



THIRTY-NINTH PLENARY (TRIENNIAL) SESSION

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Agenda item 4: Presentation of the Focal Point reports

REPORT ON ECAC AVIATION SECURITY ACTIVITIES

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SUMMARY

This paper presents an overview of the implementation of ECAC's aviation security activities during the 2019-2021 triennium, highlighting some of the main achievements in this domain.

ACTION TO BE TAKEN

The Plenary Session is invited to note the main achievements in the aviation security field for the period 2019-2021.

Introduction

1. This paper presents an overview of the implementation of ECAC's aviation security work programme during the 2019-2021 triennium, highlighting some of the main achievements in this domain.

2. In accordance with the ECAC Work Programme 2019–2021, the following objectives in the field of aviation security were defined:

- To promote a risk-based approach to aviation security;
- To promote the development and use of security technology and equipment to address current and emerging threats;
- To pursue the development of efficient, effective and uniform aviation security measures on a pan-European basis (based on ECAC Doc 30, Part II);
- To support ECAC Member States in achieving full compliance with European requirements on aviation security;
- To support ECAC Member States in further developing and/or improving their security regime; and
- To promote European priorities in aviation security with international partners, regional and international organisations.

3. The ECAC Security Forum ensures coordination and exchange of information on topics of common interest (e.g. insider threat, security culture, impact of COVID-19 on security measures and oversight activities, aviation recovery and return to normal operations), and comprises representatives of all ECAC Member States, observer States and industry organisations. Three task forces (Guidance Material, Technical and Training) as well as several study groups (e.g. Behaviour Detection, Cyber Security, Explosive Detection Dogs) are instrumental in developing recommendations and supporting material for all ECAC Member States.

4. In addition, ECAC directly implements four operational programmes for the benefit of its Member States:

- Audit Programme;
- Capacity-Building Programme;
- Vulnerability Assessment Programme;
- Common Evaluation Process (CEP) of security equipment.

5. The aviation security team in the ECAC Secretariat was reorganised with the recruitment of one Security Equipment Specialist (CEP) in October 2020, in order to increase the effectiveness of the implementation of the aviation security objectives, defined in the 2019-2021 Work Programme.

Risk-based approach to aviation security

6. In order to promote a risk-based approach to aviation security, ECAC focused its activities on promoting a better understanding by all ECAC Member States of existing and emerging threats to aviation security, including insider and cyber threats, and on providing them with relevant guidance materials and best practices on how to address these threats and mitigate the related risks.

7. The ECAC Vulnerability Assessment Programme continued to provide Member States with a tool to assess the effectiveness of existing security measures and identify vulnerabilities from a risk-based perspective in the areas of landside security, cyber security and insider threats/security culture in 2019. No vulnerability assessments were carried out in 2020 due to the COVID-19 pandemic situation and related travel restrictions.

8. To further support Member States in implementing the risk-based approach, ECAC developed new guidance material on risk assessment, identification of high risk cargo and mail, application of risk management to insider activity, and best practices for landside security. In addition, some guidance material was updated, including the guidelines for the use of unpredictability for aviation security purposes and guidance material on cyber security in civil aviation.

Development and use of security technology and equipment

9. The ECAC Common Evaluation Process for Security Equipment (CEP) has continued providing ECAC Member States with reliable information on the configurations of six categories of security equipment, found to meet any of the ECAC/EU performance standards, in the 178 tests conducted up to now during this triennium.

10. The CEP Management Group has further developed the CEP, focusing on the quality and the efficiency of the process. In addition, following the decision of Directors General in December 2019 (DGCA/153, 11 December 2019) to professionalise the CEP, the ECAC Secretariat recruited in October 2020 one Security Equipment Specialist dedicated solely to the management of the CEP.

11. In 2020, the European Commission, in its Implementing Regulation (EU) 2020/111, amending Implementing Regulation (EU) 1998/2015, acknowledged the CEP as a mandatory pre-condition for the approval of civil aviation security equipment in the European Union. As a consequence, the European Commission grants an automatic eligibility for the EU approval of security equipment and the "EU Stamp" marking to security equipment confirmed by the CEP as meeting ECAC/EU performance standards.

