



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

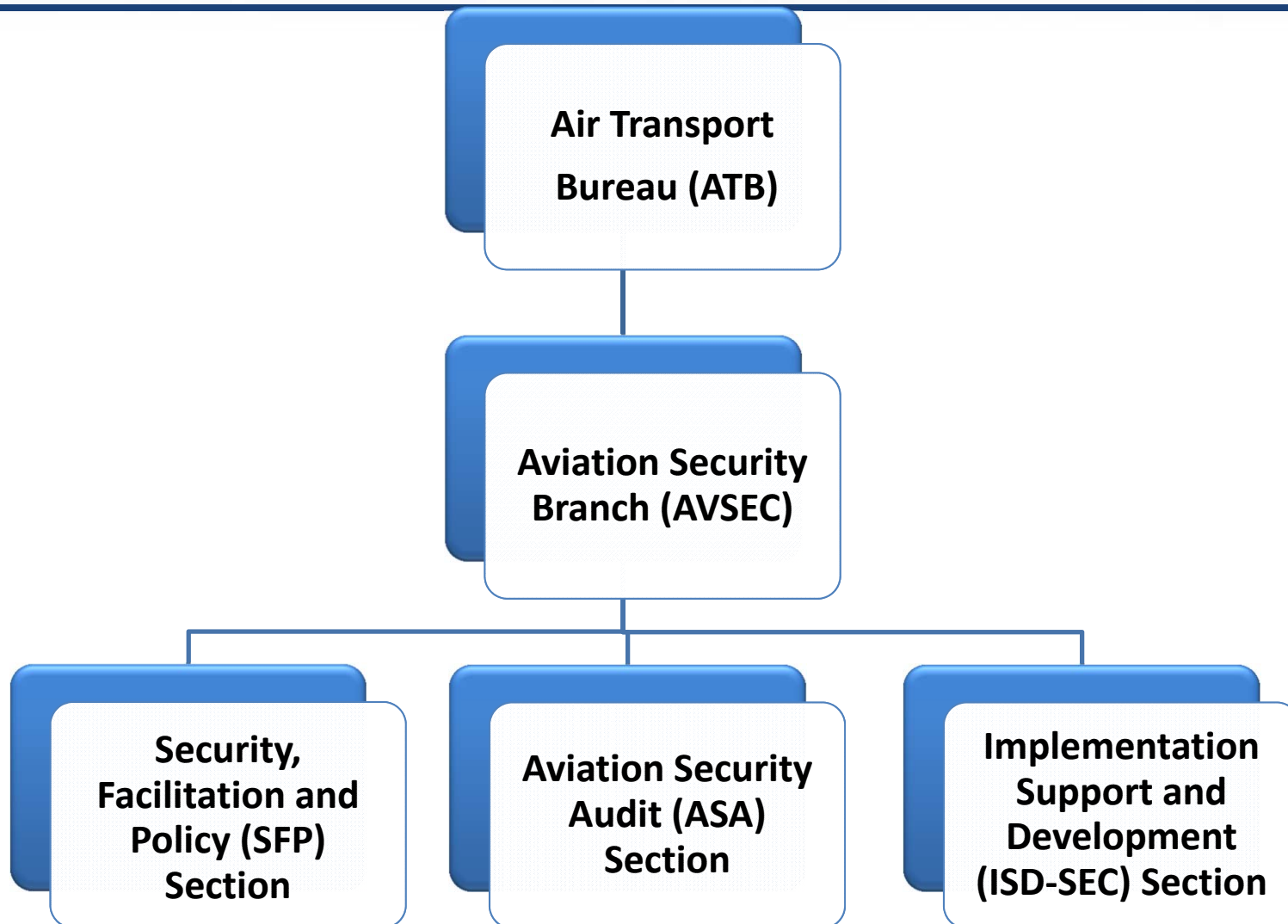
Implementation Support and Development – Security

Regional Seminar on Aviation Security

17 and 18 June 2013
Lima, Peru

Juan Lamosa

ICAO AVSEC Structure (HQ)



ICAO AVSEC ASSISTANCE



Universal Aviation Security Audit Programme

OBJECTIVE
VALIDATE
THE OVERSIGHT CAPABILITY
AND
IMPLEMENTATION OF SARPS
IN STATE



**USAP Audit missions
Validation of Corrective
Action Plans
Bridge to Assistance**

Implementation Support and Development Programme

OBJECTIVE

ASSIST STATES TO
ACHIEVE COMPLIANCE WITH
SECURITY RELATED SARPS



**Aviation Security Training
Packages (ASTPs)
AVSEC Training
Workshops/Exercises
Short-term Assistance**

Technical Cooperation Bureau

OBJECTIVE

REMEDIAL ASSISTANCE
PROJECTS
(COST RECOVERY)



**Recruitment of Experts
Procurement Assistance
Project Documents
Source for Funding
Long-term Assistance**

State/Regional Improvement Plans



- Assistance partnership between ICAO & the State(s)
- Shared responsibility from assessment to implementation
- Milestones

- Systematic method of prioritizing States in need
 - Analysis factors such as USAP audit results, flight volume, and number of international flight destinations are taken into consideration
 - Analysis formula: 70% audit results/15% flight volume/15% number of international flight destinations
 - Other information provided by: ROs - AVSEC, Public information sources, Member States, TCB, etc.
 - An ongoing process

State/Regional Improvement Plans



- Accountability
- Flexibility
- Follow-up / validation mission

SIP Life Cycle



- State identified for assistance:
 - Priority analysis process; USAP audit result (i.e. SSeC); RO proposal to ISD-SEC; State request; and/or other significant event
- Needs Assessment/Security Survey
 - Unless recent USAP audit results are available
- Drafting of SIP
 - Together with the Appropriate Authority

SIP Life Cycle



- Formal acceptance by the State
 - Minister level
- Implementation:
 - Administration and logistics coordinated by HQ Regional Coordinator and RO-AVSEC

SIP Experience



- SIP framework is being widely accepted
 - Partnership vs. traditional “Donor/Recipient” relationship
 - Alleviating audit anxiety
 - Assistance is not pass/fail
 - milestones vs. judgments
 - Provides leverage for Transport Ministers & DGs to gain additional resources
- Opening doors to assist States that were previously reluctant to engage ICAO on AVSEC matters

SIP Experience



- Trickle Up & Down Assistance
 - Providing assistance at the State level and operational level simultaneously
- “Use it or lose it”
 - Quality Control OJT to support National Inspector Course
 - Post-workshop drafting guidance
 - Extended use of STE

- Assistance activities – member States
- Enhanced collaboration with ISD-SEC
 - More combined activities
- Enhanced use of Member States able to provide assistance

CASP-MID



- Two meetings held in Bahrain in June and August 2012 where 11 States (Algeria, Bahrain, Iraq, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Sudan, UAE, and Yemen) agreed to establish the CASP-MID in Bahrain and review the draft Project Document
- Work plan is geared to the needs of its members and governed by a Steering Committee

- Came into effect 20 January 2013
- Programme Coordinator is provided by ICAO until 30 June 2013
- Technical Experts Working Group 23-24 April 2013
- 1st Steering Committee meeting will convene in June 2013, prior to the end of the term of the ICAO Programme Coordinator

THANK YOU