



ASSEMBLY — 36TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Aviation Security Programme

DEVELOPMENTS IN THE AVIATION SECURITY PROGRAMME SINCE THE 35TH SESSION OF THE ASSEMBLY

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper provides a report on activities and developments in the aviation security (AVSEC) programme since the 35th Session of the Assembly, including the Coordinated Assistance and Development (CAD) Programme established as of March 2006. It reports on the progress achieved to date and lists new activities. The paper also provides a three-year report on acts of unlawful interference, which include a reference to the legal context of reporting on acts of unlawful interference and associated analysis.

Action: The Assembly is invited to:

- a) request the Council and the Secretary General to continue to give high priority to implementing the activities under the aviation security programme, in particular the Aviation Security Plan of Action; and
- b) urge Contracting States concerned with acts of unlawful interference to provide ICAO with official reports as referred to in paragraph 2.1 of this working paper.

<i>Strategic Objectives:</i>	This working paper will further Strategic Objective B by enhancing global aviation security.
<i>Financial implications:</i>	No additional resources required. The work involved for the Secretariat is expected to be undertaken within the resources available under Aviation Security Programme of the Draft Budget 2008-2010. Use would be made of voluntary contributions from States to the ICAO Aviation Security Plan of Action.
<i>References:</i>	A36-WP/11 A36-WP/18 A36-WP/38 Doc 9848, <i>Assembly Resolutions in Force</i> (as of 8 October 2004)

1. INTRODUCTION

1.1 The 35th Session of the Assembly considered a progress report on action taken in response to Assembly Resolution A33-1, *Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation*, including the outcome of the High-level, Ministerial Conference on Aviation Security and the adoption of the ICAO Aviation Security (AVSEC) Plan of Action in June 2002. The Assembly also received a progress report on the implementation of individual projects of the Plan of Action and planned future activities together with the forecast expenditures for the years 2005, 2006 and 2007.

1.2 The Council had concluded that it was not feasible to increase funding for aviation security-related activities in the Regular Programme for 2005 to 2007, thus the implementation of activities under the Plan of Action continued to be heavily dependent on voluntary contributions from States. Pursuant to Resolution A35-10, *Financial contributions to the Aviation Security Plan of Action*, Contracting States were requested to make pledges in advance for the three years and also to make their voluntary contributions on a timely basis.

1.3 The Plan of Action is being implemented based upon the general direction set by the Assembly and subsequently by the Council. Since the last report, the implementation of the Plan of Action has continued successfully. All the activities planned under the Universal Security Audit Programme (USAP) were performed as originally planned. However, for the overall plan of action, all the funds available were not expended as originally planned and considerable savings were made from one year to the other. The major part of the savings was made in the first two years of the implementation of the Plan of Action, as a result of funds being received before the programme was developed and launched. Other than the USAP, actual expenditures relating to the programmes of the Plan of Action were lower than planned/approved expenditures mainly because of the time it took to launch some of the programmes and also of the time required to recruit experts. However, it should also be noted that more funds were used to manage the Plan of Action in 2005 and 2006 than was collected under the voluntary contribution programme. Additional savings resulted from the partial integration of the Plan of Action into the Regular Programme Budget in 2006 and 2007 amounting to US \$ 1 100 000 and US \$ 1 517 000 in the respective years.

2. THREAT TO CIVIL AVIATION

2.1 The Organization's annual reports on acts of unlawful interference are based on Official Reports and Non-Official Information. States have an obligation under Article 11 of The Hague Convention, Article 13 of the Montreal Convention as well as Standard 5.3.1 of Annex 17 – *Security* to provide ICAO with all pertinent information concerning the security aspects of an act of unlawful interference after the act has been resolved. It should be noted that many States are not providing ICAO with official information concerning acts of unlawful interference as would have been expected, and thus the information contained in the annual report may not have an official sanction. Accordingly, the usefulness of the trends based on the annual report may be of limited value. In order to assist States in reporting on acts of unlawful interference, an electronic version of the report form is available on the ICAO aviation security-related websites. The *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973/6) also provides the report form as well specific guidelines, definitions and criteria to be applied to reporting procedures.

2.2 There were 16 recorded acts of unlawful interference in 2004, 6 in 2005 and 17 in 2006, all within the average number of acts occurring for the last 20 years. However, there is an increase in the total number of attempted seizures while successful seizures have decreased significantly. This can be

attributed to the implementation of stricter standards of pre-board screening of passengers and their cabin baggage implemented post 11 September 2001.