12. The Technical Task Force (TTF) supports the CEP by updating the Common Testing Methodologies (CTMs), used to evaluate the detection performances and false alarm rate according to ECAC Doc 30. The CTMs are also developed and revised regularly to guarantee that test items are representing real life items and to ensure a proper functioning of security equipment when installed in airports.

13. As an increasing number of ECAC Member States established Explosive Detection Dogs (EDD) programmes, the Study Group on EDD also developed general testing methodology on the approval process of EDD to meet ECAC Doc 30 Recommendations.

14. As cyber attacks and incidents remained a major concern for ECAC Member States, the Study Group on Cyber Security in Civil Aviation developed and updated in November 2020 the ECAC guidance material on cyber security in civil aviation.

15. In the framework of the December 2012 Cooperation Arrangement with DG MOVE of the European Commission, regular work is performed on topics of common interest, such as on security equipment and artificial intelligence.

Development of efficient, effective and uniform aviation security measures on a pan-European basis

16. To maintain consistency with the most recent changes to the EU/EC Regulations and ICAO Annex 17 Standards and Recommended Practices (SARPs), and to facilitate the development of efficient, effective and uniform aviation security measures on a pan-European basis, amendments to ECAC Doc 30, Part II (Security) 13th edition/May 2010 were adopted by Directors General: amendments n°11 dated May 2019, n°12 dated January 2020, n°13 dated January 2021 and n°14 dated May 2021.

17. Currently, ECAC Doc 30, Part II consists of five parts and contains 25 chapters providing security recommendations in all areas of aviation security; and also 103 annexes supporting the understanding and implementation of these measures by ECAC Member States. Additionally, the ECAC Aviation Security Handbook provides best practices in the fields of risk management, training and human factors, cyber security, security culture, landside security, behaviour detection and other security measures, containing in total more than 75 documents. The Handbook documents are regularly updated, and new documents are developed and shared with ECAC Member States.

18. The Guidance Material Task Force continued to support the implementation of Doc 30 Recommendations by Member States through developing new guidance material and updating existing guidelines. In doing so, the task force has developed one new Annex and updated 13 existing Annexes to Doc 30 since 2019. This new and updated material provides guidance on airport identification cards and vehicle passes; security controls of unaccompanied bags; the use of security scanners; handling of unruly passengers; transport of inadmissible, deportees and persons in lawful custody; cargo and mail security; as well on aviation security audits, inspections, investigations and tests.

19. Since 2019 the Guidance Material Task Force has also developed 13 new documents for the ECAC Aviation Security Handbook. This included guidance and best practices for the alarm resolution process of Standard 3 EDS, landside security, cargo screening, risk assessment, human factors, risk-based and remote security oversight, pre-loading advance cargo information regime (PLACI) as well as on evaluating aviation security measures in the context of the COVID-19 pandemic and relevant technology solutions. In addition, a few existing papers focusing on unpredictability, security in airport design, cargo security were updated.

20. The Training Task Force continued to support Member States in developing their training expertise and achieving compliance with ECAC/EU standards in aviation security training, in particular by developing guidance material and best practices. The task force developed a new Annex to Doc 30, Part II covering the list of skills and competencies related to cyber security personnel. It also produced 16 new documents for the ECAC Aviation Security Handbook providing guidance material and best practices on matters including training on security culture and insider threat measures, training of security managers and supervisors, certification and recertification of aviation security instructors and national auditors, best practices for COVID-19 recovery planning in training, and security of e-learning and remote learning technologies. In addition, five existing documents were updated, including a model for a National Screener Certification Programme, principles and implementation of quality control on training, and recurrent training of aviation security personnel.

Supporting ECAC Member States in achieving full compliance with European requirements on aviation security

21. Five audits were carried out under the ECAC Aviation Security Audit Programme in ECAC Member States in 2019. These supported Member States own efforts to assess their implementation of ECAC Doc 30 recommendations, to identify areas of needed improvement and to provide advice and technical expertise. No security audits were carried out in 2020 nor in the first half of 2021 due to the COVID-19 pandemic situation and restrictions on travel. It is expected that the programme will resume its on-site audits in the second semester of 2021. The ECAC Certified Aviation Security Auditors' Group was established as a standalone group in March 2020 and contributes to the continuous professional development of ECAC auditors.

