



**WORKING PAPER**

**ASSEMBLY — 42ND SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 13: Aviation Security — Policy**

**THE BRAZILIAN AVIATION SECURITY TEAM (BASET) AND ITS ALIGNMENT WITH GASEP**

(Presented by Brazil, and co-sponsored by 16 LACAC Member States<sup>1</sup>)

**EXECUTIVE SUMMARY**

The Brazilian Aviation Security Team (BASET), established by the National Civil Aviation Agency (ANAC), is a multi-stakeholder platform designed to enhance the effectiveness of civil aviation security in Brazil. Created through Resolution No. 542/2020, BASET promotes coordinated action among government agencies, airports, airlines, and other stakeholders to address current and emerging threats. Its priorities and structure reflect a clear alignment with the ICAO Global Aviation Security Plan (GASEP), particularly in promoting a strong security culture, advancing technology adoption, and strengthening national oversight. BASET's initiatives—such as awareness campaigns, cybersecurity integration, and knowledge-sharing forums—contribute directly to GASEP's five priority outcomes. This working paper presents BASET as a national best practice that exemplifies effective implementation of GASEP principles, reinforcing Brazil's commitment to international cooperation and continuous improvement in aviation security.

**Action:** The Assembly is invited to:

- a) acknowledge that BASET serves as a concrete and impactful example of how national-level collaboration can effectively translate GASEP priorities into action;
- b) recognize the best practices developed by Brazil to enhance its aviation security posture in line with ICAO's global vision; and
- c) encourage Member States to adopt similar measures to foster and promote GASEP initiatives.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goal of <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	N/A
<i>References:</i>	<i>Global Aviation Security Plan (GASEP)</i> (Doc 10118)

<sup>1</sup> Belize, Bolivia, Chile, Colombia, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Paraguay, Peru, Uruguay and Venezuela (Bolivarian Republic of).

## 1. INTRODUCTION

1.1 The establishment of safety groups in aviation has played a critical role in improving operational standards in different States, especially in the United States and Brazil. In the United States, the Commercial Aviation Safety Team (CAST) was formed in 1997 as a government–industry partnership with the goal of reducing the commercial aviation fatality rate. CAST brings together representatives from airlines, manufacturers, labor organizations, and government agencies. It focuses on data-driven safety enhancements and proactive risk management, contributing significantly to the remarkable safety record in U.S. commercial aviation.

1.2 Inspired by international best practices, Brazil created its own structure of operational safety groups under the coordination of National Civil Aviation Agency of Brazil (ANAC). These groups, known as Brazilian Aviation Safety Teams (BASTs) aim to promote a collaborative safety culture among stakeholders. BASTs operate regionally and by sector (such as airports, airlines, and air traffic services), encouraging the voluntary sharing of safety data and best practices to identify hazards and prevent accidents. Both initiatives reflect a shift from reactive to proactive safety management, emphasizing collaboration and the continuous improvement of Aviation Safety.

1.3 Aligned with these good initiatives originated in Safety, the Brazilian Aviation Security Team (BASeT), coordinated by the National Civil Aviation Agency of Brazil (ANAC), was established as a strategic national initiative to enhance civil aviation security. Formally created by Resolution No. 542/2020, BASeT serves as a permanent forum bringing together representatives from public authorities, airport operators, airlines, and other stakeholders to address critical security challenges collaboratively. This initiative aligns closely with the priorities of the International Civil Aviation Organization's (ICAO) Global Aviation Security Plan (GASeP), which sets the global strategic direction for aviation security through five key priority outcomes: enhancing risk awareness and response, developing security culture and human capability, improving technological resources and innovation, strengthening oversight and quality assurance, and increasing cooperation and support.

1.4 This working paper aims to present BASeT as a model of effective national implementation of GASeP, highlighting its main objectives, recent activities, and the structure of its thematic subgroups. The paper intends to share Brazil's experience and encourage international dialogue on best practices for civil aviation security governance.

