentional acts of electronic interference and/or acts of unlawful interference.



IATA Africa and Middle East Regional Aviation Security Focus Group

To meet the GASeP strategic objectives, IATA is committed to engagement with aviation stakeholders and one method of engagement is through creating Regional Aviation Security Focus Groups

The Africa and Middle East Aviation Security Focus Group is an industry group that:

- Provide strategic leadership in the development, implementation and sustainability of Aviation Security (AVSEC) programs and strategies;
- Provide a forum where AVSEC issues can be openly discussed with a view to mutual enhancement of AVSEC in the region;
- Provide direction to IATA for AVSEC priorities in Africa and Middle East region that will feed into the the regional AVSEC Roadmap;
- Assist in the promotion of a security culture for the civil aviation industry in the region;
- Monitor and identify emerging risks and trends related to AVSEC and advise on their prevention, mitigation and management;
- Initiate and facilitate Industry, IATA, ICAO and State collaboration and information sharing in Africa and Middle East region, and with key stake holders outside the region; and
- Provide regional input to the IATA Security Advisory Council.
- ICAO is invited as an Observer member to the RASFG



Aviation Security Technical Assistance

- To meet the GAsEP strategic objectives, IATA is offering technical assistance concerning aviation security (AVSEC) to airports and member air operators and other aviation stakeholders in the Africa and Middle East Region.
- The Aviation Security Technical Assistance will assist the airport operator, air carrier or aviation service provider to address identified areas of improvement that are identified by the stakeholder. The technical assistance will examine how the area of concern can be addressed through improvements in process or procedures.
- The security technical assistance will be of use to stakeholders to prepare for an inspection or audit conducted by AVSEC regulators or authorities and will contribute to the organization's Security Management (SeMs) framework.
- The technical assistance could also assist in dealing with findings identified from the organization's own quality control program or from inspections or audits by regulatory authorities..



Aviation Security Technical Assistance

The technical assistance can focus on one or more of the following areas:

- Quality Control and Oversight
- AVSEC Standard Operating Procedures
- Implementation of Enhanced Security Requirements
- Screening Operations and Facilitation
- Insider Threat and Non-Passenger Security
- AVSEC Risk Assessments
- Air Cargo Security
- In-Flight Supplies Security
- Aircraft Security
- Baggage Security
- Landside Security
- Access Control and Perimeter Security
- Post Incident Analysis

IATA and ICAO Middle East Cooperation



Background

- Keeping in view that international cooperation is critical to achieving effective security outcomes, ICAO Global Aviation Security Plan (GASeP), Priority 5, urges State's appropriate authorities responsible for aviation security to **“Increasing collaboration between and within States will enable the key security objectives to be achieved more quickly and efficiently.”**
- Considering the ICAO Global Aviation Security Plan (GASeP), Priority 5 and the IATA Aviation Security Strategy and Objectives for implementation of the GASeP, and the *“Leave No Country Behind”* initiative, IATA endeavours to work closely with ICAO to assist states to enhance aviation security capacity and effectiveness in the Middle East Region.

Background

- On May 27, 2019, the ICAO-MID Regional Director met with members of the IATA Africa and Middle East (AME) Regional Office in Amman, Jordan to discuss regional cooperation between IATA and ICAO.
- At this meeting, in the area of Security and Facilitation it was agreed that ICAO and IATA would work together in the following areas:
 - IATA support for ICAO MID Security and Facilitation;
 - Cooperation between IATA and ICAO on assessments and working groups for SECFAL;
 - IATA support to ICAO on the ICAO risk working group for MID;
 - Joint ICAO and IATA engagements and workshops for States considering API/PNR programs in the MID region; ICAO and IATA collaboration for related events and workshops;
 - and ICAO MID to support IATA's support engagements with airports in the region offering AVSEC Technical Assistance Missions.
- This agreement on cooperation could translate into providing joint IATA and ICAO capacity development activities such as training, working shops, needs analysis, and technical assistance missions.



Working Paper - ICAO-MID RASFG Steering Committee

- The subject was addressed in WP/8 presented by IATA to the ICAO-MID Regional Aviation Security and Facilitation Group (RASFG) Steering Committee meeting held in Cairo Egypt on October 22-24, 2019.
- The meeting underlined that ICAO and IATA collaboration is essential and noted:
 - IATA's support for the implementation of ICAO Security and Facilitation SARPs;
 - The cooperation between IATA and ICAO on assessments and working groups for SECFAL;
 - IATA support to the Risk Management Ad-hoc Action Group (RMAG);
 - Joint ICAO and IATA engagements and workshops for States considering API/PNR programs in the MID region; and
 - ICAO and IATA collaboration for related events and workshops.
- The meeting noted with thanks IATA's contribution to the States, stakeholders and industry in the Aviation Security and facilitation field.



MID Region SECFAL Roadmap and Targets

- The MID-RASFG/1 meeting endorsed the MID SECFAL Roadmap to support the achievement of the agreed outcomes and Targets.
- The meeting agreed that the SECFAL Roadmap and Targets will assist ICAO, States and Stakeholders to enhance the effectiveness of National, Regional and Global aviation security as part of the GASeP, unite the MID regional aviation security community, and support States to fulfil the commitments set out in the GASeP and relevant ICAO Assembly Resolutions.
- In order to avoid duplication of efforts IATA Africa and Middle East Regional Aviation Security has adopted this roadmap for implementing its priorities in the Middle East.

RAFIT State Risk Management Framework

- IATA is a member of the Risk Management Ad-hoc Action Group (RMAG).
- A State Risk Management Framework is crucial as per Annex 17 Standard 3.1.3 and in order to fulfill the 1st objective of the MID-SECFAL Plan, based on GAsEP's priority 1: Enhance risk awareness and response.
- The Risk Management Ad-hoc Action Group submitted a Draft RAFIT State Risk Management Framework in English and Arabic and agreed that the RAFIT:
 - review all definitions and cite sources used for reference;
 - develop further guidelines on risk based scenarios addressing emerging threats against civil aviation; and
 - address mitigation measures for residual risk and acceptable levels of risks.
- IATA will be working with the State of Oman to finalize the Risk Management Framework



AVSEC Technical Assistance Cooperation

- IATA coordinates with IATA-MID in technical assistance missions and capacity development activities in order to complement activities by both organizations.
- IATA intends to work with ICAO Cooperative Aviation Security Programme Middle East (CASP-MID) in order to enhance aviation security in the Middle East Region.
- IATA intends to contribute to ICAO capacity development missions in the Middle East or assist stakeholders in meeting Annex 17 Standards and Recommend Practices.
- IATA participates in ICAO meetings and workshops such RASFG and AVSEC Risk Management Workshop, and symposiums such as the ICAO MID Cyber Security and Resilience Symposium.



Summary

- Cooperation between ICAO and IATA is important for a sustainable and effective aviation security system; and
- IATA promotes the rapid update of all existing awareness training for including incident reporting, using the free-of-charge IATA See it Report it or any other equivalent tool.

Thank you

Questions?

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22 October 2019



ICAO 2019



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Thank You