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# GASeP Regional Roadmap in NAM, CAR and SAM Regions

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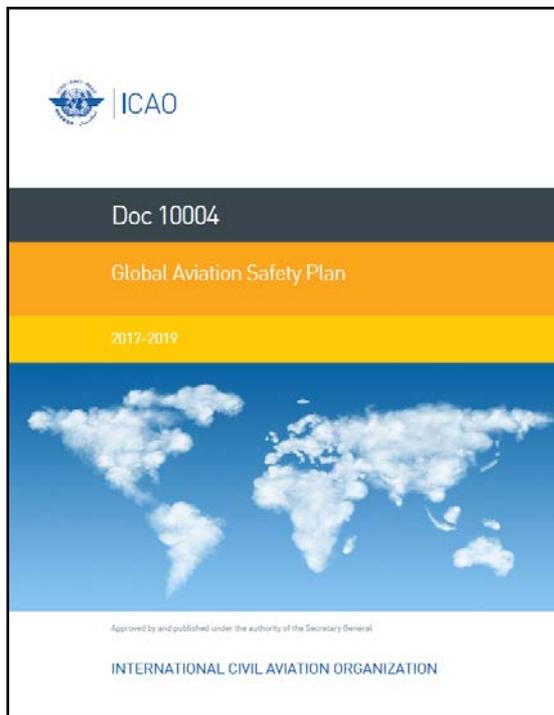
**Mexico City, 17-21 February 2020**



# Global Aviation Plans' Features

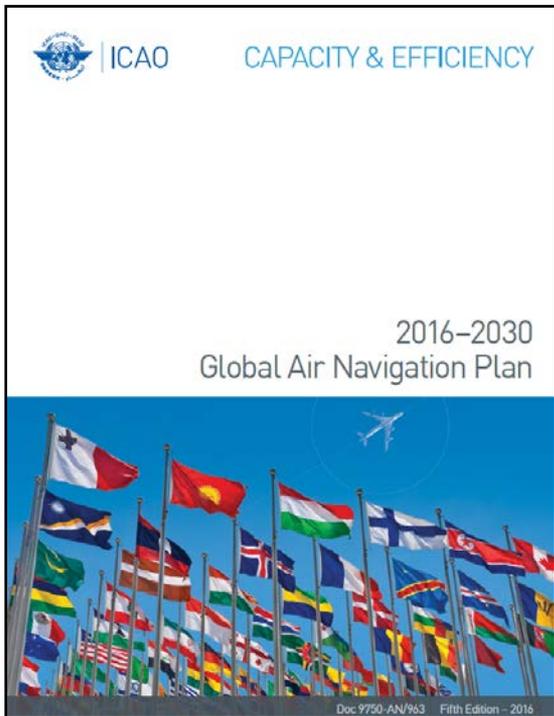
- ✈ Set out strategy, objectives and framework
- ✈ Promote harmonization and coordination efforts
- ✈ Involve all stakeholders
- ✈ Prioritize technical work programme of ICAO
- ✈ Roadmaps
- ✈ Consistency and interrelation
- ✈ Follow-up by regional groups and global study groups





## GOALS FOR THE DRAFT 2020-2022 EDITION OF THE *GASP* ARE PROPOSED:





**GLOBAL STRATEGIC** ✕

Provides high-level strategic directions for decision makers to drive the evolution of the global air navigation system towards a common agreed vision.

**GANP STRATEGY**

**GLOBAL TECHNICAL** ✕

Supports technical managers in planning the implementation of basic air navigation services and new operational improvements in a cost-effective manner.

**ASBUs AN-SPA BBBs & PF**

**REGIONAL** ✕

Addresses regional and sub-regional needs aligned with the global objectives.

- AFI ANP
- APAC ANP
- EUR ANP
- MID ANP
- NAM ANP
- NAT ANP
- CARSAM ANP

**NATIONAL** ✕

Development by States, in coordination with relevant stakeholders, of air navigation plans aligned with regional and global plans.

