



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Aviation Security — Policy

**IMPLEMENTATION OF THE NATIONAL CIVIL AVIATION SECURITY MANAGEMENT
(CASeMNP-SeMS) NATIONAL PROGRAMME**

(Presented by Colombia; supported by Argentina, Plurinational State of Bolivia, Brazil, Chile, Ecuador, Guyana, Panama, Paraguay, Peru, Surinam, Uruguay and Bolivarian Republic of Venezuela)

EXECUTIVE SUMMARY

In accordance with the decision under Agenda Item 8 of the Fifth Meeting of the ICAO/LACAC Aviation Security and Facilitation Regional Group (NAM/CAR/SAM) held in Lima, Peru, in June 2015, consultations were to be carried out with each Contracting State having experience in the implementation of a SeMS in their aviation security system, and the outcomes of SeMS implementation in the States is to be presented at the next meeting of the AVSEC/FAL/RG.

Action: The Assembly is invited to:

- a) Encourage Member States to implement a Civil Aviation Security Management National Programme (CASeMNP-SeMS);
- b) Offer Member States technical support facilitation through a working group tasked with setting up and implementing the National Civil Aviation Security Management National Programme (CASeMNP-SeMS); and
- c) Consider mechanisms for establishing communication between the AVSEC/FAL regional groups and the panels of experts at Headquarters, so that the work of the regional groups may be reviewed and possibly serve as examples of best practice in ICAO.

<i>Strategic objectives:</i>	This working paper relates to Strategic Objective C - <i>Security and Facilitation</i> .
<i>Financial implications:</i>	N/A

¹ Spanish version provided by Colombia

<i>References:</i>	Annex 17 — <i>Security</i> , Paragraph 2.1 Doc. 8973, <i>Aviation Security Manual</i> , Chapter 9 Fifth Meeting of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group, Final Report – Lima, Peru, 3 to 5 June 2015 SeMS Manual AVSEC/FAL/RG/5-NE/08 Working Group Document, Buenos Aires; Participants: Argentina, Colombia, Costa Rica, Cuba, Honduras and Mexico. AVSEC/FAL/RG/4 — WP/15 Colombian document – updated excerpt to Regulatory Circular No. 4302-082-16.10 (26.05.2010) – Civil Aviation Security Risk Assessment for Airports
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1. INTRODUCTION

1.1. Based on the initiatives proposed by Argentina and compiled in the AVSEC/FAL/RG/5-NE/08 document, Appendix A, it is important to build on the concepts provided therein and ensure their harmonization in the implementation of similar management systems, such as SMS (safety).

1.2. Given the major progress achieved in developing the SeMS concepts, it is important to draw on the experiences within each Contracting State, as recommended by the Fifth Meeting of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group.

1.3. In this regard, it is proposed that a SeMS be developed under a Civil Aviation Security Management National Programme, in the same way that the Civil Aviation Training and Quality Control National Programmes were implemented in each State.

2. DESCRIPTION AND SCOPE OF THE PROPOSAL

2.1. In order to establish a policy for Contracting States on SeMS together with a regulatory framework, and to ensure effective implementation on the basis of a Civil Aviation Security Management National Programme, we suggest the following:

- ***Policy:*** Each Contracting State must introduce a Civil Aviation Security Management model, based on risk management systems, that consistently monitors the dynamics of acts of unlawful interference in order to anticipate insofar as possible the occurrence of such acts and minimize their impacts on international civil aviation, optimizing the human factor and making best use of available resources;
- ***Scope:*** The development of a policy for Contracting States to implement SeMS guarantees the highest level of commitment, ensuring that the civil aviation sector has modern methodological tools enabling it to efficiently and effectively manage each of the variables that impacts AVSEC management, in an objective, qualitative and quantitative manner.

2.2. The main deliverable should be an overview of the current risks faced by civil aviation in each Contracting State in order to make decisions on investment, training and the continuous enhancement of the human factor, within the framework of existing models.

2.3. As a result, it should be possible to minimize potential acts of unlawful interference, and optimize existing resources in each Contracting State.

2.4. The proposed nomenclature is the **Civil Aviation Security Management National Programme (CAsEMNP)**.

3. CONCLUSION

3.1. The Contracting States should implement a Civil Aviation Security Management National Programme (CAsEMNP-SeMS) in order to consistently monitor the dynamics of acts of unlawful interference on the basis of risk assessments and, insofar as possible, anticipate such acts and minimize their impacts on the international civil aviation sector, optimizing the human factor and making best use of available resources.

4. **RECOMMENDATIONS**

- a) Urge member States to implement a Civil Aviation Security Management National Programme (CAsEMNP-SeMS);
- b) Offer member States technical support facilitation through a working group tasked with setting up and implementing the Civil Aviation Security Management National Programme (CAsEMNP-SeMS); and
- c) Consider mechanisms for establishing communication between the AVSEC/FAL regional groups and the panels of experts at Headquarters, so that the work of the regional groups may be reviewed and possibly serve as examples of best practice in ICAO.

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