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EUR/NAT Operating Plan 2020-2022 , Aviation Security (AVSEC) and Facilitation (FAL)

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CONTEXT

- The ICAO EUR/NAT DGCA/2017 endorsed the EUR/NAT operating plan for AVSEC/FAL 2017-2019 and its portfolio of implementation support for States
- The regional AVSEC conference in Moscow 2011 and later UN Security Council Resolutions (UNSCR) 2178 (2014) and 2309 (2016) underlined the need for **increased international cooperation** under **ICAO's leadership on global and regional levels** in the fight against acts of unlawful interference in civil aviation



CONTEXT

- The ICAO 39th Assembly Resolutions on security and facilitation (A39-18, A39-19, A39-20) reflected UNSCR 2309 (2016) and also stressed the need for increased international cooperation
- The 39th ICAO Assembly furthermore tasked the AVSEC Panel to develop a **Global Aviation Security Plan (GASeP)** which was **approved in Nov. 2017**



Global and Regional Developments since DGCA/2017

- Several regional GAsEP implementation conferences were conducted to familiarize all States and stakeholders with the GAsEP
- The **EUR/NAT Regional GAsEP Conference** was conducted in Lisbon **29-31 May 2018** and approved two documents: a **Conference Declaration re-iterating ICAO's leadership role** and
- **The Regional Roadmap underlining that “*the work to be carried out by states and stakeholders in the EUR/NAT regions...*” shall be “... **coordinated** by the ICAO European and North Atlantic (EUR/NAT) office **via its EUR/NAT Aviation Security Group (ENAVSECG)...**”**



Global and Regional Developments since DGCA/2017

- In December 2017 UNSCR 2396 (2017) reaffirmed preceding resolutions, welcomed the GAsEP and the mandatory requirement for States to implement an Advance Passenger Information system (API) and pushes for mandatory Passenger Name Record (PNR) data
- The **second High Level Conference on Aviation Security (HLCAS/02)** conducted 29-30 November 2018 underlined the **important role of Regional Offices** in implementing the GAsEP (regional roadmaps) and clear **support for regional initiatives and mechanisms**
- The conference also deliberated on a possible **future integration of Annex 9 security relevant standards in the GAsEP** (such as e.g. API and PNR)



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- Based on the global and regional developments , the **operating plan 2020-2022** will build on the plan 2017-2019 , **but has been updated** to properly reflect the new requirements the **Regional Office** has to live up to and keep its capacity to provide **high quality support to the 56 States** the office is accredited to
- The aim must be **to achieve the ambitious regional targets defined in the EUR/NAT regional roadmap** which measure the implementation of the GASeP in EUR/NAT



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- **ENAVSECG – coordination of the regional GAsEP roadmap implementation** – discuss, define and decide on the necessary mechanisms and the way forward – in cooperation with regional entities (e.g. EU, Eurocontrol, EASA, ECAC etc...)
- **Regional implementation seminars** (e.g. “EAST” and “Joint Mediterranean”) – increasing role, increasing interregional coordination necessary, possibly an increasing quantity necessary



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- **Aviation Security Training Center (ASTC) network** encompassing currently 11 ASTCs in EUR/NAT – play an **important role in implementing the GAsEP – need for more training opportunities** (more than 800 participants trained in ICAO sponsored courses in the past years)
- Growth of the network – additional evaluations, quality control , management of training



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- **Individual assistance and capacity building (No Country Left Behind (NCLB)) – continuously growing need and requests from States**
- e.g. Risk Management Workshop, National Inspectors Course , Airport Supervisors Training etc ... - requests raised from 3 in a year to 3 per two months



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- **Individual assistance and capacity building (No Country Left Behind (NCLB)) – continuously growing need and requests from States**
- **WHY ?** to support USAP-CMA preparation, rectification of deficiencies, appropriate implementation of Annex 17 requirements taking into account the regularly amended or new standards reflecting the evolving threat landscape and new areas (e.g. cybersecurity, landside security, insider threat, RPAS etc ...)
- More need for better coordination with other fields (safety, air navigation) – growing challenges, growing workload



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- **Assistance and capacity building in the field of Annex 9 standards and recommended practices**
- e.g. API implementation – States need support, coordination with other entities (e.g. OSCE, UN OCT, IATA etc...)
- possible upgrade of recommended practices on PNR data – further need for implementation support



Impact on the EUR/NAT AVSEC/FAL operating plan 2020-2022

- Strengthening cooperation and coordination with international and regional organizations, incl EU, EASA, ECAC, EUROCONTROL etc.
- The evolving threat landscape and the urgent need for a harmonized implementation of Annex 17 and Annex 9 (security relevant) standards in the frame of the GAsEP regional roadmap **in the entire EUR/NAT region require more fine tuned and complimentary efforts (e.g. capacity building), enhanced coordination and cooperation under the leadership of ICAO**



Actions needed

- **Draft EURNAT-DGCA Decision 2019/1 – Operating Plan activities for 2020-2022** **EUR/NAT AVSEC/FAL**
- That to ensure a harmonized implementation of Annexes 17 and 9 provisions in the EUR/NAT Regions and reach the aspirational regional targets established in the EUR/NAT Regional GAsEP Roadmap approved by the Lisbon conference as well as to address evolving AVSEC/FAL challenges with necessary and appropriate actions, the EUR/NAT DGCA:
 - a) support the key EUR/NAT activities in the AVSEC/FAL area in 2020-2022; and
 - b) commit to support with adequate resources the implementation of the key activities.



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