



The ICAO Aviation Security Programme

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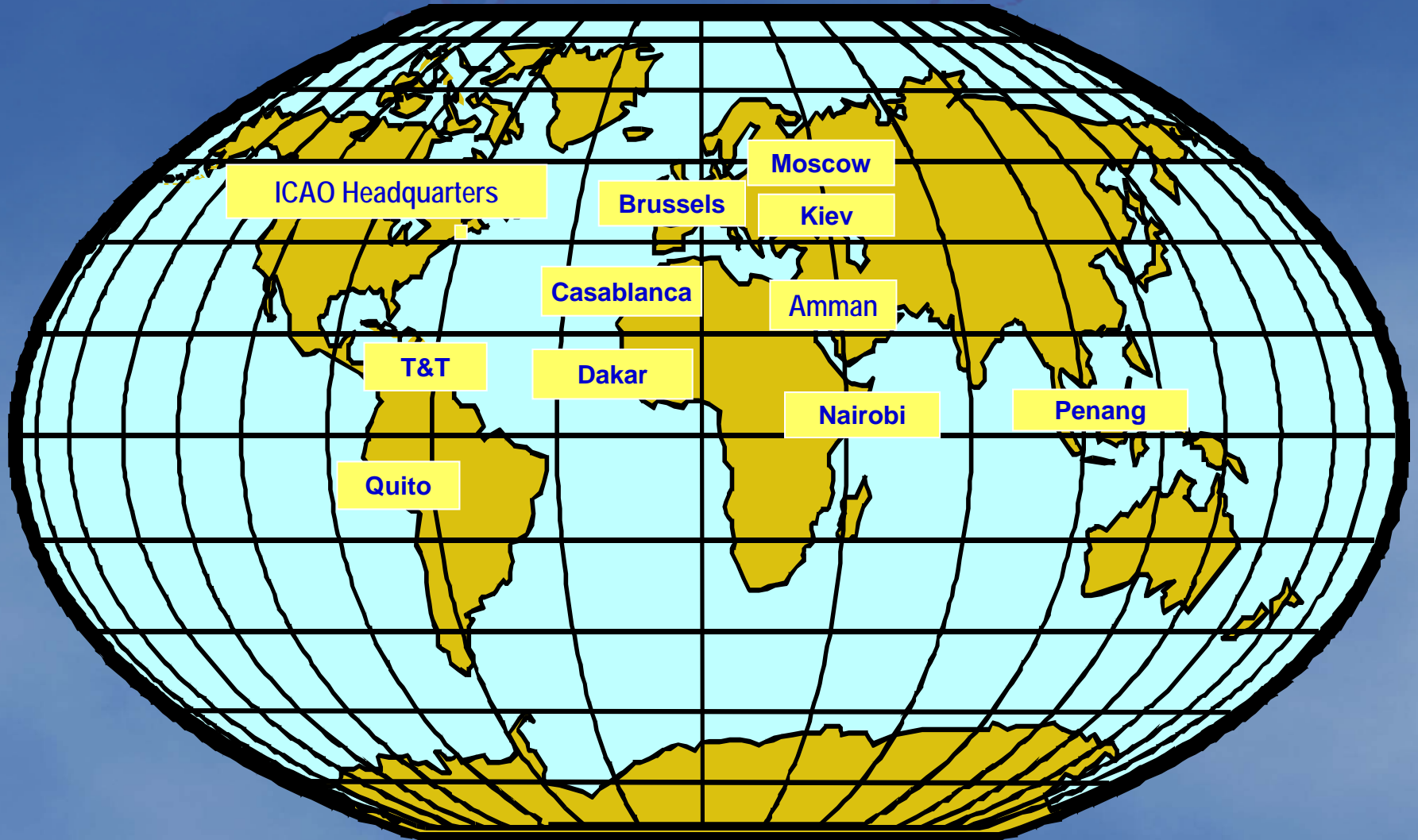
Legal Instruments

- ✿ Convention on Offences and Certain Other Acts Committed on Board Aircraft, Tokyo - 1963
- ✿ Convention for the Suppression of Unlawful Seizure of Aircraft, The Hague - 1970
- ✿ Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Montréal - 1971
- ✿ Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Montréal - 1988
- ✿ Convention on the Marking of Plastic Explosives for the Purpose of Detection, Montréal - 1991