2.3 The number of in-flight attacks has remained approximately at the same level; however the threat posed to civil aviation by man-portable air defence systems (MANPADS) still exists. There were two recorded in-flight attacks, both successfully hitting the aircraft, damages to the aircraft appeared to be minor.

2.4 There is an increase in attempted facility attacks and successful facility attacks. While these types of attacks are mostly attributed to local/regional situations, they could potentially harm passengers with the additional delays/queues which are being generated by security controls. There is also an increase in the number of acts of sabotage and attempted sabotage.

2.5 As more stringent security measures have been implemented following the events of 11 September 2001, new methods of targeting civil aviation have overtaken the conventional attempts of seizing aircraft. The use of suicide bombers and targeting facility areas are examples of the methods which may result in mass-fatality attacks on civil aviation. A list of acts of unlawful interference which occurred in 2004, 2005 and 2006 is presented in Appendix A to this working paper. Appendix B to this working paper presents the acts of unlawful interference which occurred in 2004, 2005 and 2006 compared to the years 1990 – 2006 as well as the number of acts officially reported compared to the number of acts based on non-official information.

2.6 The Council, during a Special Session held in August 2006, considered the threat to civil aviation operations posed by the alleged terrorist plot against civil aircraft over the North Atlantic which would have involved the component parts of an Improvised Explosive Device, including home-made liquid explosives for assembly airside, probably in the aircraft. Pursuant to Council's decision, the Aviation Security Panel, acknowledged the need for an urgent reassessment of the existing worldwide aviation security regime and recommended that the new threat be reflected in augmented global security practices and procedures. It also underlined that any new arrangements should be effective, practicable and sustainable, and should take into account, as much as possible, the practices of other States, as well as facilitation issues. In this regard, the Panel identified the actions to be taken in the short-, medium- and longer-term.

2.7 Consequently, the Council approved security control guidelines for screening liquids, gels, aerosols, etc. and recommended to States for implementation not later than 1 March 2007 as interim measures. In order to further develop operational aspects of security controls for liquids, gels, and aerosols, particularly exemptions to be implemented worldwide for liquids purchased either at airport retailers or on board aircraft and carried by transfer passengers, the Council in March 2007, approved recommendations of the Secretariat Study Group on the Carriage and Screening of Liquids, Gels and Aerosols. The guidelines, including the specifications for tamper-evident bags, were forwarded to States in March 2007 for immediate implementation.

2.8 In order to develop practical, sustainable and harmonized security guidelines for carriage of liquids, gels and aerosols, including inventory control and validation, the Secretariat Study Group has undertaken further work on this subject. The Council, during its 181st Session, approved guidelines for harmonized procedures for validation of compliance with liquids, gels and aerosols carried by passengers during transfer. The guidelines were forwarded to States in July 2007 for implementation as soon as possible.

3. DEVELOPMENTS IN THE AVIATION SECURITY PROGRAMME

3.1 Aviation Security (AVSEC)

3.1.1 Highlights of the aviation security activities, since the 35th Session of the Assembly are presented below, for information of the Assembly. A report on the aviation security audits is being presented separately, in A36-WP/xx, ICAO Universal Security Audit Programme (USAP).

3.1.2 On 30 November 2005, the Council adopted Amendment 11 to Annex 17. The amendment addresses topics including the applicability of Annex 17; reinforcement of national civil aviation security control programme provisions; In-Flight Security Officers (IFSOs); general aviation and aerial work; one-stop security concept for passengers and baggage; risk assessment concept; security for all-cargo operations; and definitions. The amendment became applicable on 1 July 2006.

3.1.3 Following the adoption of Amendment 11 to Annex 17, the seventh edition of the *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973) is being amended and updated and will soon be available for distribution to States in the English language. It will now comprise five volumes, each addressing a specific aviation security concern: Volume I – National Organization and Administration; Volume II – Training, Selection and Recruitment; Volume III – Airport Design and Organization; Volume IV – Preventive Measures; and Volume V – Crisis Management and Response. In addition, a new manual entitled Establishment and Management of a State's Aviation Security Oversight System is also under final review and will soon be available for distribution to States.

3.1.4 In the light of an increasing number of States requesting ICAO assistance both independent of, and as a follow-up to their USAP audit to implement robust and sustainable aviation security infrastructure and services, the Council, in December 2005, approved an enhanced coordinated assistance and development (CAD) strategy to further enhance aviation security assistance to States. Under this strategy, States would be assisted to establish and maintain viable and sustainable aviation security systems by improving their aviation security infrastructure and correcting deficiencies revealed by security audits. This would be achieved through closer cooperation and coordination with States having advanced aviation security resources and in cooperation with regional and international bodies.

