**THIRD MEETING OF THE AVIATION SECURITY AND FACILITATION REGIONAL GROUP
(AVSEC/FAL/RG/3)**
Lima, Peru, 19 to 21 June 2013

AVSEC/FAL/RG/3 — WP/17
30/05/13

Agenda Item 7.3: ISD-SEC update

**IMPLEMENTATION SUPPORT AND DEVELOPMENT SECTION – SECURITY (ISD-SEC)
UPDATE**

(Presented by ICAO Secretariat)

SUMMARY
Over the past year, the Implementation Support and Development – Security (ISD-SEC) Programme has, through the implementation of the Aviation Security Assistance and Capacity Building Strategy, assisted States in strengthening aviation security programmes by providing targeted assistance and the development of capacity-building partnerships. This paper reports on the progress achieved in implementing the ISD-SEC Programme, focusing on assistance activities, training activities and capacity development partnership building.

References:
• AVSECP/24-WP/12

Strategic Objectives	*This working paper is related to ICAO Strategic Objective B.*

1. **INTRODUCTION**

1.1   ICAO remains committed to strengthening its leadership role in addressing aviation security challenges through the implementation of the ICAO Aviation Security Assistance and Capacity Building Strategy. In a continuous effort to assist States in implementing the Standards and Recommended Practices (SARPs) of Annex 17 — *Security* and the security-related provisions of Annex 9 — *Facilitation,* the ISD-SEC Programme has enhanced assistance activities, as well as intensified efforts towards providing targeted assistance. The need for such assistance, along with the recognition of ICAO's leadership role was emphasized in the conclusions and recommendations of the

High-level Conference on Aviation Security (HLCAS) convened in Montréal from 12 to 14 September 2012.

2.   **ASSISTANCE**

2.1   Through the development and delivery of State Improvement Plans (SIPs), the Secretariat applies a project management framework to deliver targeted assistance by means of phases with established milestones, to ensure a consistent application of quality control throughout the duration of the assistance project. The delivery of targeted assistance is based on the development and use of a prioritization methodology that incorporates, but is not limited to, audit results, volume of flight activity and number of destinations. Over the past year, the Programme has increased efforts to engage in partnerships with Member States through the development of 16 SIPs.

2.2   In addition to delivering assistance to Member States through SIPs, the Secretariat continued to meet individual requests by States and provide assistance through partnerships with donor States. In total, 55 States were recipients of direct ICAO coordinated aviation security assistance in 2012.

2.3   In an effort to address challenges and develop concrete steps towards the measurement of effectiveness, the Secretariat launched the development and delivery of a phased approach to assistance in the SIP. The fulfilment of established milestones is being used as an indicator to measure progress in improving States' ability to meet AVSEC-related SARPs. Within the SIP framework, 11 national programmes were fully developed or revised in 2012 with another 9 reaching the first phase of development. The number of trained AVSEC inspectors and AVSEC instructors also increased in 6 States that are engaged in SIPs. In the North American/Caribbean/South American (NAM/CAR/SAM) Regions, three SIPs and one Regional Improvement Plan are currently being implemented

2.4   In 2012, the Programme commenced large-scale AVSEC projects in both Congo and Haiti. These projects are implemented through the SIP process and include the posting of ICAO short-term experts working in-country with the appropriate authorities and stakeholders for several months at a time. These experts assist the State in revising, developing and implementing specific programmes and measures. This approach allows for daily and detailed monitoring of progress.

2.5   Initial results from the deployment of experts to Congo and Haiti include the development and implementation of inspection checklists, quality control activity tracking systems and reporting processes, testing of equipment, improvements to passenger and cabin baggage screening, access control and vehicle inspections.

2.6   In 2012, the Secretariat sponsored a quality control on-the-job training (OJT) mission for the aviation security managers and inspectors of the Swaziland Civil Aviation Authority. This five-day OJT, which included conducting inspections, audits, tests, writing reports and corrective action plans, was conducted at Harare, Zimbabwe and was hosted by the Civil Aviation Authority of Zimbabwe. Peers from both States worked side-by-side as a means to share experiences and improve their ability to implement effective quality control measures.

2.7   Through regular meetings of the Ad Hoc Group on Partnership in AVSEC Capacity Building, which convened twice in 2012, ICAO provided global leadership through an interactive forum aimed at ensuring proper coordination of capacity-building assistance efforts. During the second meeting of the year, the Group highlighted the importance of further developing air cargo security capacity-building initiatives. In addition, the Group agreed, with the support of the Secretariat, to develop

a more strategic and forward-looking approach to the coordination and prioritization of capacity-building assistance.