Aviation Security Mechanism

- ✿ Inception in February 1989
- ✿ 140 States requested assistance
- ✿ 120 Technical Evaluations and 35 Follow-up missions
- ✿ Training activities – Aviation Security Training Packages
ASTPs 123/AIRLINE, 123/BASIC, 123/CARGO, 123/CRISIS
MANAGEMENT, 123/INSTRUCTORS, 123/MANAGEMENT
and 123/SUPERVISORS
- ✿ Exercises – Crisis Exercise
- ✿ Regional Seminars
- ✿ 10 Aviation Security Training Centres (ASTCs)

ASTCs



Assembly Action

- ✦ The Assembly unanimously adopted Resolution A33-1, *Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation*

Conference Objective

- ✿ Preventing, combatting and eradicating acts of terrorism involving civil aviation
- ✿ Strengthening ICAO's role in adoption of security-related Standards and Recommended Practices (SARPs) and procedures and audit of their implementation
- ✿ Ensuring the necessary financial means for urgent actions by ICAO in the field of aviation security

Conference Action

- ✿ Endorsed a global strategy for strengthening aviation security worldwide to protect lives, restore public confidence in air travel and to promote the financial health of air transport, with a key element an Aviation Security Plan of Action
- ✿ Adopted conclusions and recommendations
- ✿ Issued a public declaration reflecting outcome of the Conference and commitment to strengthen aviation security worldwide

AVSEC Plan of Action

- ✿ Regular, mandatory, systematic and harmonized universal security audits to evaluate aviation security in place in all ICAO Contracting States
- ✿ Reinforcement of Aviation Security Mechanism for urgent assistance and follow-up
- ✿ Assistance to States through Technical Cooperation Programme in addressing shortcomings and deficiencies in a form of a long term project

Why an ICAO Universal Security Audit Programme (USAP)?

- ✿ Technical evaluations conducted under the Aviation Security Mechanism have shown a lack of implementation of ICAO Security Standards and Recommended Practices (SARPs) in many Contracting States
- ✿ Increased concern over the level of aviation security worldwide, especially after 11 September 2001
- ✿ Need to reduce acts of unlawful interference
- ✿ Restoration of consumer confidence in air transport

The Making of USAP Programme

Assembly Resolution A33-1 (Oct 2001)

High-level, Ministerial Conference (Feb 2002)

**Approval of ICAO USAP by Council
as part of AVSEC Plan of Action (June 2002)**

**Launching of mandatory security audits:
November 2002**

Universal Security Audit Programme (USAP)

- ✦ **Programme Objective:** promote global aviation security through the auditing of Contracting States on a regular basis to determine the status of implementation of ICAO security Standards

Audit Structure in ICAO

- ✿ July 2002, establishment of an Aviation Security Audit (ASA) Unit within the Air Transport Bureau as an independent entity
- ✿ Aviation Security Audit Unit – managing, coordinating and administrative personnel, team leaders and auditors seconded from States
- ✿ ICAO Regional Offices – Aviation Security Regional Officers

Universal Security Audit Programme (USAP)

- ✿ Experience of Aviation Security Mechanism
- ✿ Experience of Universal Safety Oversight
Audit Programme
- ✿ Experience of European Civil Aviation
Conference (ECAC) Aviation Security Audit
Programme

Scope of the Universal Security Audit Programme (USAP)

Annex 17, Standards only

**Security measures and
arrangements at the national and
the airport level**

The new Annex 17

- ✿ Adoption of Amendment 10 by the ICAO Council on 7 December 2001
- ✿ Effective 15 April 2002 (7th Edition published)
- ✿ Applicable on 1 July 2002

Amendment 10 to Annex 17

- ☀ New definitions
- ☀ Applicability of Annex 17 to domestic operations
- ☀ International cooperation and collaboration in the exchange of threat information
- ☀ Training of staff, selection of personnel, background checks and certification of screeners
- ☀ Requirement to establish a national quality control programmes

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Aircraft security check and clarification of the definition of security restricted areas

