



WORKING PAPER

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**Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and
 Facilitation Regional Group (AVSEC/FAL/RG/9)**

Santo Domingo, Dominican Republic, 27 to 29 March 2019

- Agenda Item 3: Global and Regional Developments**
- 3.1 ICAO Global Activities related to Aviation Security and Facilitation**
Annex 17, AVSEC Panel, AVSEC Manual
Annex 9, FAL Panel, Facilitation Manual
Universal Security Audit Programme and Continuous
Monitoring Approach (USAP-CMA)

**REPORT OF THE ICAO IMPLEMENTATION SUPPORT AND DEVELOPMENT –
 SECURITY (ISD-SEC) PROGRAMME**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This working paper reports on the ICAO Implementation Support and Development – Security (ISD-SEC) Programme, highlighting initiatives and activities undertaken to support States in implementing Annex 17 – <i>Security</i> and sustaining effective aviation security measures over time.</p>	
Action:	Suggested action is referred in Section 6.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none"> • Doc 10075 – <i>Assembly Resolutions in Force (as of 6 October 2016)</i> • Annex 17 – <i>Security</i> • Doc 8973 – <i>Restricted, Aviation Security Manual</i> • GASeP • Conclusions of the NAM/CAR and SAM Regional Conference on Aviation Security for the Americas and the Caribbean, Panamá, 24-27 July 2018 • Regional Roadmap (Panama conclusions) • Second High –level Conference on Aviation Security (HLCAS/2), Montreal, Canada, 29-30 November 2018 • Terms of reference of Reference, Work Programme, and Projects of the ICAO/LACAC NAM/CAR and SAM AVSEC/FAL Regional Group

1. Introduction

1.1 Pursuant to Assembly Resolution A39-18, the Secretariat aims to implement targeted assistance to address identified aviation security deficiencies for those States in need. The importance of aviation security was also reaffirmed with the adoption of the United Nations Security Council Resolution (UNSCR) 2309 (2016), calling on ICAO to assist States in complying with international aviation security standards. Aviation security capacity-building at ICAO, managed by the Implementation Support and Development – Security Section (ISD-SEC), is also informed by the requirements of the Global Aviation Security Plan (GASeP) adopted by the 212th Session of the ICAO Council in November 2017. The GASeP will serve as a roadmap to improve aviation security, and will help to guide future capacity development work undertaken by ICAO, thereby complementing existing Assembly Resolutions and the *No Country Left Behind* (NCLB) initiative. The GASeP identifies five key priority outcomes where ICAO, Member States and stakeholders should focus their urgent attention, resources and efforts to enhance aviation security and improve security effectiveness on a global scale.

1.2 Targeted aviation security and assistance is delivered in ICAO through ISD-SEC in coordination with ICAO Regional Officers for Aviation Security and Facilitation (RO/ASF). ICAO accomplishes its mission of addressing aviation security deficiencies via comprehensive training and assistance measures, both in mitigating core deficiencies identified in States via the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) and in building capabilities for Member States to sustain effective implementation of countermeasures over time.

1.3 This working paper highlights actions taken to provide assistance to Member States and informs the NACC/DCA on developments relating to the capacity-building processes and activities of ICAO. The work conducted is described below under the GASeP priority areas.

2. Enhance risk awareness and response

2.1 In 2018, the ICAO Risk Management Workshop was aligned with aviation security guidance material in the 10th edition of the ICAO *Aviation Security Manual* (Doc 8973 – Restricted) and the ICAO *Risk Context Statement* (Doc 10108 — Restricted) was developed and being maintained by the Working Group on Threat and Risk (WGTR). This effort incorporated international best practices for risk management that States can utilize for aviation security risk assessments, and creates consistent messaging within ICAO on training, guidance, and policy regarding risk. The revised Risk Management Workshop is exercise intensive, requiring a high degree of instructor facilitation. This, in combination with the emphasis placed on a robust and comprehensive risk assessment in the GASeP, led ICAO to hold nine train-the-trainer sessions in 2018. The purpose of these sessions is to expand the cadre of ICAO-certified aviation security instructors that can deliver the workshop. In addition, the revised Risk Management Workshop was delivered nine times in 2018.

