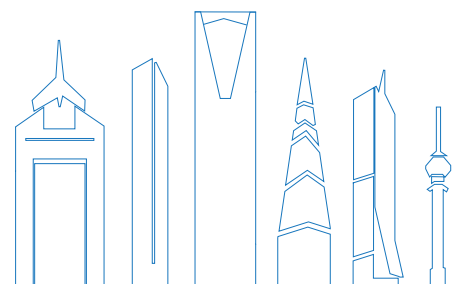**ACAC**

RIYADH DECLARATION
ON AVIATION SECURITY AND FACILITATION
IN THE ACAC AND ICAO MID REGIONS

GLOBAL MINISTERIAL AVIATION SUMMIT

31 AUGUST 2016 - RIYADH, KINDGOM OF SAUDI ARABIA

RIYADH DECLARATION

ON AVIATION SECURITY AND FACILITATION
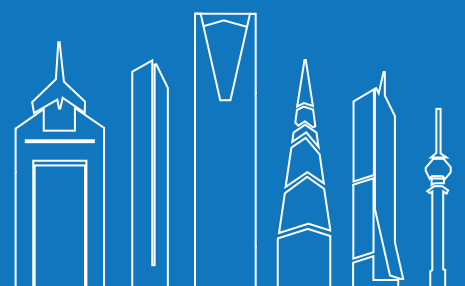IN THE ACAC AND ICAO MID REGIONS

RIYADH DECLARATION ON
AVIATION SECURITY AND FACILITATION
IN THE ACAC AND ICAO MID REGIONS
31 AUGUST 2016

We, Ministers and Head of Delegations responsible for Civil Aviation in the Arab Civil Aviation Commission (ACAC) and ICAO Middle East (MID) Regions, meeting in Riyadh, Kingdom of Saudi Arabia, on 31 August 2016, on the occasion of the "Global Ministerial Aviation Summit" organized by the Kingdom of Saudi Arabia:

A. MINDFUL OF

1. The Convention on International Civil Aviation done in Chicago on 7 December 1944;

2. The Convention on Offences and Certain other Acts Committed on board Aircraft signed at Tokyo on 14 September 1963 (Tokyo Convention); and the Protocol to Amend the Convention on Offences and Certain other Acts Committed on board the Aircraft adopted by the ICAO Diplomatic Conference on 4 April 2014 (Montreal Protocol);

3. The Convention for the suppression of Unlawful Acts against the Safety of Civil Aviation, adopted in Montreal on 23 September 1971;

4. The Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation adopted in Montreal on 24 February 1988;

5. ICAO Assembly Resolution 38-15: Consolidated statement of continuing ICAO policies related to aviation security adopted by the 38th Session of the ICAO Assembly;

6. The ICAO Comprehensive Aviation Security Strategy (ICASS);

7. The proposal for ICAO to establish a Global Aviation Security Plan (GASeP), to be considered by the 39th Session of the ICAO Assembly;

8. The Declaration on Aviation Security adopted by the 37th Session of the ICAO Assembly;

9. The Convention on the Prevention and Combating of Terrorism adopted in Algiers on 14 July 1991 and which entered into force on 6 December 2012;

10. The Arab League Charter adopted on 22 March 1945;

11. The Arab Convention to Combat Terrorism adopted in Cairo in March 1998;

12.	The Bagdad Declaration for the Suppression of Unlawful Acts Against the Safety of the Civil Aviation adopted in Bagdad in October 1989;

13.	The Resolution 404 adopted during the 27th meeting of Arab Ministers of Transport on

22 – 23 October 2014 in Alexandria – Egypt;

14.	The Sharm El Sheikh Declaration adopted on 29 March 2015 on Maintenance of Arab National Security against Current challenges;

15.	The Arab League Council Agreement to establish the Arab Civil Aviation Commission in February 1996;

16.	The Joint Statement adopted on 11 April 2012 during the ICAO Regional Conference on Aviation Security held in Manama – Bahrain;

17.	The Rabat Declaration on Border Security of 14 November 2013;

18.	The Joint Communiqué on 17 April 2014 of the ICAO – WCO Joint Conference on Enhancing Air Cargo Security and Facilitation held in Manama – Bahrain;

19.	The latest edition of the Risk Context Statement developed by ICAO AVSEC Panel and adopted by ICAO in April 2016;

20.	The Memorandum of Cooperation (MOC) signed between the ACAC and ICAO on

28 September 2010;

21.	The establishment of Cooperative Aviation Security Programme Middle East (CASP-MID) on 19 January 2013;

22.	The results of the ICAO Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA);

23.	The various programmes, objectives and targets currently being pursued under ICAO's No Country Left Behind (NCLB) initiative; and

24.	The ICAO Traveler Identification Programme (TRIP) Strategy, the importance and complexities of identity management and the global migration towards Machine Readable Travel Documents (MRTD) and ePassports.

