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AGENDA ITEM 5:   AVIATION SECURITY AND
                                    FACILITATION

AVIATION SECURITY POLICY ACTIVITIES

Presented by the ICAO Secretariat

INFORMATION PAPER

SUMMARY

This paper highlights recent developments in the global aviation security and cybersecurity policy framework.

AVIATION SECURITY POLICY ACTIVITIES

1.   **INTRODUCTION**

1.1   This paper highlights recent developments in the global aviation security policy and guidance framework.

2.   **DISCUSSION**

ANNEX 17 – AVIATION SECURITY

2.1   During its fifth meeting of the 225th Session, the ICAO Council adopted Amendment 18 to Annex 17 – *Aviation Security*. The effective and applicability dates for Amendment 18 July 2022 and 18 November 2022 respectively. Amendment 18 to Annex 17 new and revised Standards and Recommended Practices (SARPs) include: a new Recommended Practice on security culture; a new Standard on aircraft operator security programmes; a new Standard on methods to detect explosives in hold baggage; and a new Standard outlining essential elements of a national civil aviation security quality control programme.

GUIDANCE MATERIAL

2.2   New and updated guidance material was endorsed by the Thirty-third meeting of the Aviation Security Panel (AVSECP/33) in May 2022, and subsequently approved for distribution. The areas addressed by the guidance material include: reporting of aviation security incidents; development and processing of aircraft operator security programmes and supplementary station procedures; and items or equipment affected by security screening technologies. The upcoming Thirteenth Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted), scheduled to be published in the fourth quarter of 2022, will incorporate these new and updated best practices.

2.3   The Secretariat, in collaboration with the Working Group on Threat and Risk (WGTR) of the Aviation Security Panel, started working on the updated Third Edition of the ICAO *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted), considering the potential security threats to civil aviation and the global risk picture. This updated version of Doc 10108 is due to be published, in all six ICAO languages, before the end of 2022. It is envisaged that an in-depth review of Doc 10108 will take place at a future time.

2.4   To address the challenges inherent in resuming operations in the wake of the COVID-19 pandemic, and account for changes in airport staff extended inactivity, ICAO published an aviation security risk assessment checklist designed to assist States and industry stakeholders in considering the impact of scaling up operations. The checklist can be found on the ICAO public website at: www.icao.int/Security/Pages/COVID-19-Checklist.aspx.

GLOBAL AVIATION SECURITY PLAN (GASeP)

2.5   The GASeP aspirational target for 2020 was for 80 percent of States to have over 65 per cent EI. Prior to the interruption of audits caused by the pandemic, the percentage of States meeting this target was at 63 per cent. Consequently, this initial GASeP target was not met. The next GASeP aspirational target is for 90 per cent of States to score over 80 per cent EI by the end of 2023. As at 1 April 2022, 73 States out of 193 States (equivalent to 38 per cent) have scored above the 80 per cent EI target, with the European and North Atlantic (EUR/NAT) Region having the highest percentage. To achieve the 2023 global target, an additional 101 States would have to achieve this level of aviation security. Each Regional Office holds audit data relating to their accredited States, along with the USAP-CMA schedule, and is working with States to identify assistance and capacity-building opportunities. However, individual Member States' political will and policy decisions, coupled with implementation support from ICAO, will determine the achievability of the 2023 and 2030 aspirational targets.

2.6   The GASeP identifies five key priority outcomes where ICAO, States and stakeholders should focus their urgent efforts. Within these priority outcomes, the following activities have been undertaken by the Secretariat to facilitate and promote its implementation by all stakeholders:

Priority Outcome 1: Enhancing risk awareness and response: Understanding risk is essential for the development of policies and measures that are effective, proportionate and sustainable. Risk assessments by States serve to identify gaps and vulnerabilities. ICAO ensures the regular dissemination of the Aviation Security Global Risk Context Statement (Doc 10108) to help guide the conduct of risk assessments by States. Doc 10108 has also been used as one of the primary reference documents when conducting the impact assessment process for Amendment 18 to Annex 17 - *Aviation* Security. To support implementation at the national level, during 2020 and 2021, ICAO has delivered 9 Risk Management Workshops to 102 participants from 24 Member States through the Implementation Support and Development – Security (ISD-SEC) Programme.

Priority Outcome 2: Develop security culture and human capability: ICAO undertook a series of activities, including:
   a)   the official launch of the YOSC during the 2020 Global Aviation Security Symposium; the implementation of a communication campaign to promote a robust security culture in aviation throughout the year;
   b)   the development of the ICAO security culture website, which is maintained as a permanent resource and updated accordingly with tools and materials for use by States;
   c)   the delivery of training and assistance activities; and
   d)   the convening of related meetings, seminars, and conferences.

The ICAO Security Culture Campaign "Starter Pack" and the ICAO Toolkit on Enhancing Security Culture constitute important resources related to the Security Culture Workshop, and have been made available for free on the ICAO Security Culture website in all ICAO working languages.

