



ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation security

CONSIDERATION BY LACAC MEMBER STATES ON AMENDMENT 11 TO ANNEX 17

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

SUMMARY

This working paper presents some considerations by the 21 member States of LACAC in relation to the proposals under study concerning Amendment 11 to Annex 17 to the ICAO Convention on International Civil Aviation – Security – Prevention of Unlawful Interference with International Civil Aviation, especially in view of the high cost of security measures and in accordance with the different levels of threat perceived by the countries in the region.

1. INTRODUCTION

1.1 The events of September 11 brought about deep changes in the air transport industry, due, mainly, to the implementation of additional security measures and their direct implications on airline and airport costs.

1.2 This new context has significantly affected developing countries, mainly due to the limited investment capacity of their companies and, consequently, their ability to maintain their competitiveness vis-à-vis their peers in developed countries.

1.3 It is important to note that the States of the region, despite financial restrictions, are complying with the additional security requirements of other countries with higher levels of threat, and as guided by ICAO itself.

1.4 Furthermore, according to the results of the USAP Programme audits, most countries do not properly comply with the security measures stipulated in Annex 17 currently in force.

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.

1.5 Thus, it is important to stress that new incentives related to international civil aviation security, based on their possible financial and organisational implications, shall not be treated as standards but rather as recommendations, so as to permit a coordinated and well-supported development of the civil aviation security system of ICAO member States.

2. LACAC RECOMMENDATIONS

2.1 Regarding the most relevant issues of the current proposal of Amendment 11, the following special considerations should be made:

2.1.1 MANPADS

2.1.1.1 Prevention of this type of threat involves action both on the ground and in the air.

2.1.1.2 In the case of ground measures, several organizations from outside the aeronautical community need to be involved. Actions in the air may involve the installation of equipment on board aircraft, as well as the use of helicopters or support aircraft with specialized personnel to monitor areas around airports.

2.1.1.3 Within this context, it is clear that any initiative to prevent this type of threat will have a quite significant cost. Therefore, considering the level of this type of threat in the region, it is recommended that only guidance material be developed, based on preventive action on ground.

2.1.2 Security agents on board

2.1.2.1 This measure may only be contemplated following a thorough study showing the true effectiveness of its implementation.

2.1.3 Security plan for general aviation aircraft weighing more than 5700 kg

2.1.3.1 Based on the effective level of threat in the region, the current costs involved in the implementation of security measures and the difficulty to oversee and implement specific procedures for general aviation, this type of initiative should only be considered as a recommendation.

2.1.4 Scope of application

2.1.4.1 Under no point of view, possibility of expanding the scope of application of Annex 17 to domestic flights may be considered. It should be noted that this type of approach is contrary to the provisions of the Chicago Convention itself.

3. ACTION BY THE ASSEMBLY

3.1 Taking into account the economic and financial characteristics of the region, as well as the level of threat perceived in LACAC member States, it is proposed to the Assembly that discussions on Amendment 11 to Annex 17 take into account the aspects mentioned in this working paper.