## B.	CONSIDERING AND REAFFIRMING

1.	The importance of air transport in the economic development of States, particularly its effect on economic growth and job creation;

2.	The importance of aviation security and facilitation in air transport industry development worldwide and its impact on growth of the air transport sector, particularly in the ACAC and MID Regions;

3. The compelling need to continuously enhance aviation security and facilitation in the Arab world and the need to urgently find immediate and sustainable resolutions to deficiencies in aviation security and facilitation;

4. The administrative, financial, legal, operational and technical challenges which may impede the resolution of such deficiencies;

5. The urgent need to implement national and regional strategies on aviation security and facilitation in the ACAC and ICAO MID Regions with a view to promoting aviation as a vital mode of transport which enhances the Regional development and integration; and

6. The role of ICAO in fostering the development of international civil aviation.

C. COMMENDING

ACAC and ICAO for their continued technical assistance to the ACAC and ICAO MID Member States;

D. CONCERNED BY

1. Recent aviation security terrorist attacks as well as the threat and risk outlook facing international civil aviation;

2. Challenges in safeguarding international civil aviation in a demanding aviation security environment;

3. The need to adequately empower the designated Appropriate Authority for aviation security oversight at the national level;

4. The continuous need to improve States' capacity and capability to address the tenuous security environment, conflict zones, and new and emerging threats;

5. The need to enhance States' Level of Effective Implementation of the critical elements of an aviation security oversight system, compliance with the ICAO aviation security - and facilitation-related Standards and Recommended Practices (SARPs) in Annexes 17 and 9 to the Chicago Convention, and implementation of States' Corrective Action Plans;

6. The need to foster development of effective National Programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP), and National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);

7. Insufficient functioning of the National Aviation Security and Air Transport Facilitation Committees, and the challenges faced in establishing a national coordination mechanism for facilitation and aviation security;

8. The negative consequences of a weak aviation security and facilitation culture;

9. The need to enhance guidance and training for aviation security and facilitation personnel in order to increase the number of competent/skilled professionals;

10. Challenges in harmonization and intensification of assistance and capacity-building efforts;

11. Lack of effective implementation of the ICAO TRIP Strategy;

12. Low level of States' participation in the ICAO Public Key Directory (PKD);

13. Insufficient systems and tools for the efficient and secure reading and verification of Machine Readable Travel Documents (MRTDs) at borders, including the use of the ICAO PKD and the INTERPOL Stolen and Lost Travel Documents (SLTD) database; and

14. Slow pace of the implementation of aviation security and facilitation requirements of Security Council Resolution 2178 (2014), including the use of Advance Passenger Information (API).

E. WELCOMING

The various initiatives undertaken by sector organizations and partners in the ACAC and ICAO MID Regions;

F. UNDERTAKE TO

1. Ensure political commitment at the international, regional, sub-regional and national levels for aviation security and facilitation;

2. Meet States' aviation security and facilitation obligations under the Convention on International Civil Aviation, including the assurance of effective aviation security oversight;

3. Ensure that aviation security is given its due consideration in States' National Development Plans and is recognized as integral to national security;

4. Accelerate the establishment and strengthening of Appropriate Authorities with sufficient independent regulatory oversight for aviation security;

5. Ensure the provision of sustainable funding and other resources to carry out effective aviation security oversight and implementation of aviation security and security-related facilitation measures;

6. Ensure the implementation of the provisions of ICAO Annexes 17 and 9 related to the establishment of National Civil Aviation Security Committees (NCASC) and National Air Transport Facilitation Committees (NATFC);

7. Ensure the development of sustainable national programmes within the States, including National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP), National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);