**NANP TEMPLATE CBA CHECKLIST**



Likelihood	Severity/Consequence			
	Highly harmful (II)	Major (III)	Minor (IV)	Extremely harmful (I)
Highly unlikely (II)	Trivial risk (I)	Low risk (II)	Medium risk (III)	High risk (IV)
Unlikely (III)	Trivial risk (I)	Low risk (II)	Medium risk (III)	High risk (IV)
Likely (IV)	Trivial risk (I)	Low risk (II)	Medium risk (III)	High risk (IV)



Enhance risk awareness and response;

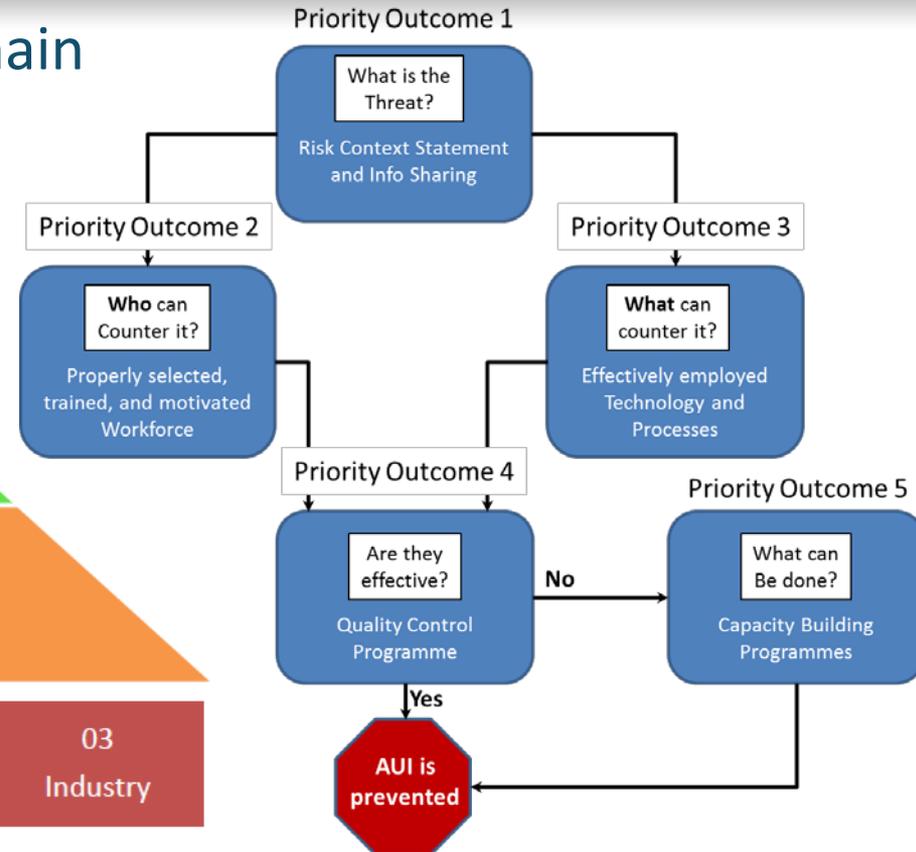
Develop security culture and human capability;

Improve technological resources and innovation;

Improve oversight and quality assurance; and,

Increase cooperation and support.

GAsEP hierarchy and role of the main actors...





