International Civil Aviation Organization

WORKING PAPER

SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)

Montréal, 29 to 30 November 2018

Agenda Item 2: Future approaches to managing aviation security risks

DRAFT CONCLUSIONS AND RECOMMENDATIONS FOR AGENDA ITEM 2

(Presented by the Secretariat)

1.   **DISCUSSION**

1.1   The Conference agreed upon the need to address cybersecurity, not only at a national but also on a global scale, noting that potential cyber-attacks on air traffic management, aircraft, and airports remain a concern within the aviation community. Additionally, the delegates noted that addressing cybersecurity involves a number of stakeholders, from both the safety and security environments, including those at the local, national, regional, and international levels, from both States and industry entities.

1.2   In an effort to promote collaboration and information sharing among these stakeholders, the Conference supported the development of an ICAO Global Cybersecurity Strategy. In addition, State representatives discussed ICAO infrastructure for addressing cybersecurity, currently dealt with by the Secretariat Study Group on Cybersecurity (SSGC). While some States supported the creation of a Cybersecurity Panel, others expressed support to continue the development of the Cybersecurity Strategy within the existing SSGC, and have the creation of the Panel follow the Strategy.

1.3   Regarding the future of aviation security systems, the Conference supported innovative approaches to aviation security. In developing future systems, States noted the importance of outcomes-based security measures, with innovation focusing on the security output rather than prescriptive Standards. However, it was noted that in an outcomes-focused security regime, there must be some performance indicators to measure progress on meeting standards that concentrate more on the end results rather than the security practice.

1.4   Human capability and training are pillars of a comprehensive and effective aviation security infrastructure, as underscored by the second priority objective of the Global Aviation Security Plan (GASeP). As the threat to aviation security continues to evolve, a well-trained workforce is instrumental to protecting aviation security targets from attack. Essential to building human capability is the implementation of a robust security culture. States expressed strong support for the development of a security culture, seeing an organization-wide understanding of the importance of a strong aviation security system as a key countermeasure to mitigate threats.

1.5   In building a security culture, the Conference noted key aspects for implementation, including a just culture reporting system and security awareness training. The Conference agreed that a reporting system that allows staff to confidentially and safely report possible gaps in the security system or suspicious activities should be embedded in every entity in the air transport arena. Additionally, the delegates strongly supported the continued development and delivery of security awareness training for all aviation staff, regardless of job title and description. This includes those individuals at the highest levels of management to the operational staff, and both security and non-security personnel.

2.   **CONCLUSIONS**

2.1   The Second High-level Conference on Aviation Security (HLCAS/2) concludes that:

a)   identifying and mitigating emerging threats, such as those posed by Chemical, Biological, and Radiological (CBR) weapons and Remotely Piloted Aircraft Systems (RPAS), remains a priority for aviation security practitioners. Information sharing and collaboration among ICAO, States, and industry on how to best mitigate these threats is necessary;

b)   addressing and mitigating risks within the cyber realm remains a priority for aviation stakeholders. Cooperation and collaboration among stakeholders is essential in the development of a comprehensive approach to address cybersecurity;

c)   industry efforts to develop innovations in aviation security measures are underway and important, but will also require a parallel review of current regulatory frameworks, including ICAO Annex 17 - *Security*;

d)   the integration of a robust security culture for all personnel, in both security and non-security functions, at all levels, is imperative to the development and sustainability of an effective security environment;

e)   regular security awareness training for all personnel within the aviation arena, as a strong security culture underpins the effectiveness of all other aviation security countermeasures; and

f)   targeted, accurate, and effective aviation security training and assistance is key to strengthening aviation security, and the purpose of capacity-building is to provide Member States with the knowledge and capabilities to address both existing and emerging threats.

3.   **RECOMMENDATIONS**

3.1   The Second High-level Conference on Aviation Security (HLCAS/2) recommends that:

a)   ICAO and Member States should continue to develop risk assessments to identify vulnerabilities within their aviation security systems and implement the most effective security measures to mitigate threats;

b)   ICAO, Member States, and industry organizations investing in the development of cybersecurity strategies should continue to develop a comprehensive Cybersecurity Strategy as well as mechanisms to identify and manage risk, including the sharing of appropriate information related to cybersecurity;

c)   ICAO should commence, a feasibility study for the establishment of a Cybersecurity Panel with a clear timeframe, without delaying the ongoing work of the Secretariat Study Group on Cybersecurity;

d)   ICAO, Member States, and industry organizations should ensure existing training remains up-to-date with aviation security best practices and technological advancements, and new training should be developed to address emerging threats to aviation security; and

e)   States develop security culture and security awareness programmes using best practices and tools provided by ICAO and other States that reflect their unique operating environments, and implement these programmes for all stakeholders within the aviation environment.

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