3. Develop security culture and human capability

3.1 Through the promulgation of an annual AVSEC training schedule and under the auspices of the NCLB initiative, ICAO provides all Member States the opportunity to receive training in order to develop their capacity to implement a sustainable national aviation security system. Such training is primarily provided throughout the Aviation Security Training Centre (ASTC) Network. Currently, the worldwide network of ASTCs has 35 members, with the addition of three new members in Egypt (EGYPTAIR Training Academy in Cairo), Cameroon (CAAC Training Centre in Douala), and Nigeria (FAAN Training Centre in Lagos), respectively. Training workshops and courses were provided through the ASTCs through an assessment of regional needs and in collaboration with the ROs/ASF and their knowledge of the aviation security requirements in their regions. In 2018, there were a total of 42 ICAO-sponsored courses and workshops conducted through the ASTC Network, with 646 aviation security specialists from a total of 107 Member States having benefitted from training. This represents a marked increase in training provided via the ASTC Network, with each ASTC conducting at least one ICAO-sponsored training event and a 42% increase in participants in 2018 over 2017. ICAO also held five Aviation Security Instructor Certification sessions in 2018, certifying additional 66 instructors from all ICAO regions, bringing the total of ICAO-certified Aviation Security instructors to 268. These outstanding training results were achieved by utilizing the generous voluntary contributions from States, including Canada and the Republic of Korea.

3.2 In addition to providing training to Member States, ISD-SEC continues its review of all aviation security training materials and workshops to ensure it remains effective and aligned with Annex 17 – *Security* and the 10th edition of the *ICAO Aviation Security Manual* (Doc 8973 – Restricted). In 2018, the following workshops and courses are undergoing reviews and updates by experts to ensure that they focus on developing the necessary aviation security capabilities: Basic, Airport Security Supervisors, Aviation Security National Inspectors, Aviation Security Management, Aviation Security Instructors, Airport Security Programme, National Civil Aviation Security Training Programme, and National Civil Aviation Security Quality Control Programme. These reviews have been conducted by Secretariat staff, experts within the ASTC Network, and members of the Working Group on Training. In addition, the Secretariat has developed and delivered National Inspector’s On-the-Job training as an implementation counterpart to its National Inspectors Course.

3.3 ICAO has partnered with States to develop aviation security training and promote the importance of a strong security culture. ISD-SEC collaborated with Singapore Aviation Academy to develop and deliver the Directors General of Civil Aviation Programme on Aviation Security, which enriches awareness and understanding of the international civil aviation security framework and its compliance requirements. The inaugural session was hosted in Montréal with 19 executives from 15 States in attendance. ICAO also partnered with China to develop and deliver the CAA Senior and Middle Managers Training Course. The course was designed with the collaboration of ISD-SEC and its objective is to enable senior and middle managers to lead, manage and continuously monitor the implementation of ICAO Standards and Recommended Practices (SARPs) in their States, mainly focusing on aviation security as well as safety. The course was delivered 21 times in 2018 and will continue to provide support for its delivery in 2019. Finally, during the 2018 Aviation Security Symposium (AVSEC18), ICAO partnered with Belgium, Portugal, and the United Kingdom to deliver the Security Culture Workshop based on the Security Culture Toolkit developed by the Working Group on Training.

4. Increase cooperation and support

4.1 In implementing the NCLB initiative, ISD-SEC, in collaboration with the Regional Offices, generates Aviation Security Improvement Plans (ASIPs). These are short to medium-term, multi-phased, plans for State capacity building based upon an assessment of needs and the commitment of the State to improve their aviation security capabilities. ASIPs are tailored to a State based on specific needs, and provide a timeline of assistance and training to be delivered with goals that States must achieve to ensure effective implementation.

4.2 In 2018, thirteen States remained actively engaged in the implementation of an ASIP: two States in Western and Central Africa (WACAF); two States in the North American, Central American, and Caribbean region (NACC); four States in the Asia and Pacific region (APAC); and five States in the South American region (SAM). In 2018, ASIP activities were completed in five States: three in SAM, one in WACAF, and one in NACC. Six ASIPs were on hold for all or part of the year for reasons including the lack of progress by the State in carrying out the agreed activities under the ASIP or regional conflicts. In addition to assistance provided to States under the ASIP framework, eleven States were provided direct assistance through the conduct of a needs assessment or tailored in-State training events.