## Aspirational Global (and Regional) Targets

By Year	Percentage of States	Achieve Effective Implementation (EI) Rate
2020	80%	65%
2023	90%	80%
2030	100%	90%



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# GASeP Regional Conference



**NAM/CAR AND SAM GASeP PANAMA CONFERENCE DECLARATION**

The NAM/CAR y SAM Regional Conference to "Address common challenges through implementation of the ICAO Global Aviation Security Plan (GASep)" was conducted in Panama city, Panama from 24 to 27 July 2018. The participants of the conference (States, International and Regional Organizations and Industry) agreed on the following:

- To recognize that the regional aviation security roadmap is a living document contributing to effective implementation of the GASep by States and other stakeholders in the NAM/CAR y SAM regions and if and where appropriate beyond;
- To designate the AVSECFAL Regional Group the responsibility for maintaining updated the regional aviation security roadmap in coordination with the NACC and SAM Regional Offices, and other involved entities, as appropriate;
- To commit to work together with the shared and common goal of achieving the five key priority outcomes of the GASep in the entire NAM/CAR y SAM regions in the time scale set out in Appendix A to the regional roadmap;
- To recognize that the five key priority outcomes of the GASep provide a welcome focus whose achievement would represent a qualitative improvement in global aviation security;
- To request ICAO, the commitment to update the information of USAP-CMA activities, mainly on how the CMA will be developed, including the factors and indicators, on how States can progress in the different type of audit activities according to their achieved results;
- To develop a coordination system among the NAM/CAR and SAM States, involved parties and ICAO on audits and peer review through the development and implementation of rectification plans at national and regional levels to address gaps and vulnerabilities identified, including enhance training and guidance on quality control and assurance;
- To request ICAO, to improve the USAP-CMA process in order to provide liable and updated information on the effective implementation of the of ICAO aviation security Standards;
- To support the ICAO "No country left behind" initiative, so that States, regional organizations and stakeholders, in coordination with ICAO NACC and SAM regional offices commit to give support to other States in the implementation and compliance of the regional roadmap, if needed;

## NAM/CAR and SAM GASeP Panama Conference (Panama City, 24-27 July 2018)



# Aspirational NAM/CAR & SAM Regional Targets

By Year	Percentage of States	Achieve Effective Implementation (EI) Rate
2020	80%	70%
2023	90%	85%
2030	100%	90%



**Security SARPs compliance**



**PoC network**



**Overall level of effective implementation**



**Communication, forums, coordination, assistance**



**ICAO surveys/questionnaires**



**Workshops and training**



**Documentation and guidance material**



**Oversight activity**



<b>Priority Outcome</b>	<b>1. ENHANCE RISK AWARENESS AND RESPONSE</b>
<b>Priority Actions (PAs)</b>	<ul style="list-style-type: none"><li>1.1 Keep global threat picture under regular review and enhance dissemination of threat and risk advice.</li><li>1.2 Improve training on risk assessment.</li><li>1.3 Review relevant ICAO Annex 17 provisions and guidance for highest risk areas.</li><li>1.4 Establish an up-to-date framework in each State for conducting national and local risk assessments.</li><li>1.5 Ensure effective internal mechanisms for communicating information/assessments to those who need it.</li><li>1.6 Review current screening arrangements in light of national risk assessment.</li><li>1.7 Review personnel security measures taking into account risk advice and guidance on insider threat.</li><li>1.8 Ensure holistic aviation perspective and appropriate impact assessments.</li></ul>

Accept Avoid



<b>Priority Outcome</b>	<b>2. DEVELOP SECURITY CULTURE AND HUMAN CAPABILITY</b>
<b>Priority Actions (PAs)</b>	<ul style="list-style-type: none"><li>2.1 Build and promote security culture.</li><li>2.2 Develop/review national training programmes, taking account of risk.</li><li>2.3 Professionalize work force and ensure continuous performance.</li><li>2.4 Develop baseline requirements/minimum qualification for personnel involved in security.</li><li>2.5 Revise ICAO training material and guidance, focusing on core aviation security skills/needs.</li><li>2.6 Review and enhance ICAO security-related training activities.</li></ul>





