

## **INPUT FROM ICAO WITH REGARD TO RESOLUTION 79/42, “MEASURES TO PREVENT TERRORISTS FROM ACQUIRING WEAPONS OF MASS DESTRUCTION”**

The International Civil Aviation Organization (ICAO) supports the counter-terrorism objectives set out in United Nations General Assembly Resolution 79/42 “Measures to prevent terrorists from acquiring weapons of mass destruction”, by enhancing the security of the international civil aviation system through international legal instruments on counter-terrorism and through the development and review of Standards and Recommended Practices (SARPs) in Annex 17 – *Aviation Security*.

ICAO continues to promote the universal adoption of the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention 2010), which entered into force on 1 July 2018. The Beijing Convention criminalizes acts of using civil aircraft for the purpose of causing death, serious bodily injury or serious damage; of using civil aircraft to release or discharge any biological, chemical or nuclear (BCN) weapon or similar substances to cause death, serious bodily injury or serious damage; and of using any BCN weapon or similar substances on board or against civil aircraft. It further criminalizes the unlawful transport of any BCN weapon, related material or other dangerous material. The Convention has 51 State Parties, and the 41st Session of the ICAO Assembly, through Resolution A41-4: *Consolidated statement of continuing ICAO policies in the legal field and Resolution A41-18: Consolidated statement on continuing ICAO policies related to aviation security*, urge States that have not signed and ratified the Convention to do so as soon as possible.

To facilitate States’ assessment of risks faced by civil aviation security, ICAO periodically issues updates to its publication *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted), which includes an assessment of the global aviation threat picture, a description of the different threat scenarios that are considered, the utilized methodology, and the risk levels obtained. The third edition of Doc 10108 was published in all ICAO languages in 2022 and provides States and other stakeholders with risk information arising from threat scenarios, including but not limited to *attacks using RPAS* on aviation targets; *aircraft used as a weapon*; *chemical threats*; *missiles and other attacks from distance* (in and outside conflict zones); and *biological and radiological threats*. As the Third Edition of (Doc 10108) is currently undergoing updates, an Addendum to Doc 10108 has been approved for publication (expected in Q2 of 2025). The Addendum provides an update to both the global threat picture and the risk assessment results for different threat types. This Addendum is an interim document to ensure States have the latest information until the more detailed fourth edition of Doc 10108 is published.

ICAO continues to develop guidance material to further support States and stakeholders address aviation security in civil aviation and meet their obligations related to ICAO Standards and Recommended Practices. The 13th edition of the *ICAO Aviation Security Manual* (Doc 8973 — Restricted), was published in English in December 2022, and other languages will follow. This document incorporates new and updated guidance material on prohibited items list, one-stop security (OSS) arrangements, lower-risk airports, reporting of aviation security occurrences and incidents, aircraft operator security programmes and supplementary station procedures, and on items or equipment affected by security screening technologies. Furthermore, it contains new best practices in aviation security such as the insider threat toolkit. Other guidance material includes, *Aviation Security Training Manual* (Doc 10207), *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones* (Doc 10084), guidance material on *Protection of Secure Cargo*, and the standalone guidance materials for the *Protection of Civil Aviation Infrastructure Against Unmanned Aircraft*, *Recognition of Equivalence of Security Measures - One-Stop Security (OSS)*, and the *Disposal of Screening Equipment, Incident Reporting Guidance and Taxonomy*, which are available on ICAO website <https://www.icao.int/Security/SFP/Pages/Guidance-Material.aspx>

With regard to the legal transport of dangerous goods as cargo on aircraft, Annex 18 – *The Safe Transport of Dangerous Goods by Air*, together with the detailed specifications contained in the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), 2025-2026 Edition, provide States with an internationally agreed set of provisions governing their safe transport for all international operations of civil aircraft. With regard to the transport of high consequence dangerous goods, additional security measures are contained therein. Furthermore, ICAO has worked with the Organization for the Prohibition of Chemical Weapons to facilitate its work when transporting samples for analysis.

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