2.8   Collaboration continues between the AVSEC Branch and the Technical Co-operation Bureau (TCB) in order to enhance ICAO AVSEC cooperation activities across all regions through the technical review of project documentation. As a result of this collaboration, and following two preparatory meetings held in Bahrain in June and August 2012, the Cooperative Aviation Security Programme (CASP) for the Middle East (MID) Region was created. Established by 13 States within the MID region, the CASP-MID initiated its activities in January 2013. A CASP-MID Programme Coordinator serves as the Secretary to the Steering Committee and coordinates all programme activities. The inaugural CASP-MID Steering Committee meeting is expected to convene in June 2013.

2.9   Other regional activities include participation in this ICAO and Latin American Civil Aviation Commission (LACAC) Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) meetings.

3.   TRAINING

3.1   ICAO continues to strengthen and enhance its efforts regarding aviation security training. In order to reach a wide international and regional audience, ICAO collaborates with a network of endorsed Aviation Security Training Centres (ASTC). In the last year, two additional ASTCs have been endorsed, one in Singapore and one in the Dominican Republic, bringing the total to 25 worldwide.

3.2   The second cycle of the evaluation of the ASTCs concluded in the second quarter of 2013. In 2012 and the first two quarters of 2013, 15 ASTCs were evaluated and the overall results were positive. One ASTC addressed the significant problems identified during an initial evaluation, which resulted in a positive follow-up evaluation during the fourth quarter of 2012.

3.3   With the enlargement of the ASTC network, evaluations are now conducted on a cost-recovery basis. The ASTC Terms of Reference (ToRs) were revised to stipulate that travel costs and the daily subsistence allowance must be borne by the State/ASTC for all evaluation-related activities. To minimize the costs to the ASTCs, evaluation missions are grouped regionally/sub-regionally where possible.

3.4   To further enhance AVSEC training, the ASTCs collaborate amongst themselves with respect to exchanging instructors, planning joint courses, and providing regionalized training at sites other than at the ASTC locations. A notable cooperative initiative was undertaken by ASTCs in Ukraine and the Russian Federation, where an agreement was made to significantly reduce course fees to encourage more regional participation, especially for States that had insufficient financial resources. Additionally, within the Asia Pacific Region, ASTC-Hong Kong organized a regional AVSEC training activity to be conducted at the ICAO Regional Office-Bangkok for States that had insufficient resources. Both initiatives were received positively and States that had not previously been able to attend ICAO training were able to participate.

3.5   In 2012, as part of ASTC activities, 37 ICAO-sponsored courses and workshops were conducted. Sixty-four specialists successfully passed the National Inspectors Course. Twenty-four additional Instructors from six regions were certified in response to the growing demand for AVSEC training, thus increasing the total number of certified instructors to 235.

3.6   Training funded by the Canada-ICAO Security Awareness Training programme continued to be implemented since the last meeting of the AVSEC/FAL/RG. During this period the second year of training, consisting of the National Civil Aviation Security Quality Control Workshop, was completed and the third year, consisting of the Risk Management Overview Workshop, was initiated with a total of 126 from 20 States receiving training.

3.7   Recognizing the need to maintain the quality and standards of AVSEC training, currently certified instructors will be required to undergo re-certification in 2013. This process will focus on updated instructional practices and techniques for presenting ICAO AVSEC training material, as well as the successful completion of a technical examination.

3.8   With respect to training material, eight Aviation Security Training Packages (ASTPs) are available for sale: Basic; Cargo; Crisis Management; Exercise; Instructors; Management; National Inspectors; and Supervisors. Additionally, five aviation security assistance workshops, namely National Civil Aviation Security Programme, National Civil Aviation Security Training Programme, National Civil Aviation Security Quality Control Programme, Screener Certification Programme, and Airport Security Programme, continue to be delivered within the ASTC network and directly to States.

3.9   A Risk Management Overview Workshop was recently developed and is being delivered under the Canada-ICAO Security Awareness Training programme. Shortly, it will be added to the list of assistance workshops conducted within the ASTC network. Additionally, all training material will be revised to reflect Amendment 13 to Annex 17.

3.10   The Secretariat, through the ISD-SEC Programme, the Technical Cooperation Programme (TCP), and the Implementation and Capacity Building Group (ICBWG) of the Technical Advisory Group on Machine Readable Travel Documents (TAG/MRTD), continued to provide assistance to States and international organizations on matters related to MRTDs. Two regional seminars aimed at providing advocacy and sharing best practices on MRTDs, biometrics and border security, were held in 2012 and four workshops on travel document security and identification management in 2012 and the first two quarters of 2013.

4.   **ACTION BY THE AVSEC/FAL/RG**

4.1   The AVSEC/FAL/RG is invited to:

   a)   note the work of the ISD-SEC Programme; and

   b)   continue supporting ICAO assistance and training activities in the NAM/CAR/SAM regions.

— END —