ICAO Workshop on Aviation Security (AVSEC) Technology

<b>Priority Outcome</b>	<b>3. IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION</b>
<b>Priority Actions (PAs)</b>	<ul style="list-style-type: none"><li>3.1 Enhance technical advice to States.</li><li>3.2 Promote innovative techniques and technologies by States and industry.</li><li>3.3 Promote consistency of technical specifications for security equipment.</li><li>3.4 Consider minimum technical specifications for security equipment.</li><li>3.5 Increase use of appropriate technology for screening and facilitation.</li><li>3.6 Develop and improve the efficiency of certification processes and operational use of security equipment, including human factors.</li><li>3.7 Consider and evaluate the use of passenger information to inform and assist aviation security.</li></ul>

# INNOVATION





<b>Priority Outcome</b>	<b>4. IMPROVE OVERSIGHT AND QUALITY ASSURANCE</b>
<b>Priority Action (PA)</b>	<ul style="list-style-type: none"><li>4.1 Develop regional USAP-CMA targets on the levels of effective implementation of security measures.</li><li>4.2 Coordinate efforts between States, stakeholders and ICAO on audits and peer review.</li><li>4.3 Develop and implement rectification plans at national and local levels to address gaps and vulnerabilities identified.</li><li>4.4 Enhance USAP-CMA to provide reliable information regarding the effective implementation of aviation security measures.</li><li>4.5 Enhance training and guidance on quality assurance.</li></ul>



<b>Priority Outcome</b>	<b>5. INCREASE COOPERATION AND SUPPORT</b>
<b>Priority Actions (PA)</b>	<ul style="list-style-type: none"><li>5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review.</li><li>5.2 Provide increased assistance (where possible) for capacity development.</li><li>5.3 Commit to enhance effective implementation by recipient States.</li><li>5.4 Ensure all national entities concerned are actively involved in implementation of measures.</li><li>5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.).</li><li>5.6 Enhance ICAO's capability and effectiveness in delivering assistance.</li></ul>