Priority Outcome 3: Improve technological resources and foster innovation: ICAO has continued to hold the Global Aviation Security (AVSEC) Symposium on an annual basis. AVSEC2020 was held under the theme *Improving Security Culture by Connecting the Dots*, focused on Security Culture to reinforce GASeP's priority outcome Development of Security Culture and Human Capability. AVSEC2021, titled *AVSEC: Business Not As Usual*, highlighted the importance of innovation as a driving force to find new ways of implementing security measures after the pandemic, and to contribute to civil aviation's recovery, in line with GASeP's priority outcome Improve Technological Resources and Foster Innovation.

Priority Outcome 4: Improve oversight and quality assurance: The USAP-CMA methodology has been reviewed in coordination with the Secretariat Study Group (SSG) on the USAP-CMA, which made a number of recommendations that were addressed in the reporting period. The Secretariat continues to work in collaboration with the SSG to ensure the continuous improvement of the audit programme. This includes the development of new training initiatives for auditors, the conduct of seminars for National Coordinators and regularly updating the USAP-CMA Protocol Questions (PQs) to reflect new and modified Annex 17 and Annex 9 – *Facilitation* Standards. Additional information on these initiatives will be provided in an Assembly Working Paper. During 2020 and 2021, 3 regional USAP-CMA seminars, attended by 177 national coordinators and other participants from 63 States, were conducted to familiarize them with the USAP-CMA and help them to prepare for future audits. Two additional seminars are planned for 2022.

Priority Outcome 5: Increase cooperation and support: In an effort to maintain its core mission of providing aviation security assistance and capacity-building support to ICAO Member States, the Secretariat has adapted its operations by focussing on the virtual delivery of much of its aviation security training programme since the onset of the pandemic. During 2020 and 2021, 459 students from 67 Member States have participated in 37 training courses (held virtually or in-person). Other activities carried out include: comprehensive and targeted AVSEC assistance and training funded by the AVSEC/FAL voluntary fund; development of needs assessments; continuous implementation of Aviation Security Improvement Plans (ASIPs) for States in-need; development of security culture products; and updating the ICAO Aviation Security Assistance and Capacity-Building Strategy with enhanced focus on the GASeP.

2.7   An evaluation of the GASeP was carried out from April and November 2021 by the Office of Internal Oversight (OIO) of the ICAO Secretariat. The evaluation has two purposes: enhancing accountability and improving organizational learning. In terms of accountability, the evaluation independently assessed the relevance, coherence, effectiveness, efficiency and sustainability of the GASeP in enhancing global aviation security. In relation to organizational learning, the evaluation provides strategic and operational recommendations to improve the delivery of results and management of the GASeP. The main findings of this evaluation are outlined below:

- The establishment of an aspirational target for the GASeP was an important step to encourage Member States to stay focused and obtain commitment from senior managers and political leaders. However, these targets are perceived by many Member States as too ambitious and unrealistic.

- Some progress has been made in implementing the priority actions of the GASeP by ICAO, Member States and other stakeholders. However, inadequate clarity of the actual results of the GASeP's framework and the absence of coherent monitoring and reporting of the priority actions makes it difficult to assess the level of achievements at the outcome level.

- The overall assessment of the quality of aviation security technical assistance provided by ICAO to Member States is considered good. However, the absence of additional human resources and budgetary allocation within ICAO for the GASeP limited the attention it required for monitoring, implementation and reporting by the Secretariat.

2.8   The approval of the GASeP included the acknowledgement by Council that the Plan would be a living document and would be revised as necessary and appropriate. In the time since its dissemination, the need for some adjustments has been noted. In order to take on this revision, the Aviation Security Panel decided to reactivate the GASeP Task Force, to begin their work following the 41st Session of the ICAO Assembly. The update of the Roadmap will take into account lessons learned and progress made in the implementation, including relevant recommendations from the evaluation of the GASeP carried out by the ICAO's OIO in 2021.

AVIATION CYBERSECURITY

2.9   The 40th Session of the ICAO Assembly reaffirmed the importance and urgency of global commitment for action by all stakeholders to collaboratively address cybersecurity in civil aviation, and adopted the Aviation Cybersecurity Strategy. It called on ICAO to develop an Action Plan to support the implementation of the Strategy, and to continue to ensure that cybersecurity matters are considered and coordinated in a cross-cutting manner. Moreover, it noted some gaps in the structure addressing aviation cybersecurity in ICAO and discussed a set of criteria which could underpin a revised structure for aviation cybersecurity in ICAO.

2.10   Following Council's approval of the new mechanism to address cybersecurity in ICAO, the Cybersecurity Panel (CYSECP), which is one of the pillars of the new mechanism, was established and held its first meeting from 16 to 20 May 2022. The Panel will continue the work of the Secretariat Study Group on Cybersecurity (SSGC), after approximately five years of work to support the aviation sector in addressing aviation cybersecurity and cyber resilience. During the First meeting of the CYSECP, two working groups were established: Working Group on Cyber Threat and Risk (WGCTR) and Working Group on Cybersecurity Guidance Material (WGCGM).