8. Ensure the timely resolution of all Significant Security Concerns (SSeCs) and deficiencies identified through the Universal Aviation Security Audit Programme – Continuous Monitoring Approach (USAP-CMA);

9. Ensure the availability and retention of sufficient and competent/skilled aviation security and facilitation professionals;

10. Coordinate with relevant authorities to conduct risk assessments on the threats affecting civil aviation;

11. Cooperate and collaborate internationally, regionally, sub-regionally and bilaterally to share information, as well as to provide technical assistance;

12. Promote and facilitate the sharing of Cyber Threat Indicators and Defensive Measures;

13. Promote the sharing of specific risk and threat assessments addressing surface-to-air concerns, such as Man Portable Air Defense Systems (MANPADS);

14. Promote regional and sub-regional cooperation in the field of aviation security and facilitation training;

15. Urge States manufacturing facilitation and aviation security equipment and software to remove all restrictions on selling and exporting such equipment and software to protect civil aviation against acts of unlawful interference;

16. Take steps to professionalize the roles of Aviation Security Managers and Officers;

17. Support operators when requested by foreign regulators to implement secondary measures at last points of departure;

18. Enhance cargo security through fostering implementation of Secure Supply Chain Concept, including the implementation of Regulated Agent and Known Consignor schemes, and the use of e-Consignment Security Declarations (CSD);

19. Promote the adoption of "One-Stop-Security" Concept through fostering the implementation of bilateral agreements for mutual recognition of security measures between States;

20. Ensure effective implementation of aviation security and facilitation requirements of Security Council Resolution 2178 on 24 September 2014, including the use of Advance Passenger Information (API) in line with international Standards as set by ICAO;

21. Ensure the inclusion of the INTERPOL Stolen and Lost Travel Document (SLTD) Database screening solutions within the regional, sub-regional and national aviation security and facilitation plans;

22. Support and encourage the extension of the INTERPOL Secure Global Communication System (I-24/7) beyond National Central Bureaus (NCBs) and more importantly to Border Control Points for access and effective use of the SLTD Database;

23. Ensure the coordination with relevant authorities for the removal of all non-Machine Readable Passports (MRP) from circulation;

24. Increase the effective use of the ICAO Aviation Security Point of Contact (PoC) network for real time information sharing;

25. Promote the use of self-service options at airports to increase throughput of passengers and reduce crowding in vulnerable areas; and

26. Urge States› implementation of the ICAO TRIP Strategy and encourage States' participation in the ICAO Public Key Directory (PKD).

G. DECIDE TO

1. Adopt the Riyadh Declaration on Aviation Security and Facilitation in the ACAC and ICAO MID Regions;

2. Support, provide and make available needed resources for the development of a Regional SECFgAL Plan which aims to enhance aviation security and facilitation in the ACAC and ICAO MID Regions and for the implementation of the Declaration;

3. Direct the ACAC Secretariat, in coordination with the ICAO Secretariat, to establish an effective monitoring, evaluation and reporting mechanism for this Declaration through the creation of a joint Steering Committee, including all stakeholders which will establish and maintain a clear action plan with specific targets towards the establishment of a regional SECFAL Group.

4. Take the necessary steps to sign and ratify all international conventions on aviation security and facilitation, if not already done;

5. Incorporate the provisions of the Global Aviation Security Plan (GASeP) and the Global Facilitation Plan after their endorsement by ICAO's Assembly in the Regional SECFAL Plan; and

6. Encourage States that have not yet participated in the Cooperative Aviation Security Programme Middle East (CASP-MID) to do so as CASP-MID's role is foreseen to evolve in line with the formulation of a Regional SECFAL plan to foster collaboration among States and concerned stakeholders. The plan would include collaborative mechanisms on matters that are agreed globally such as information sharing and training in addition to matters specific to the Region which will be identified by the Joint Steering Committee.

H. MAKE A SOLEMN APPEAL

to the ICAO, the United Nations Economic Commission, the Islamic Development Bank (IDB), the Arab Fund for Economic & Social Development, the World Bank (WB) and all civil aviation development partners and organizations to support the aviation security and facilitation programmes of the ACAC and ICAO MID Regions.

Done and adopted in Riyadh, Kingdom of Saudi Arabia on 31 August 2016.