# AVSEC Emerging Issues



**Landside security**



**Unmanned Aircraft Systems**



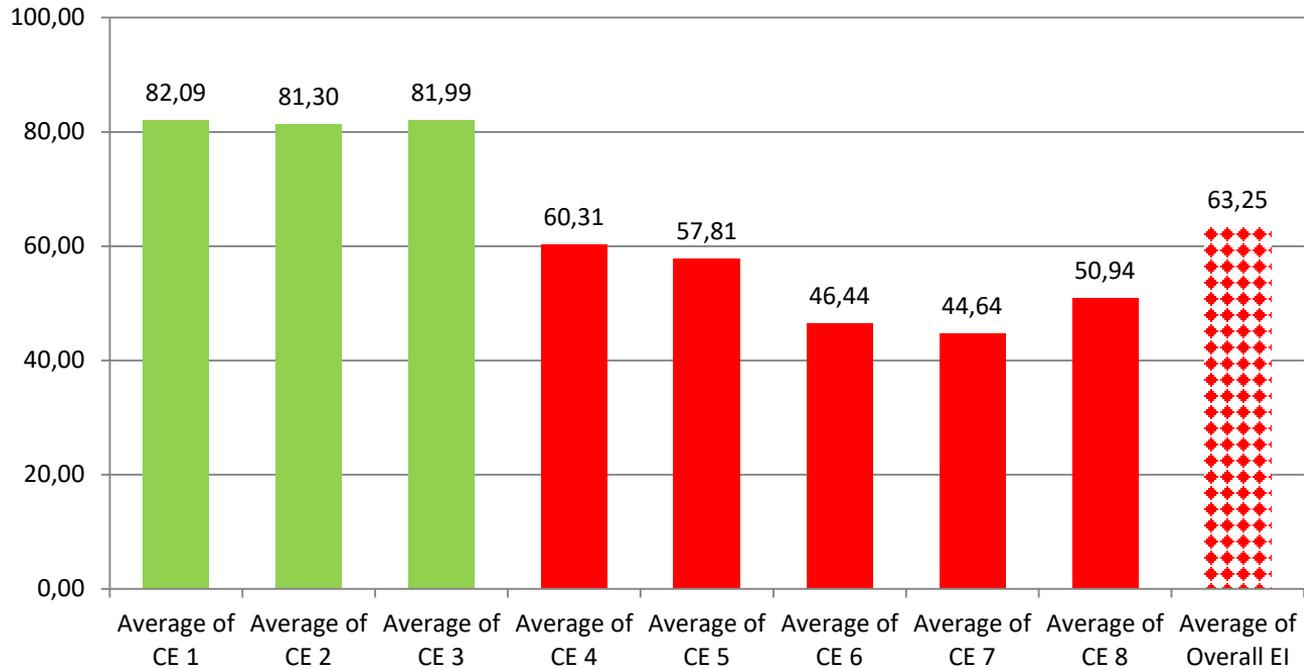
**Cybersecurity**



**API-PNR Guidelines**

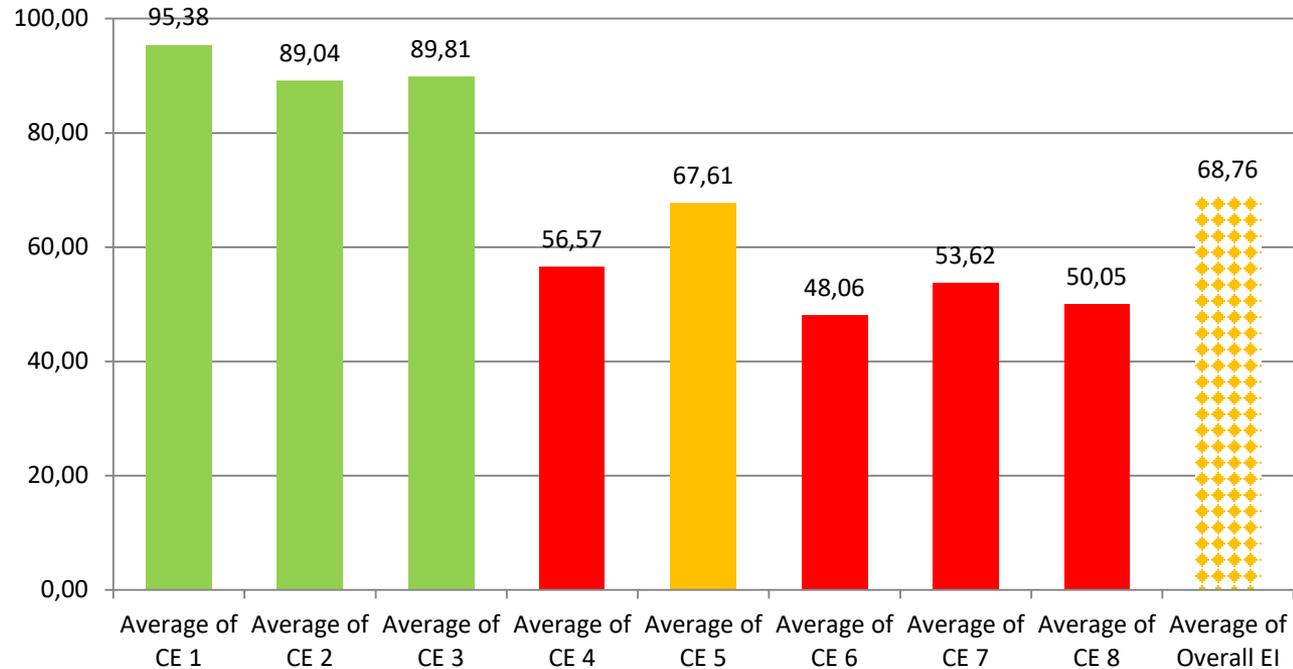


## Critical Element Averages - NACC Region (January 2020)





## Critical Element Averages - SAM Region (January 2020)





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THANK YOU!