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COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL (CLAC)
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**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 — IP/03
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Agenda Item 3.2: Annex 17, AVSEC Panel, AVSEC Manual

**OUTCOMES OF THE TWENTY-FOURTH MEETING OF THE AVIATION
SECURITY (AVSEC) PANEL**

(Presented by ICAO Secretariat)

SUMMARY	
This paper highlights some of the major outcomes of the Twenty-fourth Meeting of the Aviation Security Panel (AVSECP/24), which was held in Montréal in April 2013. It describes, in particular, the proposed Amendment 14 to Annex 17 by highlighting the changes that will take effect upon adoption by the Council.	
Reference:	
AVSECP/24 Restricted (Yellow Cover) Report (English only)	
<i>Strategic Objective</i>	<i>This information paper is related to ICAO Strategic Objective B.</i>

1. Introduction

1.1 The Aviation Security Panel (AVSECP) conducted its Twenty-fourth Meeting at ICAO Headquarters in Montréal from 8 to 12 April 2013. The meeting's recommendations were considered by the Committee on Unlawful Interference (UIC) on 3 May 2013. The UIC, in turn, was to present its report on the AVSECP/24 recommendations to the 199th Session of the ICAO Council at the end of May.

1.2 Among key developments, the Panel updated the global *Risk Context Statement (RCS)* that was first developed in 2011, and agreed on proposed new Standards and Recommended Practices (SARPs) for Annex 17 – *Security*.

2. Key outcomes

2.1 On the subject of threat and risk, the Panel was presented with an updated version of the ICAO global RCS that takes into consideration the evolution of the threat to international civil aviation. It noted that the RCS provides a robust tool for conducting systematic and thorough risk assessments, and fills a gap in efforts to strengthen the global aviation security framework.

2.2 The Panel agreed that the risk assessments contained in the RCS should be updated periodically, focusing in particular on threat areas where new information or developments arise. It welcomed the intention to conduct assessments of new and emerging threat areas, including chemical, biological and radiological threats (CBR) as well as cyber security and Unmanned Aircraft Systems.

2.3 Among trends observed in the latest global assessment were the targeting of civil aviation using innovative methods to construct and conceal improvised explosive devices, both on passengers and in cargo, as well as the proliferation of Man-Portable Air Defence Systems (MANPADS), which are no longer solely a threat in conflict zones but also in neighbouring regions.

2.4 Concluding that the RCS provides a solid foundation for assessing the global risk to civil aviation and consequently the development of risk-based security measures, the Panel recommended that ICAO approve the second edition and make it available to Member States so they can proactively mitigate current and emerging threats.

2.5 It also recommended — considering the need to facilitate on going risk and trend analyses — that ICAO continue to encourage Member States to report all acts of unlawful interference and other security-related occurrences, including unlawful activity at airports that may not constitute acts of unlawful interference as defined by Annex 17. With respect to sharing information on security technology and processes, the Panel suggested that ICAO encourage States to access the AVSECPædia platform and update their respective national pages.

2.6 In considering revisions to Annex 17, the Panel noted that certain urgent recommendations on air cargo security and insider threat which were developed following the AVSECP/23 meeting in 2012 led to a fast-tracked adoption of Amendment 13 to Annex 17 by the Council during its 198th Session in November 2012. Recognizing the maturity of the other Annex proposals developed since AVSECP/23, it recommended that these be approved by the UIC and the Council during the 199th Session in May 2013 for circulation to Member States and concerned international organizations for consultation.

2.7 The proposed Amendment 14 to Annex 17 includes a new Standard with regard to security measures for cargo, mail and other goods. This Standard would specify that any screening for such items must be appropriate, and was proposed in light of the risk associated with improvised explosive devices in cargo.

2.8 Amendment 14 also proposes to strengthen a Recommended Practice (RP) concerned with landside measures in light of the need for greater coordination between aviation security authorities and the entities responsible for landside areas at airports. The proposal arose as a result of recent landside attacks and the medium-high risk assessed to such threats. In addition, a new proposed RP addresses related organizational aspects by calling on States to establish appropriate coordination between all relevant entities and also identify those responsible for landside matters within the national civil aviation security programme.

2.9 Another new RP proposes to address insider threat by recommending that States provide regular training for the purpose of maintaining awareness of the issue among all personnel concerned. Also included in the proposed Amendment is a new Recommended Practice with regard to cyber threats, as well as a strengthened RP. These changes concern the need for related risk assessments by States, given evidence of heightened interest in carrying out cyber attacks against a variety of high-profile targets including aircraft and aviation infrastructure.

2.10 One new RP concerns quality control and was proposed because of the growing tendency for States to outsource aviation security activities and assume responsibility for oversight of the implementation of security measures. With regard to international cooperation, yet another new RP encourages States to collaborate in order to remove the unnecessary duplication of security controls and improve sustainability of the aviation security system.

2.11 The proposed Amendment 14 includes a definition for the term “unpredictability”, considering the growing importance attached to implementing security measures that cannot be confidently predicted by those planning a terrorist attack or other act of unlawful interference.

2.12 The Panel found that guidance material developed recently on air cargo and mail security, to be included in the ICAO *Aviation Security Manual* (Doc 8973 — Restricted) as an update to Chapter 13 – Cargo and Mail, dealt comprehensively and coherently on the subject of air cargo secure supply chain principles. It noted the completion of guidance material and best practices aimed at assisting Member States in applying the updated Standard 4.2.6 on the screening and security control of persons other than passengers (Amendment 13). One conclusion found a growing need for new and updated guidance material related to the training of aircraft operator and airport personnel.

2.13 The Panel was made aware, based on experience with conducting the Universal Security Audit Programme (USAP), of several Annex 17 Standards that have led to difficulties with interpretation. It agreed that questions of interpretation should be referred to a Secretariat Study Group (SSG) for recommendations to be presented at an ad hoc meeting of the AVSEC Panel during the first week of the 38th Session of the Assembly.

2.14 Acknowledging the effectiveness of the ICAO Aviation Security Assistance and Capacity Building Strategy, the Panel recommended that ICAO continue using the Strategy in its efforts to help States improve their capacity to comply with Annex 17 and the security-related provisions of Annex 9. It further recommended that ICAO promote the strategy so that States in need are encouraged to seek assistance from ICAO.

2.15 The Panel is scheduled to hold its Twenty-fifth Meeting in Montréal during March, April or May 2014, on dates to be confirmed.