Supporting ECAC Member States in further developing and/or improving their security regime

22. A number of capacity-building activities were delivered by ECAC under its Capacity-Building Programme to aviation security experts from Member States. These activities were aimed at improving their skills and competencies in auditing techniques and enhancing their knowledge in different areas of aviation security. They included two workshops on cargo security and explosive detection dogs, a pre-opening survey of an airport, and seven training courses (e.g. on best practices for national auditors, cargo inspectors, covert tests, security equipment, etc.) organised in 2019.

23. Despite the challenges caused by the COVID-19 pandemic and travel restrictions, ECAC adapted its Capacity-Building Programme to existing circumstances and continued to support Member States' efforts in mitigating risks to civil aviation and improving their security regimes. This was mainly done through the delivery of online capacity-building activities: in particular, eight online training courses and ten webinars were conducted for more than 250 security experts from ECAC Member States in 2020-2021.

24. To meet the needs expressed by ECAC Member States, five new training courses and webinars focusing on security equipment, auditing cyber security measures, insider risks and security culture, were developed in 2021; and two existing courses were updated and adapted for delivering online in 2021.

Promoting European priorities in aviation security with international partners, regional and international organisations

25. In keeping with its long-established policy and practice, ECAC continued to strengthen its partnerships in the field of aviation security with other international and regional organisations (e.g. ACAO, AFCAC, WAEMU) and States (e.g. Australia, Canada, Singapore, United States).

26. The implementation of the European Union-funded and EASA (for safety) and ECAC (for security) implemented "Supporting the implementation of aviation agreements in the Eastern Partnership countries and upgrading civil aviation safety and security standards in Central Asia (EaP/CA)" Project enabled the delivery of 38 aviation security activities for beneficiary countries (Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Ukraine and Uzbekistan) from 2016 to 2021. In the current triennium, these activities included seven training courses designed to strengthen compliance monitoring activities, three multilateral workshops on security equipment, quality control and security culture, five mentoring activities focused on the improvement of national aviation security programmes, and one cargo and mail security audit conducted. They all contributed to the strengthening of cooperation in the field of aviation security with Partner States, and to improving aviation security at both national and regional levels.

27. The EU-funded (DG DEVCO) and ECAC-implemented Civil Aviation Security (CASE I) Project completed its work in March 2020. From 2016 to 2020 88 on-site operational activities (e.g. Best Practices for National Auditors, Training of national auditors for cargo, joint cargo audits, Explosive Detection Dogs, Behaviour Detection, Landside Security, MANSPADS), implemented in 38 Partner States across Africa and the Arabian Peninsula, and 22 inter-regional, regional, or sub-regional workshops (e.g. risk management, threats to civil aviation, security culture, cargo and mail security, security equipment and technology, cyber security) were organised. Some of these activities were organised in partnership with AFCAC and ACAO.

28. Building on the success and lessons learned from CASE I, the CASE II Project was launched in January 2020. The COVID-19 pandemic has so far limited the scope of

activity requiring deployments, but a number of online activities including two workshops in partnership with AFCAC have been delivered until now. The geographical scope of the CASE II Project is broader, encompassing Africa, the Middle East and Asia. The Project issued its catalogue of activities in February 2021, has created its own dedicated website, and its first newsletter was issued in June 2021.

29. Finally, in recognition of the particular nature of cyber security and the need for a strategic and cross-disciplinary approach to coordination on this subject, the European Coordination Group on aviation cyber security matters was created in March 2021 to organise and coordinate European positions, to maximise shared understanding and to develop common positions on cyber security matters for ICAO meetings and events. The European Coordination Group on aviation security matters continues its activities of coordination on all other aviation security topics.

Action to be taken

30. The Plenary Session is invited to note the main achievements in the security field for the period 2019-2021.

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