



Agenda Item 5: Aviation Security (AVSEC) Matters
**5.3 ICAO NAM/CAR/SAM Aviation Security and Facilitation Regional
Group (AVSEC/FAL/RG)**

**ESTABLISHMENT AND FUTURE ACTIVITIES OF THE ICAO NAM/CAR/SAM AVIATION
SECURITY AND FACILITATION REGIONAL GROUP (AVSEC/FAL/RG)**

(Presented by the Secretariat)

SUMMARY	
This working paper presents information on the creation of the ICAO NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) that replaces the former GREPECAS Aviation Security Committee (AVSEC/COMM).	
References:	
<ul style="list-style-type: none">• Annex 17 – Security• Annex 9 – Facilitation• AVSEC/COMM/6 Final Report• GREPECAS/15 Final Report	
Strategic Objective	<i>This working paper is related to Strategic Objective B.</i>

1. Introduction

1.1 This working paper is presented for consideration and action by the Meeting in support of the implementation of ICAO Strategic Objective B – *Security – Enhance global civil aviation security*. It also provides information on the creation of the ICAO NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) that replaces the former GREPECAS Aviation Security Committee (AVSEC/COMM), and it stresses State and Territory participation in future activities of this ICAO Regional Group for assisting States in ensuring compliance with the Standards and Recommended Practices (SARPs) of Annexes 9 and 17.

2. Discussion

2.1 The GREPECAS Aviation Security Committee (AVSEC/COMM) was created due to the events of 11 September 2001, highlighting the need to harmonize aviation security procedures in the CAR/SAM Regions. Its main objective was to create a specialized and expert group to implement Annex 17 and to underscore the importance of the ICAO AVSEC Plan of Action and Universal Security Audit Programme (USAP), and State obligations to these programmes, thereby enhancing security awareness, and promoting the prevention of emerging threats. This is reflected in the working papers and documents, which were presented for review and analysis at every meeting assisting States with a clear vision towards developing aviation security.

2.2 The establishment of the AVSEC/COMM was the result of a GREPECAS Conclusion during its Tenth Meeting celebrated in Las Palmas, Islas Canarias, Spain, in October 2001. The Secretariat of GREPECAS approved that States and International Organizations could constitute the AVSEC/COMM. Initially, Argentina, Chile, Jamaica, Mexico, Paraguay, Peru, United States, ACI, LACAC, and IATA formed this Committee, maintaining an open invitation to any CAR/SAM Contracting State.

2.3 The AVSEC/COMM was convened as follows:

- First Meeting in Lima, Peru, in August 2002, as part of the activities of the GREPECAS AGA/AOP/SG Subgroup;
- Second Meeting in Merida, Mexico, in April 2003, as an independent contributory body of the GREPECAS;
- Third Meeting in Santiago, Chile, in March 2004;
- Fourth Meeting in Montego Bay, Jamaica, in April 2005;
- Fifth Meeting in Buenos Aires, Argentina, in May 2006; and
- Sixth Meeting in Puerto Vallarta, Mexico, in July 2008.

2.4 The AVSEC/COMM structure included a Chairman and a Vice-Chairman elected by the plenary, and the Secretary was the ICAO Aviation Security Regional Officer for the NAM/CAR/SAM Regions. In addition, having specialists from States and International Organizations among its members, the AVSEC/COMM was given the opportunity to receive useful and relevant information on AVSEC issues for presentation as proposals to ICAO.

2.5 Since the beginning, the AVSEC/COMM working activities were characterised as being dynamic and practical by covering the Aviation Security concerns, needs and requirements of the Regions. Some Draft Conclusions of the meetings included the survey on AVSEC implementation, guidelines for the National Civil Aviation Security Programme, National Quality Control Programme, Cargo Security Programme, Aircraft Operator Security Programme, AVSEC training, and the coordination for obtaining training fellowships.

2.6 The important objective of implementing AVSEC training was also achieved by the AVSEC/COMM accepting the invitation from Canada for cooperation through the ICAO/Transport Canada AVSEC Training Programme, described in WP/10, which has existed since 2004 and held 46 AVSEC training events for 894 participants from the CAR/SAM States and Territories. In addition, the AVSEC/COMM secured the OAS/CICTE to provide many fellowships for some of the participants to attend ICAO AVSEC training events.

2.7 All of these projects promoted the improvement of security through the participation of task force groups like the one for Amendment 11 of Annex 17, cargo security, hold baggage, and passenger inspection. There were other important events such as the *ICAO Hold Baggage Screening Seminar for the NAM/CAR/SAM Regions*, held in Monterrey, Mexico in 2005, and the *ICAO Passenger/Cabin Baggage Screening Seminar (AVSEC/PAX/BAG) for the NAM/CAR/SAM Regions* held in Montego Bay, Jamaica in 2008. Both events were a great success due to the number of participants and the guidelines and assistance that was provided to State participants for improved preparation of their specialized AVSEC personnel.

2.8 The ICAO Council Meeting held on 18 March 2008, reviewed the conclusions contained in C-WP/13135 presented by the Air Navigation Commission (ANC) Chairman. The Council agreed to maintain the terms of reference of the Planning and Implementation Regional Groups (PIRGs), except for the regional groups the CAR/SAM Regions (GREPECAS), whose terms were amended to exclude aviation security issues from the GREPECAS mechanism as the ANC is not the appropriate body to manage those issues.

2.9 Therefore, and due to the importance of continuing this important activities, the Meeting is informed that the creation of the new ICAO NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) was proposed by the AVSEC/COMM/6 conclusions, which was approved at the GREPECAS/15 Meeting held in Rio de Janeiro, Brazil in October 2008, to replace the former GREPECAS Aviation Security Committee (AVSEC/COMM). This Regional Group will continue functioning as an independent and multi-regional forum to harmonize and efficiently unify the efforts of smaller AVSEC regional groups in order to avoid duplication of efforts and exhausting limited State resources. The membership and terms of reference for the new AVSEC/FAL/RG will at the start be the same as the previous AVSEC/COMM. In addition, the Chairman of the former AVSEC/COMM will continue conducting the new regional group, and ICAO will continue as Secretariat of this group through the AVSEC Regional Officer. The First Meeting of this AVSEC/FAL/RG is planned to be held in early 2010.

3. Conclusion

3.1 The Meeting is reminded of States' obligations to contribute to ICAO Strategic Objective B and are encouraged to participate in the future activities of the AVSEC/FAL/RG by sending AVSEC and FAL personnel of their States/Territories civil aviation and aviation security and facilitation authorities. The States contribution and participation will assist in meeting the strategic objective goal and improve international civil aviation security in the region.

4. Suggested Action

4.1 The Meeting is invited to take note of the information presented in this working paper in order to approve the following draft conclusion:

DRAFT

CONCLUSION 10/X

**ICAO NAM/CAR/SAM AVIATION SECURITY AND
FACILITATION REGIONAL GROUP (AVSEC/FAL/RG)**

That Central Caribbean States/Territories,

- a) support the AVSEC/FAL/RG by ensuring the participation of their aviation security and facilitation experts in the meetings and other activities in order to maintain continuous improvement and sustainability of AVSEC measures and procedures for the protection of international civil aviation;
- b) support the AVSEC/FAL/RG by hosting future meetings and other related events; and
- c) ensure attendance of high level security and facilitation personnel at the First AVSEC/FAL/RG Meeting scheduled to be held in January/February 2010.

— END —