



enhancements in addition to the changes in proposed Amendment 10 to Annex 17, as an interim solution, before having a new comprehensive revision of Annex 17:

- a) whether States should apply Annex 17 SARPs to domestic flights;
- b) whether an amendment of the current Standard dealing with threat assessment should be adopted in order to cover all civil aviation operations and not only international ones;
- c) whether a new recommendation should be adopted that States issue appropriate requirements on the locking of cockpit doors to remain locked during flight and other procedures aimed at preventing flight deck intrusions. This recommendation could be referred to the Air Navigation Commission with a view to its inclusion in Annex 6 – Operation of Aircraft. This recommendation was featured in the State letters on acts of unlawful interference in both 1999 and 2000.
- d) upgrading to a Standard of a proposed recommendation requesting States to ensure that appropriate security controls, including background checks on persons other than passengers are implemented on a regular basis to all persons granted unescorted access to security restricted areas; and
- e) a new recommendation that States should ensure that all airline and airport personnel permits comply with ICAO specifications as detailed in the draft Second Edition of Document 9303, Part 3 – Machine Readable Travel Documents. (This recommendation could be reflected in future amendments to Annex 9 – Facilitation.)

2.2 It is clear that there is an urgent need for further amendments to Annex 17. It is therefore recommended that the AVSEC Panel be convened in late 2001/early 2002 to consider issues identified following analysis of the recent events and to make any necessary further changes if an AVSEC Oversight Audit Programme were to be instituted.

2.3 The ICAO Security Manual and the Aviation Security Training Packages (ASTPs) will need to be reviewed and updated on a continuous basis in order to maintain currency with Annex 17 and to incorporate a wider range of practical solutions to AVSEC problems, developed from a regional perspective. The ICAO Aviation Security Training Centres (ASTCs) are being encouraged to participate actively in this process. Given the above, the ICAO AVSEC Programme resources will need to be adjusted accordingly.

2.4 The translation and widest possible distribution of ICAO ASTPs, in collaboration with all parties interested (Aviation Security Training Centres, International Air Transport Association and Airports Council International), should be given a high priority.

### 3. AVSEC MECHANISM

3.1 To date, 140 States have requested assistance under this programme, 112 States have been visited for comprehensive technical evaluations based on Annex 17 and thirty-five States received follow-up missions. Furthermore, more than 200 training events have been organized in all regions for more than

4,200 participants. The direct AVSEC assistance provided to States by the AVSEC Mechanism was global and considered to be useful by all parties involved.

3.2 Over the last ten years, only four States have made an annual contribution to the AVSEC Mechanism. Some States have made contributions on an *ad hoc* basis. The financial support of the ICAO Regular Programme Budget to the Mechanism is not sufficient to ensure continuity and efficiency of the AVSEC activities. Moreover, some voluntary contributions are subjected to constraints.

3.3 In the light of the acts of 11 September 2001, the following course of action should be considered with the view to meet all new objectives, as well as all remaining activities:

- a) the AVSEC Mechanism should be seen as a permanent tool to enhance the implementation of the SARPs contained in Annex 17;
- b) all Contracting States should be part of the AVSEC Mechanism through the provision of financial contributions to ICAO AVSEC Funds in Trust (General, Training and Regional AVSEC Funds) without strict constraints. This financial support should be secured at a minimum level acceptable, in particular if new AVSEC sub-programmes are approved by the Assembly. As the AVSEC Mechanism is providing a service to all Contracting States requesting assistance and indirectly to all Contracting States, a permanent contribution by all States is necessary. It would be up to the States to decide whether and in what form to recover the contributions, for example, through a security service charge. The cost of providing ICAO AVSEC assistance and the costs of security measures at airports could be covered directly; and
- c) implementation of a regional approach for the execution of the AVSEC Mechanism, in cooperation with international and regional organizations dealing with security.

#### 4. AMENDMENT TO RESOLUTION A32-22

4.1 In light of the recent unprecedented aviation security events it is considered necessary to propose the following further amendments to the Consolidated statement of continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference contained in the Appendix to A33-WP/3.

- a) paragraph 2 of preamble of the Resolution should read:

*“Whereas the threat of terrorist acts, unlawful seizure of aircraft and other acts of unlawful interference against civil aviation, including acts aimed at destruction of aircraft as well as acts aimed at using the aircraft as a weapon of destruction have a serious adverse effect on the safety, efficiency and regularity of international civil aviation, endanger the lives of persons on board and on the ground and undermine the confidence of the peoples of the world in the safety of international civil aviation;”*

- b) paragraph 1 of Appendix A of the Resolution should read:

*“Whereas acts of unlawful interference against civil aviation have become the main threat to its safe and orderly development;”*

- c) Resolving Clause 4 of Appendix A of the Resolution should read:

*“Notes with abhorrence acts of unlawful interference aimed at the destruction in flight of civil aircraft in commercial service including any misuse of civil aircraft as a weapon of destruction and the death of persons on board and on the ground;”.*

**5. ACTION BY THE ASSEMBLY**

5.1 The Assembly is invited to:

- a) endorse action detailed in paragraphs 2 and 3 of this working paper;
- b) encourage all States to contribute to the AVSEC Mechanism as a long-term programme, by guaranteeing an adequate level of financial and other contributions; and
- c) take into consideration the suggested amendments to Resolution A32-22 presented in paragraph 4 of this working paper with a view to its adoption.

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