International Civil Aviation Organization

WORKING PAPER

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

Montréal, 29 to 30 November 2018

**CONFERENCE AGENDA, PROVISIONAL PROGRAMME
AND MEETING ARRANGEMENTS**

(Presented by the Secretariat)

SUMMARY

This paper includes the Conference agenda, provisional programme, and meeting arrangements, for the second High-level Conference on Aviation Security (HLCAS/2).

Action: The High-level Conference on Aviation Security is invited to approve the Conference agenda and provisional programme as provided in the Appendices A and B.

1.   **INTRODUCTION**

1.1   The second High-level Conference on Aviation Security (HLCAS/2) will be held at ICAO Headquarters from 29 to 30 November 2018. The HLCAS/2 will produce recommendations on policy guidance and a framework for aviation security as well as related actions by States, industry and ICAO.

2.   **AGENDA AND PROVISIONAL PROGRAMME**

2.1   The Conference will address: current risks and threats to aviation; new approaches for managing these risks; the status of the Global Aviation Security Plan (GASeP); achieving synergies with other areas in aviation; and ensuring sustainability of aviation security measures. The Conference agenda and provisional programme are provided in Appendices A and B.

3.   **CONDUCT OF THE CONFERENCE**

3.1   The meeting will be conducted in accordance with the *Directives of the Council Concerning the Conduct of ICAO Meetings* (Doc 7986-C/915). Written statements by participants are permissible, provided that they are made available in advance for distribution at the Conference. Interventions from the floor are encouraged, but will need to be brief, to allow for broad participation and the determination of a consensus. The meeting shall endeavour to reach unanimous agreement on the substance of all items on its agenda.

3.2   The formal introduction of working papers on which specific action is sought by States or Observers may need to be restricted in order to maximize the time available for substantive discussion on

each of the agenda items. Information papers, i.e. papers not requesting any specific action by the Conference, will not be formally presented. They will, however, form part of the record of the meeting.

4.   **WORKING HOURS**

4.1   The working hours of the meeting will be from 0930 to 1230 hours (morning session) and from 1400 to 1700 hours (afternoon session), with a 30-minute refreshment break in the morning and afternoon of each day. The meeting will work as a single body and a provisional programme is attached at Appendix B. The location of the meeting will be the Assembly Hall on the fourth floor of ICAO Headquarters at 999 Robert-Bourassa Boulevard, Montréal, Quebec, Canada. The ICAO cafeteria on the fifth floor is open to participants during lunch hours.

4.2   The Conference will need to complete the substantive items of the agenda by noon on the second day on Friday, 30 November 2018, for the preparation of draft conclusions and recommendations. They will be posted on the website, in English only, for consideration. Conclusions and recommendations, as approved by the Conference, will be posted in all languages, as the draft yellow cover report by Wednesday, 12 December 2018.

5.   **LANGUAGES**

5.1   The working languages of the meeting are English, Arabic, Chinese, French, Russian and Spanish. Interpretation and translation will be provided in the six ICAO languages.

6.   **SEATING ARRANGEMENTS**

6.1   Seating arrangements during the meeting are based on online registration records. Each delegation representing a Member State can expect a maximum of four reserved seats (two at the table and two behind) as per nameplates arranged in alphabetical order by State name. Additional designated seats are subject to availability.

6.2   Participants who represent international organizations and industry associations will find their designated seats by nameplates arranged by organization or association name, following the States. All other meeting participants are invited to be seated in the areas not designated for either States or Observers at the back of the Assembly Hall, subject to availability. Additional seats are available in the Observation Gallery located on the fifth floor, access to which may be gained by elevators nos. 7 and 8, or by the stairs immediately in front of the Assembly Hall doors on the fourth floor.

6.3   To assist with implementation of the computerized microphone system, it is important that delegates do not change seats designated for them. For further information, or assistance if a change to seating arrangements is required, please contact a member of the Secretariat. Documentation and other personal belongings must not be left in the Conference facilities overnight.

7.   **REGISTRATION**

7.1   All participants must register online for the Conference at the link: https://www.icao.int/meetings/hlcas2. All additional information related to other logistical arrangements is available on the Conference website. General information regarding accommodations and

other facilities in Montréal can be found at https://www.icao.int/Meetings/Pages/List-Of-Hotels.aspx. Credentials are required for the meeting, in the form of a letter providing the name and position of each person authorized to participate in the meeting and stating the capacity in which that person is to serve at the meeting (i.e. Member States: Delegate, Alternate Advisor; Non-Member States/International Organizations: Observer). The letter should be on official letterhead and signed by an appropriate authority of the State, International Organization or other Body represented. A single letter may be used to provide the necessary information for more than one person. The credentials need to be sent in advance to hlcas@icao.int.