3.1.5 Subsequently, in February 2006, a reorganization of the Aviation Security and Facilitation Branch resulted in the creation of the "Coordinated Assistance and Development (CAD) Section" with responsibilities for implementing the Strategy, including the provision of assistance to States through the enhancement of the States' aviation security systems and facilitation capabilities; provision of assistance through the development and implementation of training programmes for States' aviation security experts and other government officials; provision of seminars and workshops in cooperation with ICAO Regional Offices, Contracting States, United Nations' agencies, international and regional organizations etc.; and for the development, publication and maintenance of Standardized Training Packages (STPs), Aviation Security Training Packages (ASTPs) and other training material. To further strengthen and enhance support given to States, the CAD Section and the Unified Strategy Programme (USP) were consolidated to create a single Implementation Support and Development (ISD) Branch within the office of the Secretary General as of 15 June 2007.

3.1.6 In order to enhance regional training capabilities, a network of 16 Aviation Security Training Centres (ASTCs) located in Amman, Auckland, Brussels, Buenos Aires, Casablanca, Dakar, Hong Kong, Johannesburg, Kuala Lumpur, Kunming, Kyiv (2), Moscow, Nairobi, Port of Spain and Quito, plays a very important role in the delivery of aviation security training worldwide. The ASTCs' training programmes are coordinated by ICAO; however, the individual centres are becoming

increasingly financially and administratively self-sufficient. Guidance and assistance is provided to the ASTCs in the conduct of aviation security training. Further expansion of the network is expected in 2007 and in the next triennium. To ensure quality control of the training provided by the ICAO ASTCs, the Secretariat has developed criteria for the endorsement of training courses that training centres would be required to meet in order to be recognized as a training centre providing ICAO endorsed courses.

3.1.7 Discussions are being held with the United Nations Office on Drugs and Crime and the World Bank to carry out joint assistance and training missions. Coordination is ongoing with the United Nations Committee for Counter Terrorism Executive Directorate to promote Best Security Practices.

3.1.8 During the triennium six training packages, namely, Standardized Training Package (STP)/123 Basic, and Aviation Security Training Packages (ASTPs) Cargo, Crisis Management, Instructors, Management and Supervisors were updated. Four new Aviation Security Training Packages, namely Exercise, Hostage Negotiation (Levels 1 and 2) and National Inspectors as well as two courses, Instructors Certification and Airport Design, have been developed.

3.1.9 A Professional Managers Course, delivered jointly by ICAO and Concordia University, has been established. This e-learning management course aims at ensuring that participants are fully knowledgeable in AVSEC and relevant management fields. This programme fosters a common understanding of ICAO Annex 17 and the Security Manual and promotes the use of management principles, best practices, as well as inter-regional cooperation.

3.1.10 Assistance and support provided to States is listed in Appendix C to this working paper.

3.2 Security of Travel Documents

3.2.1 Action taken by the Organization on the security of travel documents includes the publication of the sixth edition of Doc 9303, Part 1, *Machine Readable Passports* (MRPs) which contains specifications for electronic-enabled MRPs incorporating biometric identification “ePassports”; the establishment of the ICAO “Public Key Directory (PKD)”, potentially contributes to an effective anti-terrorism and aviation security measure; and the setting up of the universal implementation of machine readable travel documents (UIMRTD) project. Detailed report is presented in A36-WP/xx, Report of the Council on progress made in implementing Resolution A35-18, Appendix D, Section III: International cooperation in protecting security and integrity of passports.

3.3 Other security-related activities

3.3.1 Air Navigation Programme

3.3.1.1 Amendment 40 to Annex 2 — *Rules of the Air*, the provisions related to security were updated. Amendment 45 to Annex 11 — Air Traffic Services and Annex 12 — *Search and Rescue* have been adopted by the Council in February 2007. Supporting guidance material in the form of a *Manual on in-flight emergency response for ATC* has been made available on the ICAONET. Work continues on the integration of security aspects in Annex 6 — Operation of Aircraft, Part II — International General Aviation — Aeroplanes, and is now being dealt with as part of a major modernization of the Annex undertaken recently by the Air Navigation Commission. Security considerations are now being taken into account whenever new SARPs are being developed.

3.3.1.2 In addition to emerging threats, the main issues that are being monitored are the use of In-flight Security Officers (IFSOs) and their interaction with other members of the crew, as well as the

certification and operational issues related to the installation of a defence system against MANPADS on civil aircraft.