4.3 ISD-SEC and the Regional Offices work with stakeholders and entities to provide needed assistance tailored specifically for a region. This includes continued support for the implementation of the Technical Co-operation Bureau (TCB) regional Cooperative Aviation Security Programmes in Asia and Pacific (CASP-AP) and the Middle East (CASP-MID), as well as the implementation of the Comprehensive Regional Implementation Plans for Aviation Security and Facilitation in Africa and the Middle East (AFI SECFAL and MID SECFAL, respectively). ICAO Regional Offices also promoted aviation security through a variety of meetings and initiatives. These include providing support to States in implementing Standards and Recommended Practices (SARPs) in Annex 17 – *Security* and security-related SARPs in Annex 9 – *Facilitation*, supporting the development of new training materials by regional entities, and leading efforts to work with other entities providing assistance in the region to avoid duplication of effort to maximize the use of limited resources.

4.4 ICAO provides aviation security technical experts and capacity development materials to States in need, funded directly by donors, to improve global aviation security. The continued voluntary contributions from States, including Canada, Chile, China, Japan, the Republic of Korea and the United States, allowed the provision of assistance to States throughout 2018 under the framework of the ICAO Aviation Security Assistance and Capacity Building Strategy. The voluntary funds have been used to deliver targeted assistance, conduct needs assessments, implement ASIPs, and fund staffing positions to ensure the effective application of aviation security support. These contributions are essential to ensure that States in need receive the assistance and training required. In addition to the use of voluntary fund contributions by Member States to support the provision of assistance to States in need, ICAO also partners directly with States to fund specific assistance projects. For example, ISD-SEC has partnered with the United Kingdom and the United States to provide three assistance activities to the Pakistan Aviation Security Forces.

4.5 ICAO also works with regional and international organizations to expand their scope and expertise in the provision of assistance to States. ICAO provided aviation security experts to the United Nations Counter Terrorism Directorate (CTED) to assist on five site visits, which are comprehensive visits to an airport to determine the efficacy of security measures, to include aviation security and border security. For example, ICAO worked with the United Nations Office on Drugs and Crime (UNODC) to conduct the ICAO Air Cargo and Mail Security Course in several States as part of the UNODC's Cargo Container Programme. ICAO also continued its partnership with the World Customs Organization, updating and delivering the Joint ICAO/WCO Cargo Security and Facilitation Workshop last February in Nairobi, Kenya. Two more editions are planned to take place during 2019, one in SAM and other in the WACAF Regions. Additionally, ICAO partnered with Airports Council International (ACI) in the delivery of the ICAO-ACI Management of Airport Security Course, and in the provision of operational assessments as part of the ACI Airport Excellence in Security Programme (APEX in Security).

4.6 ICAO has continued its partnership with Concordia University to develop and implement the Aviation Security Professional Management Course (PMC). The goal of the PMC is to provide aviation security professionals with best practices relating to the implementation of security systems to improve airport security operations. In 2018, four PMC courses were completed in three regions. ICAO is currently working with Concordia to update the content and delivery methods of the PMC.

5. Challenges

5.1 A key challenge in providing capacity building to States remains the ability of whether the assistance and training has improved the security posture of the State. Understanding the effectiveness of capacity development is also important when assessing the implementation of the GAsEP and the actions taken by ICAO, Member States, and industry to improve global aviation security performance. Accurate measuring outcomes of assistance require more than USAP-CMA results, such as the acquisition of comprehensive data from the States in which capacity development is provided. Collecting that data remains an on-going challenge. ISD-SEC continues to identify partners and processes to provide precise data to develop and populate performance metrics to determine the effectiveness of capacity building activities in a timely manner; both within the organization and in partnership with other entities.

5.2 The continued voluntary contributions from States, including Canada, Chile, China, Japan, the Republic of Korea and the United States, allowed the provision of assistance to States throughout 2018 under the framework of the ICAO Aviation Security Assistance and Capacity Building Strategy. The voluntary funds have been used to deliver targeted assistance, conduct needs assessments, implement ASIPs, and fund staffing positions to ensure the effective application of aviation security support. These contributions are essential to ensure that States in need receive the assistance and training required.

6. Suggested actions

6.1 The Meeting is invited to:

- a) note the information in this paper;
- b) further support the ICAO aviation security assistance programme; and
- c) encourage States with difficulties in implementing ICAO Annex 17 or Annex 9 (security related)
- d) provide provisions to contact the ICAO NACC/SAM Regional Offices and the ISD-SEC and request assistance; and
- e) encouraging States and organizations to support/partner with ICAO to do so.

— END —