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APPENDIX A

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

Agenda Item 1:   AVIATION SECURITY THREAT AND RISK CONTEXT

   a) **Current major risks to international civil aviation**
   b) **Combating insider threat**
   c) **Effective sharing of information**

The security threat to aviation is dynamic, as terrorists adapt to a changing security environment. While the threat varies from place to place, it is also extremely mobile. For example, the transportation of improvised explosives devices (IEDs) through the cargo system can result in IEDs taking unpredictable routes via States that do not regard themselves as being directly under threat. Moreover, there is evidence to suggest that terrorists have continued to seek insiders within the aviation industry to help facilitate attacks (as demonstrated by recent attacks). Against this backdrop, and taking into account risk-based and outcomes-focused approaches, the Conference will conclude on the need for a common and consistent global approach to dealing with the insider threat. The Conference will also discuss the importance of effective mechanisms to ensure that threat and risk information is shared with those who need it (between States and within States, including with industry).

The Conference will be invited to put forward recommendations on:

   o enhancing global understanding of the current threat to aviation while recognizing the importance of progressive aviation security enhancement;
   o increasing States' awareness of the ICAO Risk Context Statement (RCS), while recognizing the importance of adapting it to the unique situation of each State and region, as appropriate;
   o the importance of comprehensively addressing the insider threat through the processing of Amendment 17 to Annex 17 at the earliest opportunity; and
   o the need for a global framework for better threat information sharing.

Agenda Item 2:   FUTURE APPROACHES TO MANAGING AVIATION SECURITY RISKS

   a) **Promoting security culture**
   b) **Fostering resilience of aviation security systems**
   c) **Review of mechanisms to respond to new and evolving threats**
   d) **Addressing cybersecurity**

The Conference will discuss ways to ensure the promotion of effective security culture across all States and within every organization, which would contribute to preventing future acts of unlawful interference. However, it is also important that crisis response capabilities are at optimal levels when crisis events in aviation security do occur. Accordingly, the Conference will consider how the aviation security system could be more resilient against threats by having appropriate countermeasures and recognizing the value that exercises can bring to ensuring well-executed recovery plans. Concrete actions to address emerging issues, including remotely piloted aircraft systems (RPAS) and chemical, biological and radiological (CBR) attacks will be sought. As regards to cybersecurity, the Conference will recognize the increasing importance of sharing cyber threat information by States to improve their security posture.

The Conference will be invited to put forward recommendations on:

- o promoting security culture, and how to create one that fosters an effective national aviation security system;
- o ensuring the resilience of the aviation system to enable States and industry to quickly recover from adversity, and at the same time establish public confidence in the aviation system;
- o further addressing evolving threats such as RPAS and CBR attacks; and
- o the need for all States to share cyber threat information, including indicators of compromise, techniques and procedures used by threat actors as well as incident analyses in order to better identify, assess, monitor, and respond to such threats.

Agenda Item 3:   GLOBAL AVIATION SECURITY PLAN

a) Status of the Global Aviation Security Plan
b) Coordination and delivery of assistance efforts

The Global Aviation Security Plan (GASeP) is the strategic document that guides States and stakeholders towards progressive aviation security enhancement. Its Roadmap outlines goals, targets, and tasks. The Conference will be presented with results arising from the various regional conferences relating to the GASeP and will be invited to consider the status of GASeP implementation to date, as reported by Member States, industry, and ICAO, to reaffirm commitment to meeting the goals and targets set forth in the Plan. The Conference will also recommend a vision for the future evolution of the GASeP, particularly whether the contents of the Plan could be expanded to also include security-related provisions of Annex 9 (Facilitation). To ensure effective implementation of the GASeP by States and stakeholders, the Conference will also consider prioritization of assistance and capacity development requirements, based on targets and performance indicators.

The Conference will be invited to put forward recommendations on:

- o a vision for the future evolution of the GASeP;
- o the latest developments with regard to the GASeP, including a new indicator framework; and
- o ways to optimize ICAO coordination mechanisms of assistance delivery efforts by all concerned.

Agenda Item 4:   ACHIEVING BETTER SYNERGIES WITH OTHER AREAS

a) The need for complementary approaches in aviation safety and security
b) Security-related provisions of Annex 9 (Facilitation)
c) Implementation of aviation security-related resolutions of the United Nations
d) Increasing synergies through inter-agency cooperation

This agenda item focuses on achieving synergies with other areas, such as safety of air navigation, having an important influence on global aviation security. A coordinated and holistic approach should be sought for all elements of the aviation sector. Similarly, the Conference will also consider how Annex 17 (Security) and Annex 9 (Facilitation) are interlinked; for example, how border security and aviation security objectives can complement one another given that criminals and terrorists use all modes of transportation, including commercial aviation, to travel internationally across borders and to carry out their missions. In seeking synergies with other areas, the manner in which national and international action in ensuring the security and integrity of passenger identity and border controls in support of global counter-terrorism efforts coordinated by the United Nations (UN) and under the framework of UN

Security Council resolution 2309 will be reviewed, and proposals for a strategic direction on the way forward would be considered.