3.3.2 **Legal Programme**

3.3.2.1 Pursuant to Assembly Resolution A33-1, the Secretariat Study Group on Aviation Security Conventions completed the review of the adequacy of the existing ICAO aviation security conventions. It was concluded that certain legal issues could be addressed through amendments to some of the existing ICAO aviation security conventions. The Group believed that certain new and emerging threats to civil aviation, such as the use of aircraft as a weapon or as a means to unlawfully spread biological, chemical and/or nuclear substances, should be criminalized under the Conventions. The Group also believed that the time has arrived for criminalizing a credible threat to commit an offence specified in the Conventions. Based on the recommendation of the Group, the Council decided on 7 March 2007 to convene a meeting of a special Sub-Committee of the Legal Committee, which was held from 3 to 6 July 2007 to prepare a draft instrument(s) relating to the new and emerging threats to civil aviation. Based on the results of the work of the Legal Committee, the Council may decide at a further stage whether a diplomatic conference should be convened. Further information on this matter can be found in A36-WP/12.

3.3.2.2 It will be recalled that on 31 May 2004, the Council established a Special Group to advance the work on the item in the Work Programme of the Legal Committee entitled, "Consideration of the Modernization of the Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface, signed at Rome on 7 October 1952". On 13 December 2006, the Council amended the title of this item to read: "Compensation for damage caused by aircraft to third parties arising from acts of unlawful interference or from general risks", to better reflect the work being done. The Group has held six meetings, the last from 26 to 29 June 2007, and has developed the texts of two draft Conventions, including a "draft Convention on Compensation for Damage Caused by Aircraft to Third Parties, in case of Unlawful Interference." It is expected that at its 182nd Session in November/December 2007, the Council will decide on the future course of action regarding this item. Further information on this matter can be found in A36-WP/11.

3.3.2.3 ICAO participated in the work of the United Nations Counter-Terrorism Implementation Task Force. The Task Force provided substantive input to the deliberations by the UN General Assembly of the United Nations Global Counter-Terrorism Strategy, adopted on 8 September 2006.

4. **FUTURE ACTIVITIES**

4.1 Future activities under the Plan of Action shall build on what has been achieved so far, as well as expand the programme to address a number of issues including the development of an improved system for supporting States to enhance their aviation security capability. To this end, States experiencing difficulties in resolving identified deficiencies shall be approached with the aim of supporting them in identifying viable and sustainable remedial actions and by coordinating and facilitating assistance which may be provided by other States, international or regional organizations and/or financial institutions.

4.2 Following the publishing of the newly amended and improved Security Manual, seminars and workshops shall be organized in all Regions to assist States in the implementation of newly developed security measures including ones designed to address new and emerging threats. This will include presentations on new and emerging technologies and research in the aviation security field. Seminars and workshops addressing the establishment and management of State's aviation security

oversight systems shall also be developed and conducted in ICAO Regions with the aim of providing States with valuable information and guidance in preparing for oversight-based aviation security audits.

4.3 In addition to the activities described above which would be developed further or completed, an electronic library is being developed in order to provide links to appropriate information on aviation security and facilitation subject matters available in ICAO, such as aviation security legal instruments, Annexes 9 and 17 provisions and guidance material, etc. It is planned that the electronic library and associated database will be made available to States and other users by the end of 2008.

4.4 The Facilitation Manual is under development and will be ready for distribution by December 2007. The methodology for incorporating relevant security-related Standards of Annex 9 under the Universal Security Audit Programme (USAP) is being developed and will be included in the next cycle of audits in 2008.