2.11   ICAO revised its Cybersecurity Action Plan (currently available in its second edition) in January 2022. The Cybersecurity Action Plan supports States and stakeholders in implementing the Aviation Cybersecurity Strategy. ICAO also produced guidance material to support States and stakeholders in addressing cybersecurity and cyber resilience in civil aviation (Guidance on Traffic Light Protocol, Cybersecurity Policy Guidance, and Guidance on Cybersecurity Culture in Civil Aviation).

2.12   In addition, ICAO continued to organize and participate in national, regional, and international conferences, meetings and webinars to promote cooperation between all stakeholders in the fields of cybersecurity and cyber resilience, as well as the implementation of the Aviation Cybersecurity Strategy and Cybersecurity Action Plan.

2.13   Moreover, ICAO continues to support States in the development of human resources and capacities needed to manage cybersecurity and cyber resilience in civil aviation. In 2021, ICAO launched its first cybersecurity and cyber resilience course, Foundations of Aviation Cybersecurity Leadership and Technical Management, which was developed in partnership with Embry-Riddle Aeronautical University. ICAO also developed in partnership with EUROCONTROL a second course, Managing Security Risk in ATM, that addresses classical and cybersecurity aspects of ATM security, and which is due for its first delivery in November 2022. ICAO is also working on a third course that focuses on aviation cybersecurity oversight, which is developed in partnership with the United Kingdom Civil Aviation Authority.

IMPLEMENTATION OF UNITED NATIONS SECURITY COUNCIL RESOLUTIONS

2.14   The United Nations Global Counter-Terrorism (UNCT) Strategy continues to shape ICAO's cooperation with other UN Agencies under the UN Global Counter-Terrorism Coordination Compact (UNCTC). The Strategy Action Plan refers to ICAO's mandate in the areas of aviation security, facilitation, and border control, under its Pillar II - Measures to prevent and combat terrorism, and Pillar III - Measures to build States' capacity to prevent and combat terrorism and to strengthen the role of the United Nations system in that regard.

2.15   ICAO, as a member of the UNCTC, actively participated in the work of Border management and Law enforcement relating to Counter-Terrorism and Emerging threats and critical infrastructure protection Working Groups, and participated as a speaker in various thematical webinars organized by the Working Groups on unmanned aircraft systems (UAS), cyber, biometrics, and recently during the launch of the *[Technical Guidelines for Member States to facilitate the implementation of Security Council resolution 2370 (2017) and the relevant international standards and good practices on preventing terrorists from acquiring weapons](#)*.

2.16   ICAO also delivered presentations during the virtual UN Expert Group Meeting on Vulnerable Targets and Unmanned Aircraft Systems which took place within the framework of the Global Programme on Countering Terrorist Threats against Vulnerable Targets led by the United Nations Office of Counter-Terrorism (UNOCT), in close partnership with United Nations Counter-Terrorism Committee Executive Directorate (UNCTED), the United Nations Alliance of Civilizations (UNAOC), the United Nations Interregional Crime and Justice Research Institute (UNICRI), and in consultation with The International Criminal Police Organization (INTERPOL).

2.17   ICAO and UNOCT signed in February 2022 a new cooperative agreement to further advance joint counter-terrorism cooperation to strengthen the security of international air transport, trade, and border management, building on ICAO's key role in supporting the implementation of the UNCT Strategy (A/RES/75/291) and numerous Security Council resolutions on counter-terrorism, aviation security, facilitation (identity and border control management), unmanned aircraft systems (drones) and cybersecurity.

2.18   ICAO also collaborated with UNOCT on projects such as the UNCT Travel Programme (51 States have participated since its inception in 2019), the United Nations Programme on Threat Assessment Models (TAM Programme) and other UNOCT projects dedicated to UAS, cybersecurity and the protection of critical infrastructure and soft targets.

2.19   ICAO continued to collaborate with UNCTED, providing experts to participate in the CTC visits to Member States to evaluate United Nations Member States' implementation of civil aviation counter-terrorism related resolutions and determine the efficacy of States' aviation statutes, regulations, and policies, and provide recommendations to enhance capacity-building, in particular related to aviation security and API and PNR provisions. The number of CTC visits in which ICAO participated in 2019 was

seven (on-site), and eight missions in 2021, where ICAO's participation was completed virtually.

2.20   In 2021, ICAO also participated in the "Special meeting of the Counter-Terrorism Committee commemorating the 20th anniversary of the adoption of Security Council resolution 1373 (2001) and the establishment of the Committee", marking the 20th anniversary of the 9/11 terror attacks and the impetus for the Security Council to establish the Counter-Terrorism Committee through Resolution 1373, underlining the strong cooperation with CTC and UNCTED.

2.21   In September 2021, the ICAO Secretariat, together with UNOCT and UNCTED, briefed the ICAO Council on the ICAO Contribution to the United Nations Counter-Terrorism Strategy, underlining the importance of, and the Organization's continued commitment to, an "All of UN" approach in implementing the Strategy. ICAO is committed to continue working with the UN and other relevant organizations in the implementation of the Strategy within the scope of its mandate and the UNCTC Coordination Compact.

3.   ACTION BY THE CONFERENCE

3.1   The Conference is invited to note the information contained in this Paper.

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