Applicability to domestic operations: new 2.1.3

International cooperation on threat: 2.3.4 & 2.3.5

Training and certification: 3.4.2, 3.4.3

NCASQCP: 3.4.4

Gilbert Guicheny, 28/05/2002

Amendment 10 to Annex 17

- ✱ Protection of the cockpit
- ✱ Screening of hold baggage intended to be carried in an aircraft from 1 January 2006
- ✱ Provisions relating to armed in-flight security personnel
- ✱ Access control relating to air crew and airport security personnel
- ✱ Joint response to acts of unlawful interference

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Protection of the cockpit: 4.2.3

HBS: 4.4.8

Sky marshalls: 4.6.5

Crew members identity documents: 4.7.4

RP for screening of staff: 4.7.5

Joint response: 5.2.7

Gilbert Guichenev, 28/05/2002

Universal Security Audit Programme (USAP)

- ✿ Security Audit Reference Manual (SARM)
- ✿ Memorandum of Understanding (MOU)
- ✿ Pre-audit Questionnaire
- ✿ Relevant ICAO documentation (aviation security legal instruments, ICAO Security Manual, Assembly Resolutions relating to aviation security)

Universal Security Audit Programme (USAP)

- ☀ 20 States audited in 2003
- ☀ 40 States planned to be audited in 2004
- ☀ All 188 ICAO Contracting States to be audited by 2008

USAP – Selection of States to be audited

- ✱ Expressed urgency to audit a particular State (by the ICAO Council following an incident)
- ✱ Regional balance, including the percentage of States audited in each ICAO Region
- ✱ Known aviation security concerns derived through other ICAO entities
- ✱ State requests to be audited

USAP – Selection of States to be audited

- ✿ ICAO Universal Safety Oversight Audit Programme (USOAP)
- ✿ ECAC and other organizations audit schedule
- ✿ Geographical proximity and transportation
- ✿ Availability of ICAO certified AVSEC team leaders
- ✿ UN security phase status reports
- ✿ National and religious holidays

USAP – Number of airports to be included in audit

- ✱ Two per cent of the State's airports, a minimum of one, and maximum of three airports
- ✱ Less than 51 airports, one airport included
- ✱ 51 to 100 airports, two airports included, with the very largest requiring three airports
- ✱ Considerations in selecting airports include: passenger throughput, number of flights, type of operations and other potential concerns

Audit Results

☀ Universal Security Audit Programme Audit Reports

- Strictly confidential on the part of ICAO
- States may share audit reports and information on a bilateral or multilateral basis

Security Audit follow-up

- ✱ Development of State Corrective Action Plans
- ✱ Urgent and immediate assistance to be provided under the AVSEC Mechanism *
- ✱ Longer-term assistance for the implementation of the States' Corrective Action Plan can be provided through Technical Cooperation Bureau projects, including securing an appropriate funding *

** If required*

ICAO in the Security Field

**Technical
Cooperation
Bureau**

**Air
Transport
Bureau**

**Regional
Offices**



Reinforced AVSEC Mechanism

- ✱ Specific assistance and training activities
- ✱ Development of new training packages
- ✱ Development of new guidance material
- ✱ Organization of AVSEC Exercises
- ✱ Regional Seminars
- ✱ Promotion of regional pools of experts
- ✱ Reinforcement of the role of the Aviation Security Training Centers (ASTCs)

Long term ICAO global strategy

- ✿ Assess new and emerging threats to aviation
- ✿ Monitor and upgrade existing security provisions
- ✿ Expedite the clearance of passengers while maintaining the highest level of security

Aviation Security Panel Working Group on Threats

- ✿ Studying the specific form of targeting civil aviation posed by man-portable air defence systems (MANPADS) and small arms fire against aircraft in-flight

Preventive measures

ICAO Doc 8973, Appendix 16 contains technical recommendations and procedures to minimize the risk of an aircraft being hit by MANPADS.

Supplementary guidance material available to ICAO Contracting States via secured website.

Aviation Security Panel Working Group on Amendment 11

- ✿ Developing proposals for inclusion in Annex 17 addressing general aviation, access control, transport of inadmissibles, protection of aircraft, and facilitation aspects.

Aviation Security Panel Working Group on Audit

- ✿ Further revision of Annex 17 to adapt this document to the USAP based upon experience gained while conducting audits

Cooperation



Working together