APPENDIX A

LIST OF ACTS OF UNLAWFUL INTERFERENCE FOR THE PERIOD 2004 - 2006

Year	No.	Date of Incident	Category of Incident	Airline / Flight/Aircraft/ Airport	Type of Operation	Routing / Location	Passengers	Crew	Deaths	Injuries	Perpetrators	Source of Information
2006	1	01 February	Facility Attack	Ben Gurion Airport, Tel Aviv, Israel	N/A	N/A	N/A	N/A	0	0	1	OFFICIAL
2006	2	01 March	Other Act of Unlawful Interference	Bahrain International Airport, Bahrain	N/A	N/A	N/A	N/A	0	0	1	NON-OFFICIAL
2006	3	07 March	Other Act of Unlawful Interference	Jet Airways, Hyderabad, India	Domestic	Hyderabad to Mumbai, India	100+	UNK	0	0	1	NON-OFFICIAL
2006	4	28 March	Attempted Seizure	Lloyd Aereo Boliviano/ Jorge Wilsterman Airport, Cochabamba Bolivia	N/A	N/A	UNK	UNK	0	0	UNK	NON-OFFICIAL
2006	5	08 April	Other Act of Unlawful Interference	Kobe Airport, Japan	N/A	N/A	N/A	N/A	0	0	1	OFFICIAL
2006	6	02 May	In-flight Attack	Aral Cessna 185/ HK1150 / Colombia	Domestic	Villavicencio and La Uribe, Colombia	UNK	UNK	UNK	UNK	UNK	NON-OFFICIAL
2006	7	17 June	Attempted Seizure	South African Airways/ Flight SA 322/ Cape Town, South Africa	Domestic	Cape Town to Johannesburg, South Africa	UNK	UNK	0	0	1	OFFICIAL
2006	8	July	Facility Attack	Beirut Rafic Hariri International Airport, Beirut, Lebanon	N/A	N/A	N/A	N/A	UNK	UNK	N/A	OFFICIAL

N/A = Not applicable

N/C = Not confirmed

UNK = Unknown

* Attack within the terminal building

Year	No.	Date of Incident	Category of Incident	Airline / Flight/Aircraft/ Airport	Type of Operation	Routing / Location	Passengers	Crew	Deaths	Injuries	Perpetrators	Source of Information
2006	9	22 July	Other Act of Unlawful Interference	Air Canada/ACA 961 /Airbus 319 / V.C. Bird International Airport/ Antigua and Barbuda	International	Antigua and Barbuda to Toronto, Canada	118	5	0	0	1	OFFICIAL
2006	10	10 August	Attempted Sabotage	United Kingdom/ United States	International	United Kingdom/United States	N/A	N/A	0	0		OFFICIAL
2006	11	15 August	Facility Attack	El Puco Airport/ Formosa/ Argentina	N/A	N/A	N/A	N/A	N/A	1	1	NON-OFFICIAL
2006	12	03 October	Seizure	Turkish Airlines / THY 1476/ B-737/ Tirana, Albania	International	Tirana, Albania to Istanbul, Turkey	97	6	0	0	1	OFFICIAL
2006	13	11 October	Sabotage	Alitalia/ MD80 / Naples, Italy	N/A	N/A	N/A	N/A	0	0	UNK	NON-OFFICIAL
2006	14	11 October	In-flight Attack	Airana Afghan, Boeing 727/ Afghanistan	Domestic	Mazar I Sharif to Kabul, Afghanistan	UNK	UNK	0	0	UNK	NON-OFFICIAL
2006	15	24 November	Attempted Sabotage	Bellview Airplane / Murtala Muhammed Airport, Lagos, Nigeria	Domestic	Lagos to Abuja, Nigeria	100 +	UNK	0	0	1	NON-OFFICIAL
2006	16	28 December	Attempted Seizure	Aeroflot/ F1271/ A-320/ Moscow, Russian Federation	International	Moscow, Russian Federation to Geneva, Switzerland	168	N/C	0	0	1	OFFICIAL
2006	17	30 December	Facility Attack	Barajas International Airport, Spain	N/A	N/A	N/A	N/A	2	26	UNK	NON-OFFICIAL
2005	18	06 February	Seizure	ARG Brazilian corporate aircraft, El Trompillo Airport, Bolivia	Domestic	El Trompillo, San Jose to Asencion Frontera Airport, Bolivia	7	UNK	UNK	0	4	NON-OFFICIAL

