# IBAC Technical Report Summary

**Subject:** ICAO AVSECP/25  
**Meeting:** ICAO Aviation Security Panel meeting #25, March 17 – 21, 2014  
**IBAC File:** ICAO Panel Reports  
**Reported by:** Ray Rohr, IBAC & Sarah Wolf, NBAA

The agenda for AVSECP/25 was as follows:

1: Developments in aviation security since AVSECP/24  
2: Symposium on Innovation in Aviation Security  
3: Consideration of reports from working groups of the Aviation Security Panel  
4: Universal Security Audit Programme (USAP)  
5: Implementation Support and Development – Security (ISD-SEC) Programme  
6: Other business

## Agenda Item 1 - Developments in aviation security since AVSECP/24

The Rapporteur of the Working Group on Threat and Risk (WGTR) advised Panel members on the group’s assessment of the threat and risk picture to global civil aviation from different threat types. There were no significant changes to the previous assessment, with the highest risk levels being for non-conventional person-borne improvised explosive devices (IEDs), Man-Portable Air Defense Systems (MANPADS) in areas of proliferation, landside threats, and IEDs in cargo.

The Panel reviewed the proposed list of work priorities for 2014 and noted a summary of the recommendations from the last meeting. The Rapporteurs of the various Panel working groups agreed to the suggestion to further prioritise the items in the list, for optimal use of time and resources. In the interest of efficiency, it was decided to merge the two groups concerned with technological matters, namely, the Working Group on Technology (WGTech) and the Technical Advisory Group on Next Generation Screening (TAGNGen).

The Panel expressed broad support for the proposal to conduct impact assessments as part of the process for all proposals for new or amended Annex 17 Standards and Recommended Practices (SARPs).

The Panel stressed the importance of including in the draft action plan cooperation amongst international organizations as well as amongst States on a bilateral and multilateral basis. The Panel also suggested that a Secretariat Study Group be formed to look at the development and implementation of the action plan in a holistic manner, to which Panel members and observers should provide any further input or suggestions.

The Panel discussed whether it would be appropriate for Annex 17 to differentiate between ‘small’ international airports and all other international airports, considering that some categories of small airports may represent a lower risk and do not justify the application of all Annex 17 SARPs. While a number of members supported this idea, other members expressed reservations that adoption of an inconsistent approach might compromise the integrity of the global aviation security system. Nevertheless, in light of the importance of sustainable aviation security, the WGTR offered to examine the subject further, by developing an analytical framework for evaluating the risk in relation to ‘small’ airports, for the Panel’s future consideration.

Cyber threats were discussed and the Panel observed the importance of increasing cyber threat awareness across the industry, in particular through specialized training for all operational personnel, as well as the need to share information on best practices employed by States that have implemented information technology security plans.

The Panel discussed the growing threat of laser attacks and recognized that the problem warrants attention, given the growth in incidents and potentially serious consequences of attacks. Although Panel members did not support a proposal to add laser attacks to the Annex 17 but there was broad support for promoting awareness of the issue amongst regulators, through a State letter, and for considering, at the State level, legislation to criminalize laser attacks on aviation.

Panel members welcomed ECAC’s presentation on a set of best practices on security culture. Acknowledging the added value of promoting, establishing, and measuring security culture in aviation organizations, the Rapporteur of the WGGM agreed to consider ECAC’s contribution in developing guidance material on the

**Agenda Item 2 - Symposium on Innovation in Aviation Security**

The Secretariat proposed a draft programme outline for the October 21-23, 2014 ICAO/IATA/ACI joint Aviation Security Innovation Symposium, to be held at ICAO Headquarters in Montréal. The draft programme drew on a number of key themes, which include, optimizing technology, promoting research and development, strengthening partnerships, and improving passenger experience. Recalling the need for the event to promote technology and security process innovation, further the exchange of information and standards, and support Member States in their research, development, procurement, and systems integration efforts, the Panel acknowledged that the programme outline is relevant and appropriately addresses innovation challenges.

**Agenda Item 3 - Consideration of reports from working groups of the Aviation Security Panel**

Reports were presented by the following Working Groups:

- Working Group on Threat and Risk,
- Working Group on Guidance Material,
- Working Group on Technology,
- Working Group on Air Cargo Security,
- Working Group on Training, and
- Working Group on Guidance Material.

It was agreed that the Work Plan concept presented by the Secretariat would be used for the initiation and tracking of all new tasks.

**Agenda Item 4 - Universal Security Audit Programme (USAP)**

The Secretariat briefed the Panel on the transition of the Universal Security Audit Programme to a continuous monitoring approach (USAP-CMA). The panel recommended that the Secretariat continue to implement the transition to the USAP-CMA while continuously responding to comments and incorporating feedback received from Member States and Panel members.

**Agenda Item 5 - Implementation Support and Development – Security (ISD-SEC) Programme**

The Secretariat presented a report on the progress made in developing methodology for evaluating assistance and capacity-building activities provided to States. The Panel was informed that under the Aviation Security Assistance and Capacity-Building Strategy, experience has demonstrated that effectiveness should be evaluated on the basis of results and outcomes, continuously throughout the life of the project. The Panel supported develop proposed performance indicators, with input from the Panel, for measuring the efficiency and effectiveness of assistance provided to States.

**Agenda Item 6 - Other business**

Australia and IATA reported on their efforts to develop a new model air carrier security programme. The Panel supported the continuing development of such a programme on the basis of its ‘principles of construction’ while avoiding duplication of existing materials.

**Implication for Business Aviation:**

The majority of the items discussed had limited direct applicability to business aviation, but many of the items could easily have an impact. Therefore, is essential that the business aviation community continue to be engaged in the AVSEC.

**Decisions Required:**

Nil at this time.

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