INTERNATIONAL CIVIL AVIATION ORGANIZATION

**FIRST MEETING OF DIRECTORS OF CIVIL AVIATION OF THE
CARIBBEAN REJGION (CAR/DCA/1)**

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

Agenda Item 8:   **Air Transport**
                                  8.1   Security

USOAS Sponsored Training in the Caribbean

(Presented by the United States)

Summary
This paper provides a summary report of aviation security training provided to the English-speaking CARICOM States in Trinidad and Tobago in July 2002. This training was fully funded by the U.S. Mission to the Organization of American States (USOAS), with support provided by the Federal Aviation Administration (FAA), the Transportation Security Administration (TSA), the Organization of American States (OAS), the Trinidad and Tobago Civil Aviation Authority (TTCAA) and Transport Canada (TC).

1.   Introduction

1.1   The September 11, 2001, attacks upon the U.S. that used civil aircraft as weapons of mass destruction prompted a worldwide re-evaluation of civil aviation security policy and procedures. These attacks had a significant impact on the global aviation industry, resulting in worldwide economic downturn.

1.2   Past security crises have prompted the international aviation community to safeguard international civil aviation operations against unlawful acts. In March 1974, international standards and recommended practices (SARPs) were codified in Annex 17 of the Chicago Convention. The SARPs were adopted by the Council of the International Civil Aviation Organization (ICAO). The most recent amendments were adopted in August 1997; however more stringent measures were introduced at the ICAO AVSEC Ministerial, which was held February 19-20, 2002, in Montreal, Canada.

2.   Discussion

2.1   The events of September 11th have had a significant impact on the Caribbean. Tourism has decreased in the region, thus impacting the economies of all of the States in the Caribbean. It is essential for the Caribbean States to enhance the security measures at their airports in order to create a first line of defense and to comply with international standards and the new ICAO mandates thereby creating a strong foundation of security policies and procedures.

2.2   In order to create this strong foundation, additional security training for the region is an essential first step. The FAA and TSA have identified training needs in the region consisting of: Basic Aviation Security (AVSEC) Training, Crisis Management, Passenger Screening, Train-the-Trainer and Airport Management. The International Civil Aviation Organization has created training documents that provide instruction on these exact needs.

2.3   With guidance from the Federal Aviation Administration and the Transportation Security Administration, the U.S. Mission to the Organization of American States has utilized the funds for a security initiative to create a training package. This training package included the ICAO training documents, fellowships for the students and also provided funding for instructors to deliver this training to the Caribbean states. This training was an important step in providing assistance to the region.

2.4   The FAA, in partnership with the USOAS, TSA, the TTCAA and ICAO, arranged for the first two security training classes. These classes were held in July 2002 at the ICAO security training center in Trinidad and Tobago. Representatives from ten English-speaking CARICOM States participated in the Basic AVSEC Training Course and the Aviation Security Instructors Course. These two classes were held back-to-back to provide aviation personnel who have been identified as potential instructors and have a minimum of one year of operational aviation security experience, with background on basic aviation security requirements. In addition, the participants attended an Aviation Security Instructors course that provided the students the necessary skills to teach personnel in their own country basic aviation security requirements.

2.5   As a result of these classes, and the extensive interaction between the students and the instructors, additional training needs were identified. One class in particular that was identified was the Crisis Management course developed by ICAO. It is anticipated that the US Mission to the Organization of American States will continue to work with the FAA and TSA to develop additional security training courses for the Caribbean States.

3. Conclusion

3.1   To create a strong foundation for economic recovery, airport security training for the Caribbean region is important. This training effort will help further enhance airport security throughout the region. The FAA, TSA and the USOAS will continue to work together to create additional security training opportunities for the Caribbean States.

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