N/A = Not applicable

N/C = Not confirmed

UNK = Unknown

* Attack within the terminal building

Year	No.	Date of Incident	Category of Incident	Airline / Flight/Aircraft/ Airport	Type of Operation	Routing / Location	Passengers	Crew	Deaths	Injuries	Perpetrators	Source of Information
2005	19	25 February	Other act of unlawful interference	KLM, Amsterdam Schiphol International Airport, Netherlands	N/A	N/A	N/A	N/A	UNK	UNK	4	NON-OFFICIAL
2005	20	03 April	Facility attack	Hat Yai International Airport, Thailand	N/A	N/A	N/A	N/A	2	60	N/A	NON-OFFICIAL
2005	21	11 April	Facility attack	Panjgur Airport, Pakistan	N/A	N/A	N/A	N/A	0	0	N/A	OFFICIAL
2005	22	12 September	Seizure	Aires Airlines, Florencia Airport, Columbia	Domestic	Florencia to Bogota, Columbia	21	4	0	0	1	OFFICIAL
2005	23	07 December	Other act of unlawful interference	American Airlines, AA 924, Miami International	International	Medellin, Columbia to Orlando, Florida	114	UNK	1	0	1	OFFICIAL
2004	24	1 March	Facility Attack	Maui, Hawaii, United States	N/A	N/A	N/A	N/A	N/A	N/A	1	NON-OFFICIAL
2004	25	4 March	Other act of unlawful interference	Ruzyne Airport, Prague, Czech Republic	N/A	N/A	N/A	N/A	N/A	N/A	1	NON-OFFICIAL
2004	26	17 April	Attempted seizure	Qatar Airways/ Flight 553	International	Casablanca, Morocco to Doha, Qatar	N/C	N/C	0	0	1	NON-OFFICIAL
2004	27	28 April	Other act of unlawful interference	Haneda Airport, Tokyo	N/A	N/A	N/A	N/A	1	N/A	1	NON-OFFICIAL
2004	28	19 June	Facility attack	Sui Airport, Balochistan, Pakistan	N/A	N/A	N/A	N/A	N/A	N/A	N/C	OFFICIAL
2004	29	29 June	Attempted Seizure	Turkish Freebird Airlines Flight 234/A-320	International	Munich, Germany/ Istanbul, Turkey	158	7	0	1	1	OFFICIAL
2004	30	29 June	Sabotage	Turkish Airlines, Boeing 737-800	N/A	Ataturk Airport, Istanbul, Turkey	N/A	N/A	0	3	N/C	OFFICIAL
2004	31	26 July	Attempted Seizure	Air China, Flight 1343/ B-737	Domestic	Beijing to Changsha, China	108	N/C	N/C	N/C	1	NON-OFFICIAL

N/A = Not applicable

N/C = Not confirmed

UNK = Unknown

* Attack within the terminal building

Year	No.	Date of Incident	Category of Incident	Airline / Flight/Aircraft/ Airport	Type of Operation	Routing / Location	Passengers	Crew	Deaths	Injuries	Perpetrators	Source of Information
2004	32	24 August	Sabotage	Volga-Aviaexpress Flight 1303/ TU-134A	Domestic	Moscow to Volgograd, Russian Federation	35	9	44	0	1	OFFICIAL
2004	33	24 August	Sabotage	Sibir Airlines Flight 1047 /TU 154B	Domestic	Moscow to Sochi, Russian Federation	38	8	46	0	1	OFFICIAL
2004	34	27 August	Seizure	Libyan Air Force / LAF 112/ Kafra, Libya	International	Kafra, Libya - Lagos, Nigeria - Asmara, Eritrea	98	7	0	1	15	OFFICIAL
2004	35	13 September	Attempted Facility Attack	Jorge Chavez Airport, Lima, Peru	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFFICIAL
2004	36	15 September	Attempted Facility Attack	Jorge Chavez Airport, Lima, Peru	N/A	N/A	N/A	N/A	N/A	N/A	N/A	OFFICIAL
2004	37	16 September	Other act of unlawful interference	KLM Freighter Flight 591/ B747-400	N/A	Johannesburg Airport, South Africa	N/A	0	0	N/C	N/A	OFFICIAL
2004	38	29 September	Attempted Seizure	Dornier 228 / Kato Airlines Flight 605	Domestic	Narvik to Bodo, Norway	7	2	0	3	1	OFFICIAL
2004	39	5-Oct	Attempted Sabotage	Malaysia Airlines / A-330	International	Kuala Lumpur Airport, Malaysia	N/A	N/A	0	0	N/C	OFFICIAL