## 2. MAIN OBJECTIVES OF BASET

2.1 BASeT was established with a set of well-defined objectives that reflect Brazil's commitment to international aviation security standards. These objectives include:

- **Enhancing Collaboration:** Foster structured dialogue and cooperation among all actors in the aviation security chain, including government, industry, and civil society.
- **Promoting Best Practices:** Facilitate the exchange of information, experiences, and strategies for mitigating threats to civil aviation.
- **Capacity Building:** Support the development of training, guidance materials, and technical resources to improve the competencies of aviation security personnel.
- **Supporting Innovation and Risk Management:** Encourage the adoption of new technologies and risk-based approaches in response to evolving security threats.
- **Monitoring and Evaluation:** Provide a mechanism for ongoing evaluation of aviation security measures and practices, aligned with international standards and GASeP principles.

2.2 These objectives are embedded in a governance structure that emphasizes inclusiveness, transparency, and adaptability, ensuring that BAsET remains a dynamic platform capable of responding to emerging challenges in aviation security.

### 3. RECENT SUBGROUPS AND ACTIVITIES

3.1. In the 2024/2025 cycle, the Brazilian Aviation Security Team (BAsET) has established six thematic subgroups, each focusing on specific projects aimed at enhancing civil aviation security in Brazil. These subgroups, coordinated by representatives from various aviation stakeholders, are tasked with developing studies, manuals, and best practices to address current and emerging security challenges.

- Subgroup 1: This subgroup is conducting a study on the utilization of new technologies for inspections and patrols in the operational perimeter of airport sites, including the presentation of available solutions. It is coordinated by a representative from AENA Brasil.
- Subgroup 2: Focused on improving aviation security exercises (AVSEC), this subgroup is producing a manual outlining best practices. The coordinator is a representative from VINCI Airports Brasil.
- Subgroup 3: This subgroup examines procedures related to the non-removal of baggage in "no-show" passenger situations when baggage has been 100% inspected. The study is coordinated by a representative from GOL Linhas Aéreas.
- Subgroup 4: Tasked with producing a manual containing action plans for operators and authorities on identifying drones and resources for their capture in airport environments, this subgroup is coordinated by a representative from DECEA. [https://www.gov.br/anac/pt-br/noticias/2024/baset-convida-interessados-para-compor-subgrupos-tematicos-para-o-ciclo-2024-2025?utm\\_source=chatgpt.com](https://www.gov.br/anac/pt-br/noticias/2024/baset-convida-interessados-para-compor-subgrupos-tematicos-para-o-ciclo-2024-2025?utm_source=chatgpt.com)
- Subgroup 5: This subgroup is studying best practices adopted in the control of tool access in Restricted Security Areas (ARS), aiming for continuous improvement in regulatory compliance. The coordinator is a representative from BH Airport.
- Subgroup 6: Focused on the technical feasibility of employing artificial intelligence tools in the analysis of requirements (documents) during the personnel credentialing process, this subgroup is coordinated by a representative from CCR Aeroportos - Blocos Sul e Central.

3.2 These subgroups exemplify BAsET's commitment to fostering collaboration among aviation stakeholders and aligning national security practices with international standards. By addressing specific areas such as technology integration, procedural improvements, and regulatory compliance, the 2024/2025 subgroups contribute significantly to the continuous enhancement of Brazil's civil aviation security framework.

### 4. THE LINK BETWEEN BAsET AND GAsEP

4.1 BAsET was conceived in direct response to Brazil's commitment to aligning with ICAO's GAsEP, and its structure and activities are a reflection of the GAsEP's five priority outcomes:

- **Risk Awareness and Response:** BAsET promotes a proactive approach to identifying and mitigating security threats through joint risk assessments and the dissemination of relevant intelligence across stakeholders.
- **Security Culture and Human Capability:** The development of workshops, manuals, and educational campaigns by BAsET's subgroups contributes to fostering a robust security culture and building human capacity.

- **Technology and Innovation:** Through its Cybersecurity and Innovation subgroup, BAsE T supports the integration of new technologies and digital infrastructure protection strategies to meet modern security demands.
- **Oversight and Quality Assurance:** BAsE T facilitates the implementation of internal security management systems (SeMS) and promotes best practices in compliance and evaluation, reinforcing national oversight mechanisms.
- **Collaboration and Support:** By serving as a national coordination forum, BAsE T enhances cooperation among Brazilian stakeholders and contributes to international dialogue and knowledge exchange, fully supporting the global vision of partnership emphasized in GAsEP.

4.2 This comprehensive alignment ensures that Brazil's aviation security governance contributes not only to national protection but also to regional and global aviation resilience.

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