ASSEMBLY — 38TH SESSION

REPORT OF THE EXECUTIVE COMMITTEE
ON
AGENDA ITEM 15

(Presented by the Chairman of the Executive Committee)

The attached report on Agenda Item 15 has been approved by the Executive Committee.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(3 pages)

Agenda Item   15:   Aviation Security — Implementation Support

15.1   At its sixth meeting, the Executive Committee considered the subject of aviation security implementation support, based on a report by the Council (WP/20) on the Aviation Security Assistance and Capacity Building Strategy and the Implementation Support and Development–Security (ISD-SEC) Programme (WP/21). There were also eight additional papers submitted by States and Observers: WP/107; WP/130; WP/152; WP/160; WP/217; WP/299; WP/313; and WP/320.

15.2   In WP/20, the Council highlighted the successful implementation of the Aviation Security Assistance and Capacity Building Strategy, which is the ICAO framework for providing aviation security assistance to States. It also highlighted aviation security training activities, in particular, through the utilization of the Aviation Security Training Centre (ASTC) network, as well as the continued development of relevant training material and the expansion of the ASTC network.

15.3   The Council, in WP/21, proposed continued implementation of the Aviation Security Assistance and Capacity Building Strategy, and further refinement of ICAO's set of assistance and capacity-building activities and tools. This includes strengthening regional cooperative activities and a standardized approach for measuring the assistance that has been provided. In order to enhance the level of training to reach a broader aviation security audience, efforts will be intensified to diversify the range of training activities.

15.4   Canada, in WP/130, proposed on behalf of 12 Member States and International Organizations further development of ICAO's air cargo security training materials and cargo-specific capacity building, under a framework of best practices and six critical pillars of a secure supply chain, emphasizing the importance of ICAO's role in coordinating global assistance activities to prevent duplication of efforts. It invited the Assembly to support this initiative and to take this working paper under consideration when updating Assembly Resolution A37-17.

15.5   In WP/107, the 54 Member States of the African Civil Aviation Commission (AFCAC) expressed support for the Aviation Security Assistance and Capacity Building Strategy. AFCAC acknowledged the positive contributions to aviation security of the ASTC network, but noted that the network should be expanded. It invited the Assembly to further enhance the Strategy with a view to increasing the level of assistance provided, giving priority to developing States, and broadening the network of ASTCs on the African Continent.

15.6   In WP/320, the Latin American Civil Aviation Commission (LACAC) highlighted its activities in the area of aviation security and facilitation, as well as its cooperation with ICAO through the ICAO-LACAC Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG). In particular, LACAC highlighted the work being done by the Regional Group, and offered to make various materials developed available to the international aviation community. The Committee supported the work of the Regional Group and welcomed their contribution.

15.7   The Dominican Republic, in WP/152, described the activities of their new ASTC. Through the endorsement of the ASTC, the Dominican Republic is now better leveraged to contribute to the development and improvement of aviation security training regionally as well as globally.

15.8   India, in WP/160, described security measures being undertaken for protecting and maintaining the integrity of Security Restricted Areas of their airports. Such measures were established based on security risk assessments carried out by the appropriate national authorities.

15.9   In WP/299, the Republic of Korea informed the Assembly of their capacity-building programmes for enhancing aviation security in developing countries, consulting on airport operation and sharing information. These activities are primarily undertaken through the Incheon International Airport and the Korean Airports Corporation.

15.10   The Russian Federation, in WP/217, presented information on the International Conference "Aviation Security" that was held in Moscow in July 2013. In marking the 40th anniversary of the civil aviation security service in Russia, the Conference highlighted Russian aviation security activities and supported the decisions of the ICAO High-level Aviation Security Conference and Twenty-fourth meeting of the Aviation Security Panel (AVSECP/24).

15.11   WP/313 informed the Assembly of the actions of the Commission de l'Union Economique et Monétaire Ouest Africaine (UEMOA) with the support of European Civil Aviation Conference (ECAC) to establish regional AVSEC expertise. UEMOA advised that a compliance monitoring system has been developed to increase the level of compliance in the implementation of provisions of Annex 17.

15.12   The Executive Committee noted with satisfaction the progress in implementation of the Aviation Security Assistance and Capacity Building Strategy during the current triennium and the results of the assistance being provided to States, but called upon ICAO to provide leadership in coordinating the further development of effective, targeted and sustainable capacity-building activities. Acknowledging the high standard of the training that is being provided throughout the ASTC network, the Committee welcomed the prospect of further expanding the network to better enable developing States to benefit from training. The Committee fully endorsed continued implementation of the Strategy, further refinement of the assistance and capacity-building activities and tools and addressing the shortage of aviation security instructors and auditors.

15.13   The Committee noted that assistance should continue to be prioritized for States in need that demonstrate the necessary commitment and ability to sustain improvements. Such assistance should be targeted and risk-based.

15.14   The Committee noted the important work being undertaken relating to air cargo security and fully supported prioritizing the development of new training materials and other cargo-specific capacity-building activities.