N/A = Not applicable

N/C = Not confirmed

UNK = Unknown

* Attack within the terminal building

CHART A
ACTS OF UNLAWFUL INTERFERENCE FOR 2004-2006
COMPARED TO 1990-2006

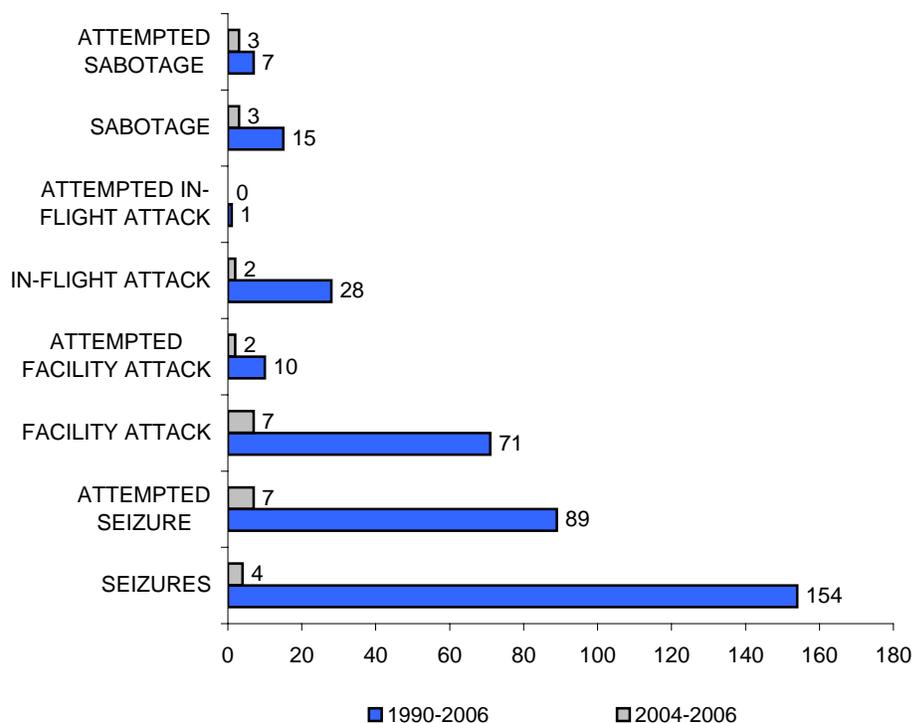


CHART B
OFFICIAL / NON-OFFICIAL REPORTS FOR THE PERIOD 2004-2006

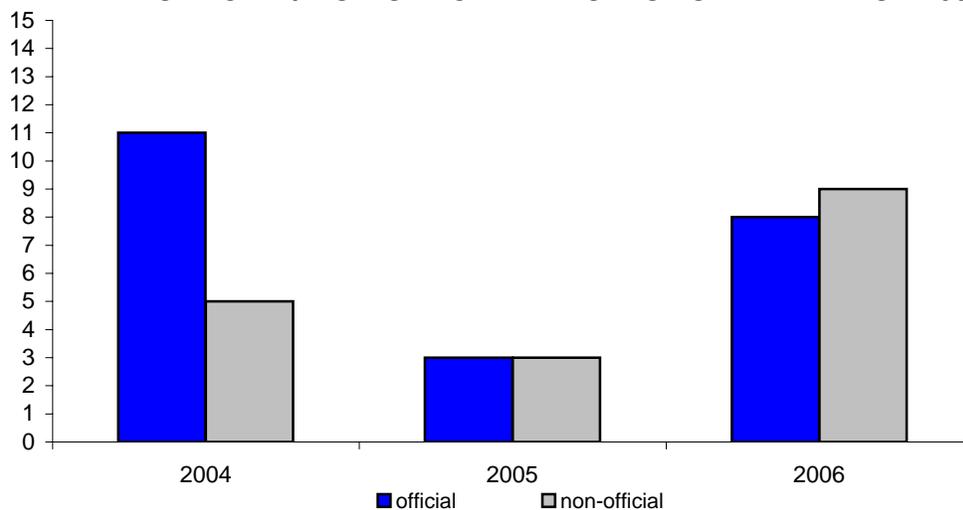


Chart A presents the number of acts for the reporting period compared to 1990-2006.

Chart B presents the number of acts officially reported compared to acts based on non-official information.

APPENDIX C

**ASSISTANCE AND SUPPORT PROVIDED TO STATES SINCE THE
35TH SESSION OF THE ASSEMBLY**

Assistance/support provided	State/organization	Outcome
Development and/or review of the National Civil Aviation Security and Airport Security Programmes.	St. Kitts, St. Lucia, Uganda, Zambia and Zimbabwe	States were enabled to enhance their aviation security system at the national and airport level.
Provision of in-country AVSEC training.	Dubai, Fiji, Gambia, Jamaica, Mexico, Morocco, Niger, Russian Federation, Vietnam and Zambia	The following ASTP courses were conducted: Cargo, Crisis Management, Hostage Negotiation and Instructors.
Provision of in-country AVSEC Workshops.	Lebanon, Morocco, Pakistan, Rwanda, Thailand, and Zambia	National AVSEC experts were enabled to enhance their knowledge through the conduct of the National Quality Control, Programme, National Civil Aviation Security Programme, Airport Security Programme, National Screener Certification Programme workshops and drafting of associated documentation.
Assistance with respect to the development of technical guidance, review of national AVSEC regulations, and infrastructure development.	Morocco, Seychelles and two Regional Organizations – ACAC and UMEOA	States were enabled to develop technical guidance for the use of their AVSEC experts, develop regulations commensurate with the provisions contained in Annex 17 and enhance their aviation security infrastructure.

