



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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EXECUTIVE COMMITTEE

Agenda Item 14: Aviation security

BALANCE BETWEEN THE COST OF IMPLEMENTATION AND THE LEVEL OF THREAT OF CIVIL AVIATION SAFETY

(Presented by the 21² member States of the Latin American Civil Aviation Commission)

SUMMARY

The objective of this working paper is to present before the international aeronautical community the position from the LACAC member States with regards to the implementation of standards and recommended practices established in Annex 17 of the International Civil Aviation Convention, taking into consideration the high costs involved in the implementation of particular actions that should be applied, in harmony with the differences in the level of threat of the States of the region and of other Contracting States; and proposes several actions to be taken by the Assembly.

1. INTRODUCTION

1.1 The increase of costs resulting of the implementation of new safety measures for civil aviation (Amendment 10 to Annex 17) is of concern to ICAO Contracting States; particularly, Latin American countries, due to high prices of the AVSEC control systems.

1.2 Specialized magazines have published several articles pointing out the difficulties in the implementation of security measures after 11 September 2001; e.g., Airline Business Magazine (June 2002) pointed out that implementation costs for security systems in some American airports vary between US \$ 85 million and US \$ 194 million.

1.3 There are two major concerns to LACAC member States. The first is related to the effective application of security measures depending on the level of threat identified by respective countries; the second, to implementation and operation costs.

¹ English and Spanish versions provided by LACAC

² Argentina, Aruba, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

1.4 Bearing this in mind, the LACAC AVSEC Group has observed that costs in security systems vary between 220 and 10 million dollars, depending on its technological complexity. This discrepancy shows a rich spectrum of solutions and procedures that can be used in control systems for civil aviation security, and its direct repercussion on costs of the air transport industry in the region.

1.5 During the High-level Ministerial Conference on Aviation Security (Montreal, Canada, 19 and 20 February 2002) (AVSEConf-02), concern was shown regarding the impact on developing countries due to the cost involved by the measures recommended by Annex 17 and the actual existing threats.

2. DISCUSSION

2.1 As mentioned above, excessive costs related with the use of state-of-the-art equipment lead to the rational implementation of security systems in airports of the Latin American region, taking into consideration all factors involved, mainly, the level of threat identified by the respective countries and the financial possibilities to cover expenses for acquisition and operation of the various AVSEC equipment and control systems.

2.2 In this manner and considering the diversity of equipment and alternatives for the implementation of a security system, it is crucial to evaluate all the detection devices and adapt them to the kind of traffic as well as to the physical and operational conditions of airports. Flexibility in the use of human and animal resources as well as acquisition of low cost inspection equipment corresponding to particular characteristics of airports in the region and level of threat should be particularly sought for.

2.3 As established by the Convention on International Civil Aviation, its Annexes and technical documents, security measures with more sophisticated systems should be established only at international airports, commensurate to the level of threat identified by each State, as stated in paragraph 5 of Resolution A33-1.

2.4 When attending requests from other countries for greater control, additional costs to attend these specific needs should be covered by the requesting State or by its airline operators.

2.5 When dealing with domestic airports as well as with protection of domestic flights, the State should consider its internal legislation and bear in mind its particular conditions, especially, the use of human resources and cost reduction of systems and equipment.

2.6 The implementation of security systems and equipment requires important support to specialized training of human resources.

2.7 It is important to bear in mind that, on the contrary to tangible aspects inherent to safety oversight, the civil aviation security depends on the subjectivity existing in the definition of the different processes of execution, as well as in the control and audit procedures. This fact requires the development of specific considerations in order to conform to standards and recommended practices of Annex 17, particularly, when considering the level of threat identified by countries of the region.

2.8 As one of the main tools of the ICAO Action Plan on civil aviation security matters, the universal audit programme has been developed with a homogeneous approach for all the States. Due to limited financial resources, this practice can eventually affect the less developed regions and States.

3. ACTION BY THE ASSEMBLY

3.1 Taking into consideration the Civil Aviation Universal Security Audit Programme (USAP) and the above, the following is proposed to the Assembly:

- a) establish alternative security systems, compatible with the level of threat of each State, taking into consideration economic and financial limitations;
- b) assure that any costs for additional security measure leading to attend specific requirements from another State whose level of threat differs that from the offering State be covered by the State requiring it or the pertinent airline;
- c) develop training programmes in the framework of low-cost philosophy, aimed to undertake preventive actions which consider passengers, crewmembers, freight, airplanes and airport infrastructure protection against actions of unlawful interference; and
- d) encourage the establishment of non-refundable credit lines for developing countries, aiming to avoid that excessive demands for implementation of security measures may turn into hindrances for the growth of air transport in the region.

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