



| ICAO UNITING AVIATION

Ministerial AVSEC Conference, Sharm El Sheikh (22-24 August 2017)

# GLOBAL AVIATION SECURITY PLAN

**Sylvain Lefoyer**

**Deputy Director, Aviation Security & Facilitation, ICAO**



## Outline

- Why a Global Plan?
- Challenges and opportunities
- Structure of the Plan
- Target setting (global, regional, national)
- State letter responses
- Timeline



## Why a Global Plan?

- Current threat and risk environment
- Manage traffic growth in a secure and efficient manner
- Helps establish public confidence in aviation systems
- Provides guidance for priority setting for States
- Target-based planning complements current Annex and guidance material framework



## Challenges & opportunities

- Terrorists' continuing interest in civil aviation
- Strong political will required to progress
- Lack of capacity to employ risk management approaches
- Resources needed for effective capacity-building
- Innovation to be encouraged more aggressively
- Goals and targets must be attainable

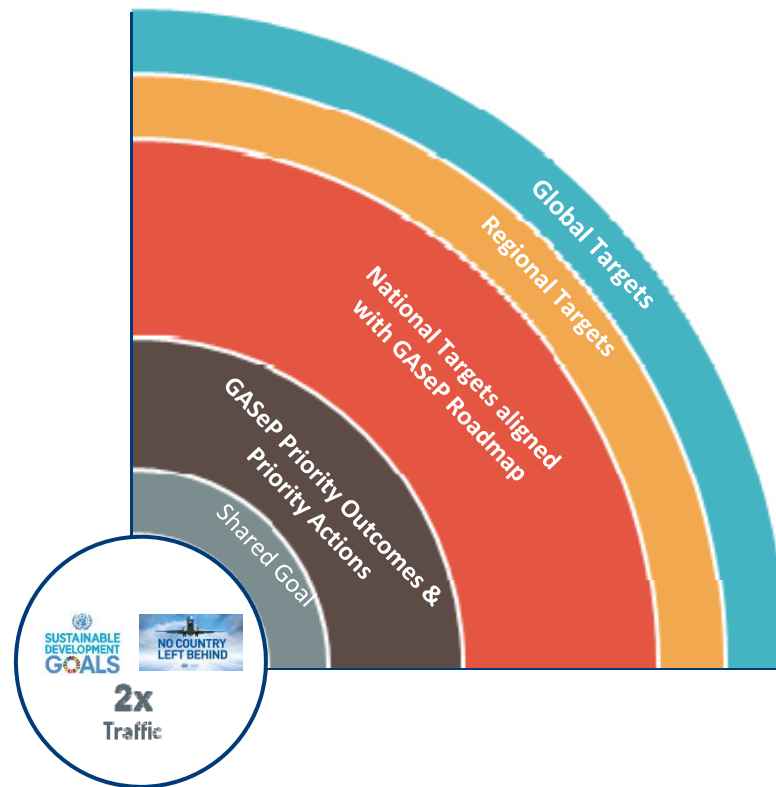
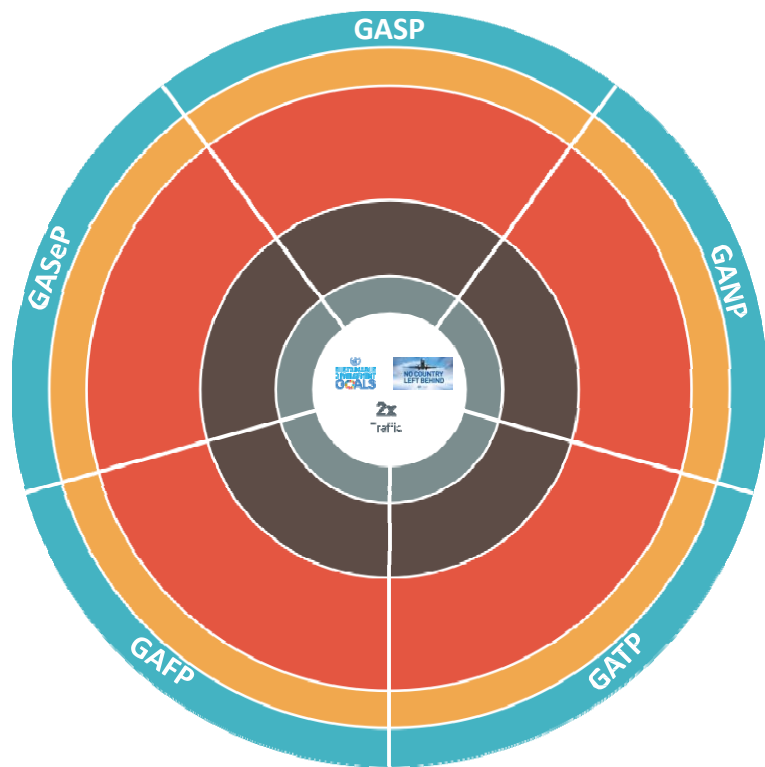


