

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**FIRST MEETING OF DIRECTORS OF CIVIL AVIATION OF THE**  
**CARIBBEAN REGION (CAR/DCA/1)**

(Grand Cayman, Cayman Islands, 8-11 October 2002)

**Agenda Item 8.1: Security**

**Cooperation between States to Improve Aviation Security**

(Presented by the United States)

**SUMMARY**

The international standards contained in Annex 17 are agreed upon by 188 countries and theoretically provide a network that protects the global aviation system. However, when countries are unable or unwilling to effectively apply those standards, areas of weakness result that potentially compromise the entire protective net. Cooperation between States at the regional level is one of the most effective ways to broadly raise the level of security and encourage effective implementation of security measures at airports.

**1. INTRODUCTION**

1.1 As regions are faced with an increasing threat environment; expanding international air traffic volume; and political and economic alliances that affect developing aviation policies, a harmonized effort—a collective voice—is essential to ensure that preventative measures in States and at airports meet the requirements of international standards. By pooling resources, adopting collective solutions, and working together, the individual States that comprise a region can achieve a level of stability and solidarity that is not available to the individual State. It is through the collective work of States—such as that undertaken by the Latin American Civil Aviation Commission --that nations can bring together their aviation security leaders and work through an established framework to exchange information and develop effective approaches for improving security across the region. Equally important to the efforts of regional aviation security groups is the active support of Directors General.

## 2. DISCUSSION

2.1 With the growth of the aviation industry in the 1990's and the emphasis placed on security as a result of Pan Am 103, certain States recognized that in order to fully protect the aviation system, efforts to improve security and ensure a consistent level of implementation needed to be established at the regional level and made viable for the long-term. Such regional security initiatives grew in the years following Pan AM 103 as approaches to aviation security required more attention to ensure that such an incident would never occur again. Most notable of the regional initiatives were those of the European Civil Aviation Conference (ECAC). Through its Security Working Group and Operational Task Force, which were formed soon after the bombing of Pan Am 103 in 1988, ECAC has made measurable progress toward harmonized aviation security measures among its 38 member states. Since that time, other regions have recognized the value in working together and efforts continue to build viable regional frameworks that will serve as foundations for long-term cooperation.

2.2 Through focused and long-term cooperation between States of a region a number of objectives and goals can be reached, following are some examples of regional objectives:

- Develop security goals that will meet the needs of the region's expanding aviation system and contribute to its efficiency.
- Increase cooperation and communication between government agencies responsible for civil aviation security.
- Work towards regional harmonization of security measures and standards, eventually leading to seamless travel for passengers within the region.
- Facilitate the movement of passengers and goods in the region through cooperation of aviation security authorities in the areas of passenger, baggage, cargo, and mail security.
- Exchange information and establish relationships with the regional aviation bodies of Europe and Latin America, as well as international aviation industry entities such as Airports Council International, the International Airline Pilots Association, the International Aviation Transport Association, etc.
- Cooperate in the areas of research, development and deployment of aviation security technology leading to faster, more efficient and unobtrusive means of ensuring the security of aircraft and passengers.
- Increase cooperation among regional States and ICAO with regard to aviation security training and workshops
- Work with Directors General in ensuring that regional policy developed and agreed upon by aviation leaders are implemented within individual States.

2.3 The importance of working to improve aviation security at a multilateral level cannot be over-emphasized and it is through regional efforts that the voices of individual States can come together and find expression at the global level. Such voices need to be heard at the security proceedings of the International Civil Aviation Organization (ICAO). Taking an active role in the security activities of ICAO can be daunting for an individual State with limited human or financial resources; however, by participating in a regional security framework an individual State can contribute to, and benefit from, decisions made at the global level.

2.4 Just months after the World Trade Center and Pentagon attacks, ICAO hosted a high-level ministerial conference on civil aviation security to address the new vulnerabilities and challenges exposed by the terrorist acts of September 11<sup>th</sup>. Ministers and other high-level officials from 154 countries and 24 international organizations endorsed the creation of a mandatory and aviation security audit program. This program is scheduled to begin in early 2003 and is aimed at determining a State's compliance with international standards by observing measures at airports and assessing the State's capabilities to sustain those measures.

2.5 It is our responsibility, as individual States or through our collective voices, to actively participate in the development and implementation of the security audit program in order to support increased worldwide implementation and compliance with ICAO aviation security standards. All States should be encouraged to actively support the program—by donating funds to the AVSEC Mechanism, by nominating aviation security experts to become ICAO certified auditors, or by providing other forms of expertise that can be contributed to the program.

### **3.0 CONCLUSION**

3.1 The governments of the world must work together to ensure that the security of civil aviation is developed to a level of effectiveness that will forever countervail attacks such as we saw on September 11<sup>th</sup>. While it is incumbent upon each and every State to assume their individual responsibility in protecting the worldwide aviation system, cooperation among States of a region is not only effective-- but critical-- to achieving this goal.

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