The Conference will be invited to put forward recommendations on:

- o improving horizontal coordination on issues that cut across aviation safety and security;
- o how to better use passenger information to inform, assist and support aviation security objectives;
- o addressing criminal activity in the aviation security environment that can lead to identification of terrorist activities; and how such information, where practicable, could be shared among relevant State agencies and jurisdictions, such as law enforcement;
- o the role of regional initiatives and partnerships in aviation security; and
- o national and international initiatives to support UN counter-terrorism efforts on aviation security.

Agenda Item 5:   ENSURING SUSTAINABILITY OF SECURITY MEASURES

   a) Balancing effective security and passenger convenience
   b) Practices that contribute to increased sustainability
   c) Costs and value of security to the global economy

A significant challenge in security is to implement and ensure the appropriate level of aviation security, while also taking into consideration the acceptability of the measures themselves. The Conference will consider different approaches to security, recalling that passengers are at the heart of the aviation system. In this context, participants will recall that risk-based measures, proportionality of counter-measures and other similar best practices, can contribute significantly to the sustainability of aviation security measures. In order to ensure the sustainability of ICAO's aviation security initiatives, the Conference will consider the continuing need for financial and in-kind contributions to supplement ICAO Regular Programme Budget funds, in order to ensure that maximum efforts are made to assist States in addressing aviation security risks, and to overcome Annex 17 implementation challenges.

The Conference will be invited to put forward recommendations on:

- o the importance of continued focus to ensure passengers experience the best level of security while respecting their rights and dignity;
- o how States, ICAO and all stakeholders can collaborate to develop and implement ways and means to achieve sustainable aviation security;
- o how to best allocate resources to aviation security in order to reduce the probability of a successful attack against civil aviation, whilst recognizing that most related decisions that are made are of strategic nature; and
- o how to ensure sustainable funding, through Member States' voluntary contributions of financial and in-kind resources, to increase the reach and success of ICAO's aviation security enhancement activities.

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APPENDIX B

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

DRAFT PROGRAMME

Registration - Wednesday, 28 November 2018

14:00 – 17:00 **On-site Registration**

Day 1 - Thursday, 29 November 2018

07:30 – 09:30 **On-site Registration**

09:30 – 10:00 **OPENING SPEECHES**
- **Mr. Michael Keenan, Deputy Minister, Transport Canada**
- **Dr. Benard Aliu, President of the Council**

ADMINISTRATIVE
- Election of Chairperson and Vice-Chairperson
- Adoption of Agenda

10:00 – 11:00 **HIGH-LEVEL INTRODUCTORY SESSION**

STATUS OF GLOBAL APPROACH IN AVIATION SECURITY

STATUS OF REGIONAL EFFORTS IN AVIATION SECURITY

11:00 – 11:30 **Coffee Break sponsored by** TBC

11:30 – 12:30 **Agenda Item 1:**
AVIATION SECURITY THREAT AND RISK CONTEXT
- Current major risks to international civil aviation
- Combating insider threat
- Effective sharing of information

12:30 – 14:00	**Lunch sponsored by the United Arab Emirates**

14:00 – 15:30	**Agenda Item 2:** **FUTURE APPROACHES TO MANAGING AVIATION SECURITY RISKS** • Promoting security culture • Fostering resilience of aviation security systems • Review of mechanisms to respond to new and evolving threats • Addressing cybersecurity
15:30 – 16:00	**Coffee Break - Sponsored by TBC**

16:00 – 17:30	**Agenda Item 3:** **GLOBAL AVIATION SECURITY PLAN (GASeP)** • Report on the outcomes from the various regional conferences • Status of the GASeP • Coordination and delivery of assistance efforts
17:30 – 19:30	**Reception hosted by the President of the Council and the Secretary General**

Day 2- Friday, 30 November 2018

09:00 – 10:30	**Agenda Item 4:** **ACHIEVING BETTER SYNERGIES WITH OTHER AREAS** • The need for complementary approaches in aviation safety and security • Security-related provisions of Annex 9 (Facilitation) • Implementation of aviation security-related resolutions of the UN • Increasing synergies through inter-agency cooperation
10:30 – 11:00	**Coffee break sponsored by Qatar**

11:00 ─ 12:30	**Agenda Item 5:** **ENSURING SUSTAINABILITY OF SECURITY MEASURES** • Balancing effective security and passenger convenience • Practices that contribute to increased sustainability • Costs and value of security to the global economy
12:30 ─ 14:00	**Lunch sponsored by Qatar**
14:00 ─ 15:30	**REVIEW OF CONCLUSIONS AND RECOMMENDATIONS**
15:30 ─ 16:00	**Coffee break sponsored by TBD**
16:00 ─ 17:00	**ADOPTION OF CONFERENCE COMMUNIQUÉ**
17:00	**Closing address by Secretary General, Dr. Fang Liu**

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