FACILITATION PANEL (FALP)

SIXTH MEETING

Montréal, 10-14 May 2010

Agenda Item 2: Report of the Outcome of AVSECP/21

WORK OF THE 21ST MEETING OF THE AVSEC PANEL

(Presented by the Secretary)

SUMMARY

The Aviation Security Panel (AVSECP) held its twenty-first meeting from 22 to 26 March 2010. This paper presents relevant FAL-related issues that came up during the meeting, i.e. API and PNR and supply chain security, for information of FALP/6 participants.

Action by the FAL Panel:

The Panel is invited to take note of the issues raised in this paper, and provide comments, if any.

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1. **INTRODUCTION**

1.1   The Aviation Security Panel (AVSECP) was established by the ICAO Council in 1986. The composition and size of the Panel has changed a number of times since then, and currently comprises 27 members. The Panel has conducted 20 previous meetings. The first took place in May 1987, and the twentieth meeting was held from 30 March to 3 April 2009.

1.2   The Panel's Terms of Reference require it, for example, to develop SARPs and procedures for the purpose of safeguarding civil aviation against acts of unlawful interference, to identify and examine new and emerging threats against civil aviation and to develop and recommend appropriate countermeasures against such threats, to provide advice to the Council on policy development on aviation security issues, and to work closely with the International Explosives Technical Commission (IETC), the Ad Hoc Group of Specialists on the Detection of Explosives (AH-DE) and other technical bodies.

1.3   The twenty-first meeting of the Panel (AVSECP/21) was held from 22 to 26 March 2010. This paper presents relevant (Facilitation-related) issues that came up during AVSECP/21.

2.   RELEVANT HIGHLIGHTS OF AVSECP/21

2.1   The following AVSECP/21 agenda items were particularly relevant from a facilitation perspective: item 1, "Developments in aviation security since AVSECP/20" and item 2, "Consideration of a draft Amendment 12 to Annex 17."

2.2   Under agenda item 1, the United States presented a working paper (AVSECP/21-WP/4) highlighting the need to expand aviation security beyond the airport environment, as one of the multiple layers of security. It was suggested that AVSEC Panel members participate in future Facilitation Panel and Technical Advisory Group on Machine Readable Travel Documents meetings in order to assess how information tools such as the Advance Passenger Information (API) and Passenger Name Record (PNR) data schemes, as well as MRTD Programme processes, might be adapted for security purposes.

2.3   Also under item 1, Japan presented a working paper (AVSECP/21-WP/30) on the outcome of the Asia-Pacific Ministerial Conference on Aviation Security held in Tokyo, Japan on 13 March 2010, which was convened following the attempted sabotage of Northwest Airlines flight 253 on 25 December 2009. A joint declaration was adopted by the States participating in the Conference. Sub-paragraph three of the declaration describes the intent of the States to "examine information exchange mechanisms, including the use of liaison officers and the further use of API."

2.4   Subsequent to its discussion, the AVSEC Panel concluded that it was desirable to explore innovative uses of passenger data and their impact on enhancing security. It recommended that AVSEC Panel members should participate in meetings of the FAL Panel in order to consider how information tools such as the API and PNR data schemes, as well as MRTD Programme tools, may be examined in order to assess how these could be adapted for the purpose of enhancing aviation security.

2.5   Under agenda item 2, the Secretariat (AVSECP/21-WP/9) reported on the work of the Secretariat Study Group on Supply Chain Security, which contained proposed new Standards for inclusion in Annex 17. A report on the work of this group is presented separately, in FALP/6-WP/4.

2.6   Also under item 2, in its information paper (AVSECP/21-IP/4) on cargo security, the European Community indicated that the secure supply chain concept may be a far greater guarantor of air cargo security, in many circumstances, than any available technology or methodology. The information paper provided information on appropriate new EU requirements that are going to be introduced with respect to each of the primary actors in a secure supply chain, i.e. the known and account consignors, regulated agents, hauliers, handling agents and air carriers.

2.7   Subsequent to its discussion on item 2, the AVSEC Panel concluded that that aviation security and facilitation measures related to supply chain security are currently driven by different objectives, but are worth considering, where feasible. It recommended that a strategic review of the approaches be undertaken with the objective of integrating aviation security and customs requirements for cargo security, insofar as this is practicable. It is anticipated that this recommendation would drive the future work of the Secretariat Study Group.

2.8   A report on the work of the FAL Panel on the above matters, including any other topic that might be of relevance, will be presented to the next meeting of the AVSECP. In this manner, both Panels will be kept informed of each other's work in areas of mutual interest.

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