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

WORKING PAPER

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Agenda Item 7: NAM/CAR Regional Aviation Security/Facilitation Implementation
7.2 Aviation Security/Facilitation Implementation Matters

IMPLEMENTATION OF THE GLOBAL AVIATION SECURITY PLAN (GASEP)

(Presented by United States)

EXECUTIVE SUMMARY	
This paper addresses ongoing implementation and monitoring of the Global Aviation Security Plan (GASeP) in support of the appropriate, effective, and sustainable implementation of Annex 17 Standards and Recommended Practices (SARPs).	
Action:	Ask the Secretariat in Montreal and the Mexico City Regional Office for continued guidance in ensuring proper monitoring of the GASeP and key outputs and indicators. Ask States to continue to support and participate in the AVSEC/FAL/RG.
Strategic Objectives:	• Security & Facilitation
References:	• Global Aviation Security Plan (2017) • NAM-CAR-SAM Regional GASeP Roadmap

1.   Introduction

1.1   The Global Aviation Security Plan (GASeP) was adopted by the ICAO Council during its 212th session in November 2017, with supporting regional roadmaps developed throughout the course of 2018. Regional roadmaps were finalized at a series of high-level regional meetings, and the culmination of these efforts was a key point of discussion during ICAO's 2nd High Level Conference on Aviation Security (HLCAS) in November 2019. The GASeP was developed as a collaborative effort between States and the ICAO Secretariat with the aim of creating a strategic document, highlighting issues of key importance in aviation security. As stated in its purpose, the GASeP "incorporates the key aspects and themes from United Nations Security Council Resolution (UNSCR) 2309 (2016) and ICAO Assembly Resolution A39-18."

1.2   The GASeP outlines five priority areas, each with corresponding priority actions: 1) Enhance Risk Awareness and Response, 2) Develop Security Culture and Human Capability, 3) Improve Technological Resources and Foster Innovation, 4) Improve Oversight and Quality Assurance, and 5) Increase Cooperation and Support. In turn, global and regional roadmaps include targets and identify specific tasks and work programs to be undertaken by States or through ICAO in support of achieving the priority actions. In addition to the qualitative indicators included in the global roadmap, the GASeP includes quantitative aspirational global targets associated with the effective implementation (EI) of Annex 17 Standards as assessed through ICAO's Universal Security Audit Programme (USAP). The targets are: a) by 2020 80% of States reach above 65% EI, b) by 2023 90% of States reach above 80% EI, and c) by 2030 100% of States reach above 90% EI.

2.   Benefits

2.1   The GASeP both promotes and is dependent upon coordination and partnership among ICAO, its Member States, and aviation security stakeholders. The five priority areas are integral, foundational components of an aviation security system. UNSCR 2309 (2016) highlighted the interdependency of the global aviation system and articulated the responsibilities of all States to enhance and strengthen global aviation security. The GASeP provides a roadmap and detail for how ICAO, States, and stakeholders can work towards this end.

2.2   With the addition of regional roadmaps, the GASeP framework affords States the ability to outline work to be completed within the ICAO Regions, prioritizing efforts based upon regional needs, capabilities, and identified vulnerabilities or deficiencies. The regional roadmap for the North American, Caribbean, and South American (NAM-CAR/SAM) regions was adopted during a Regional GASeP Conference in Panama City, Panama in July 2018. This roadmap further expands upon the global roadmap, noting activities that need to be accomplished via coordination with ICAO and the NAM-CAR/SAM Regional Offices, and those that are the province of States or industry.

2.3   Further, this regional roadmap is informing and guiding the work of the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) that is jointly supported by the ICAO Secretariat and the Latin American Civil Aviation Commission (LACAC). During the 9th meeting of this group in Santo Domingo, Dominican Republic, the AVSEC/FAL/RG agreed to organize its work program into working groups aligned with the GASeP and the regional roadmap. Such a structure provides the opportunity for the AVSEC/FAL/RG to ensure that work is prioritized to support regional implementation of the GASeP, with the ultimate aim of positively affecting implementation of Annex 17 Standards throughout the NAM-CAR and SAM regions.

3. **Challenges**

3.1   One of the most important challenges faced in implementing the GASeP, both globally and regionally, is ensuring that it is used as the tool it was intended to be – that is, a strategic document with supporting roadmaps for implementation. The GASeP is intended to be a means to an end and that end remains *the effective and sustainable implementation of Annex 17 SARPs globally.*

3.2   The GASeP is not a regulatory document, nor does it contain Standards as Annex 17 does. Over time, the GASeP and roadmaps should and will be revised as the aviation security community works towards that end goal. Monitoring implementation of the GASeP should not become an onerous activity that detracts States' time or resources from achieving the effective and sustainable implementation of Annex 17 SARPs.

4. **Next Steps**

4.1   The focus of the next triennium will continue to be implementation of the GASeP with the aim of positively affecting global security through the appropriate, effective, and sustainable implementation of Annex 17 SARPs. It is important that regional efforts remain in line with these same goals. The AVSEC/FAL/RG is working diligently to ensure its work program meets the needs of the NAM-CAR/SAM regions.

4.2   ICAO Headquarters and Regional Offices are working together on identifying data from the USAP that can be used to inform on the implementation of the GASeP, in line with performance related to Annex 17 SARPs. Issues from the USAP and from other quality control activities that identify system vulnerabilities should be used as the most instructive data points and inform prioritization of GASeP activities at both the State and regional levels

4.3   The next step for States in this region should be to prioritize GASeP activities ensuring that time and resources are focused first where need is greatest. While each priority area of the GASeP is integral to establishing and sustaining effective aviation systems, some areas may prove to be foundational and must be addressed before others. Particularly, establishment of strong quality control systems can aid in informing on other areas of the system.

4.4   Guidance from the ICAO Secretariat to States and regions, would aid in appropriately monitoring GASeP implementation without overtaking the ultimate goal of focusing on Annex 17 implementation. Lessons may be learned from the implementation of the Global Aviation Safety Plan, particularly related to idenfying how key performance indicators were identified and prioritized in the Universal Safety Oversight Audit Programme.

5.   **Action**

5.1   The Meeting is invited to:

a)   Note the importance of the GASeP as a tool, providing direction on work plans for ICAO, Member States, and stakeholders to positively affect implementation of Annex 17 SARPs,

b)   Support the work program of the AVSEC/FAL/RG and encourage increased participation by States in that group, and

c)   Request the ICAO Secretariat to continue to provide support, advice, and guidance on prioritization of GASeP tasks, monitoring of implementation, and the development of key indicators in support of achieving the aspirational goals of the GASeP.

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