## Structure of the Plan

- **Aspirational targets**
  - Global: set internationally based on State Letter responses
  - Regional: determined by regional consultations
  - National: established by the State
- **Priority outcomes and actions**
  - Contained in main GAsEP document, provides overall umbrella to key areas to be addressed by States, industry and ICAO
- **Roadmap**
  - Appended to the GAsEP document, and contains 89 tasks with associated indicators and timelines

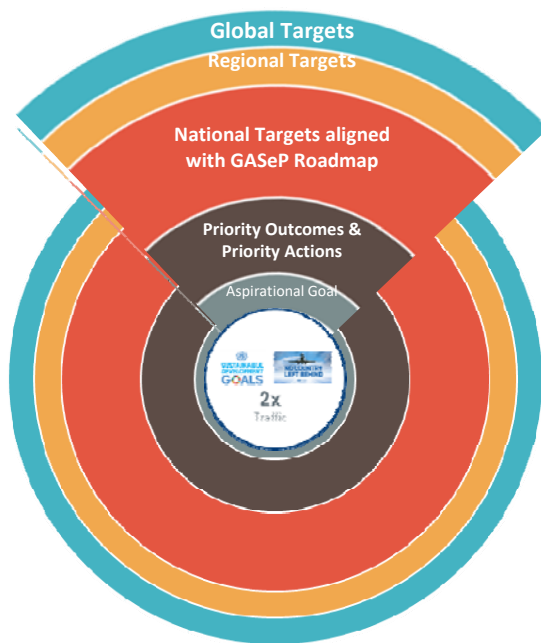




# SECURITY





# SECURITY



1	<b>SHARED OBJECTIVES</b>	  <b>2x Traffic</b>
2	<b>ASPIRATIONAL GOAL</b>	<b>Enhancing Global Aviation Security</b>
3	<b>PRIORITIES</b>	5 key priorities that guides 32 key actions (+ 89 tasks in Roadmap)
4	<b>NATIONAL TARGETS</b>	Set nationally and guided by the Roadmap
5	<b>REGIONAL TARGETS</b>	Established by Regions through regional consultations
6	<b>GLOBAL TARGETS</b>	Proposed under State letter AS 8/1.10-17/84 dated 11 July 2017



## Target setting

“Each region to develop USAP-CMA targets on effective implementation of security measures on the ground, including regions where USAP-CMA is conducted through other established cooperative arrangements”.

(Item 4A on page A-8 of the *GASeP Roadmap*)





## Target setting (cont'd)

“Include in the GAsEP a global target to improve oversight and quality assurance to ensure *all* States above **65%** of effective implementation by **2030?**”

(proposition in Attachment B to SL AS8/1.10-17/84 dated 11 July 2017)



## State letter responses

- SL AS8/1.10-17/84 deadline is 18 August 2017
- As of 18 August, the State Letter generated 60 replies, as follows:
  - 55 States and 5 organizations
    - 59 agreements (9 with comments)
    - 1 disagreement on the specific issue of the proposed target of 2030
- Although the original deadline has passed, it is important that remaining States reply as soon as practicable, but no later than **5 September**



## Timeline

- 17- March GAsEP Task Force meeting
- 16 June 2017 – first review by Council
- 11 July 2017 – GAsEP disseminate to States for comments
- 18 August 2017 – deadline for States comments
- 25 September – UIC considers State comments
- Sept-Oct – adjustments to the GAsEP
- November – Council considers final GAsEP for approval



| ICAO

UNITING AVIATION

**SECURITY**

**Thank you**