



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office  

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WORKING PAPER

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(NACC/DCA/07)**

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**Agenda Item 5: NAM/CAR Regional Safety/Air Navigation/Aviation Security Implementation Matters**  
**5.6 Improvements in Aviation Security/Facilitation (AVSEC/FAL) implementation**

**OPTIMIZING REGIONAL COOPERATION TO ADVANCE AVIATION SECURITY**

(Presented by United States)

**EXECUTIVE SUMMARY**

As terrorist groups persist in their attempts to attack civil aviation through a variety of means, the International Civil Aviation Organization (ICAO) and its Member States are engaged in the development and deployment of new security standards to mitigate acts of unlawful interference against civil aviation, particularly highlighting those caused by improvised explosive devices (IEDs). This paper proposes that the Member States of the North American, Central American and Caribbean (NACC) Region work collaboratively using their collective resources and mechanisms for coordination to expedite implementation to implement such measures.

<b>Action:</b>	Suggested actions in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Security &amp; Facilitation</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Annex 17 – Security</li></ul>

**1. Introduction**

1.1 In recent years, terrorist groups have conducted or attempted to conduct attacks on aviation through the following means:

- Explosive devices concealed in accessible property;
- Explosive devices concealed in cargo;
- Explosive devices concealed in hold baggage;
- Use of airport insiders; and
- Assaults on airport public areas.

1.2 The overall threat posed by IEDs concealed in personal property, hold baggage and cargo consignments, along with insider facilitation to introduce such devices on aircraft, remains a concern as terrorist groups continue to show their intent, capability, and evolving methodologies to exploit vulnerabilities in the global aviation security regime. For these reasons, it is imperative that States, industry, and other stakeholders demonstrate their commitment to work collaboratively to effectively address the threats facing the international civil aviation community.

## 2. DISCUSSION

2.1 While baseline security measures for global aviation security are outlined in the Standards and Recommended Practices (SARPs) of Annex 17 of the Chicago Convention, evolving threats to civil aviation have resulted in vulnerabilities that are challenging to mitigate using traditional methods and technologies. As a result, some individual Member States, including the United States, have set additional requirements for security measures for flights into their territories based upon threat assessments and associated risk analyses. Effective implementation of security measures utilizing technologies and procedures that can mitigate threats posed by IEDs is more important than ever. ICAO and its Member States have taken an important step in this direction with the proposed Amendment 16 to Annex 17 – *Security*, specifically proposing language requiring States to implement screening measures for passengers and accessible property focused on the detection of explosives:

**4.4.1bis** Each Contracting State shall ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by passengers on persons or in cabin baggage. Where these methods are not applied continuously, they shall be used in an unpredictable manner.

2.2 While individual States are required to develop and implement National Civil Aviation Security Programs in line with Annex 17, updated with each new Amendment, States should also seek opportunities to expedite implementation of such security measures, ensuring efficacy and sustainability, through collective efforts within the region. States can learn from neighbours and other partners in the system. Due to the interconnectivity of the global aviation system, all stakeholders have a vested interest in aiding each other in order to ensure effective and sustainable measures. Additionally, regional collaboration may provide States with more opportunities to influence new measures worldwide and ensure their efficacy for their respective region.

2.3 It is recognized that members of the NACC Region have a diversity of capabilities and resources. It is further recognized that contributions in both capabilities and through ideas and initiatives for addressing challenges from the NACC Region would provide value to ICAO as the Organization and its Member States work to raise the baseline of global aviation security as called for in United Nations Security Council Resolution 2309 (2016) and supported by ICAO's No Country Left Behind initiative. Regional mechanisms for work in the area of aviation security include ICAO-NACC, the Latin America Civil Aviation Commission, Central American Corporation for Air Navigation Services, and the Caribbean Aviation Safety and Security Oversight System. As responsibility for activities related to the effective implementation of aviation security is increasingly placed within ICAO's Regional Offices, ICAO-NACC is well-placed to serve as a conduit and facilitator for regional activities related to sharing of best practices, as well as regional collaboration and coordination.

### **3. SUGGESTED ACTION**

3.1 The Forum is invited to note the content in this paper and encourage Member States to partner within the NACC Region to collaboratively address the ongoing diverse threats to aviation and the international aviation security regulatory environment, as well as use regional mechanisms available, including the ICAO-NACC Regional Office, in order to:

- Analyse the current capabilities of NACC States and airports to fulfil new security requirements as detailed in the proposed Amendment 16 of Annex 17;
- Share best practices for implementation of new security requirements;
- Identify and leverage any appropriate opportunities or mechanisms where resources may be shared to fill identified gaps in capabilities with specific focus on technology and procedures to detect the presence of explosives and explosive devices; and
- Continue to provide recommendations for modifications to the ICAO toolkit, including SARPs, guidance material, and capacity building efforts to support continued improvement in effective and sustainable implementation of security measures, including encouraging Member State participation in the relevant working groups of the Aviation Security Panel.