<p>Provision of in-country Crisis Management Exercise Workshops.</p>	<p>Cameroon, Jamaica, Mali and Niger</p>	<p>National AVSEC experts were enabled to enhance their knowledge through the conduct of security crisis management exercises and drafting the associated documentation.</p>
<p>Regional assistance with respect to the development of technical guidance, review of national AVSEC regulations, and infrastructure development. This included regional seminars and briefings.</p>	<p>Dubai, Morocco, Panama and UMEOA</p>	<p>States were enabled to develop technical guidance for the use of their AVSEC experts, develop regulations commensurate with the provisions contained in Annex 17 and enhance their aviation security infrastructure.</p>
<p>Development of State corrective action plans following an audit conducted by USAP.</p>	<p>Albania, Angola, Bulgaria, Chad, Comoros, Djibouti, and Libyan Arab Jamahiriya</p>	<p>Five of these States were able to submit their State corrective action plan, a necessary action to start implementation.</p>
<p>Development of the National Civil Aviation and Airport Security Programmes.</p>	<p>Angola, Comoros, Palau, Swaziland and Zambia</p>	<p>States are enabled to enhance their aviation security system at the national and airport level.</p>
<p>Assistance with respect to the development of technical guidance, review of airport AVSEC regulations and infrastructure development.</p>	<p>Burkina Faso, India and ACAC</p>	<p>States were enabled to develop technical guidance for the use of their AVSEC experts, develop regulations commensurate with the provisions contained in Annex 17 and enhance their aviation security infrastructure.</p>

**AVIATION SECURITY PLAN OF ACTION
DETAILS OF EXPENSES INCURRED IN 2005 AND 2006**
(in thousands of dollars)

	2005		2006		2007*
	Approved Budget	Actual Expenditure (audited)	Approved Budget	Actual Expenditure** (preliminary)	Approved Budget
Major Programme II: Air Navigation					
2.1 Management, Coordination and Support					
Staff	211	63	216	0	98
Missions	20	15	21	8	21
Equipment	5	0	5	0	5
	236	78	242	8	124
Major Programme III: Air Transport					
3.1 Management, Coordination and Support					
Administrative Support	164	111	164	197	164
Finance	92	84	93	62	93
	256	195	257	259	257
3.8 Security of Travel Documents					
Staff	211	105	219	150	105
3.9 Aviation Security (AVSEC)					
Staff	1,164	977	1,195	1,016	784
Training	400	78	400	76	400
Assistance	500	319	500	373	500
Equipment	50	9	50	23	50
	2,114	1,383	2,145	1,488	1,734
ASRO's	562	441	576	352	850
Missions	160	59	160	105	160
Equipment	0	7	0	0	0
	722	506	736	457	1,010
Total AVSEC	2,836	1,890	2,881	1,945	2,744
3.10 Universal Security Audit Programme (USAP)					
Staff	1,644	1,632	1,688	1,389	1,711
Audit Missions	1,151	818	1,151	444	1,151
Equipment	7	4	15	34	19
	2,802	2,454	2,854	1,867	2,881
Major Programme IV: Legal					
4.1 Management, Coordination and Support					
Staff	144	8	147	14	521
Missions	0	8		1	
	144	16	147	15	521
TOTAL BUDGET FOR AVSEC PLAN OF ACTION APPROVED BY THE ASSEMBLY AND RECOSTED IN FI-WP/649 and C-WP/12642, INCLUDING ACTUAL EXPENDITURES FOR 2005 AND 2006.	6,485	4,738	6,600	4,245	6,632
Current Integration into the RP Budget (C-DEC 176/8 and 14 refer)			-1100		-1517
Total required for the Plan of Action	6,485	4,738	5,500	4,245	5,115

* Revised funding requirements approved by C-DEC 178/3 (C-WP/12642, Appendix B)

** In 2006, the Regular Programme incurred expenditures of approximately \$985,000 (preliminary/unaudited) that pertains to the Aviation Plan of Action but funded through the additional appropriations approved from C-DEC176/8 and C-DEC176/14 and the transfer of one post from ATB to USAP from 1 August 2006. This amount is not reflected in the above table due to difference of funding source.

END