

Agenda Item 2: AVSEC and future perspectives

2.1 Under this Agenda item, the civil aviation authorities of the South American Region were informed about the work being carried out in the field of civil aviation security (AVSEC) and the future outlook of protection against acts of unlawful interference at the regional level.

2.2 In principle, the meeting took note that, following the unfortunate events of 11 September 2001, a number of measures had to be adopted at the national, regional and international levels to support air transportation and to seek the best alternatives for its recovery in the short-term.

2.3 In this respect, the meeting examined the action adopted by ICAO, particularly Resolution A33-1 "*Statement on the unlawful use of civil aircraft as destruction weapons and other acts of terrorism affecting civil aviation*" and Resolution A33-2 "*Revised statement on ICAO on-going criteria concerning the protection of international civil aviation against acts of unlawful interference*". It also took note of the agreements reached at the Ministerial Meeting on Security held in Montreal in February 2002.

2.4 Special attention was given to the question of the "aeronautical war risk insurance" and the work done by the ICAO panel and Council in this respect, especially concerning the Global Plan, which is aimed at providing an aeronautical insurance coverage for war risk third party liability in favour of airline operators and other civil aviation actors, through the creation of a non-profit insurance company with the backing of State guarantees.

2.5 Upon analyzing the regional initiatives in the area of civil aviation security, the meeting recalled the XI Ibero-American Summit of Heads of State and Government held in Lima, in November 2001. Worthy of mention among the agreements reached by the cited meeting is the one related to air transportation, which took into account the unfortunate events of 11 September and their impact on Latin American air industry.

2.6 On the other hand, the meeting was informed about the work carried out within GREPECAS and the Latin American Civil Aviation Commission. It noted that the former was fostering the establishment of a committee whose first meeting would be carried out in August this year; while LACAC, through its AVSEC group, had already made progress with tasks whose main objective is to "draft a general civil aviation security policy".

2.7 The meeting also analyzed the perspectives foreseen in a short- and medium-term scenario that would enable the States to recover the trust in air transportation and to adopt effective control measures to reach a balance between facilitation and security. Within this context, the aeronautical authorities of the SAM Region examined the present and emerging threats after 11 September, vis-a-vis the limited economic possibilities of their respective States.

2.8 During the meeting sessions the concern regarding additional civil aviation security measures after 11 September, due to the difficulties that the States would face in implementing such measures because of the high costs and its possible impact on the universal civil aviation audit programme.

2.9 Under this matter reference was made to Amendment 10 to ICAO Annex 17, the additional measures, and several standards and recommended practices which would be impossible to implement for various reasons, such as the high cost of the equipment, differences in the threat level, the sovereignty of the States, and the application of international air transportation standards at the domestic level, noting that the Chicago Convention only refers to international air transportation.

2.10 It was proposed that the aeronautical authorities of the Region should instruct their representatives before the Council to act jointly to defend the interests of regional civil aviation when making decisions on this matter; to pay more attention to the universal civil aviation security audit programme, an activity which should be limited to governmental action, leaving to them the control over their territories, thus preserving the spirit of the Convention on International Civil Aviation; and to adopt a firm and joint position when making decisions on civil aviation security, seeking a balance between security measures and actual threats, avoiding additional costs to the air transportation users and enterprises of the Region.

2.11 As a result of the discussions, the civil aviation authorities reached the following agreements:

CONCLUSION 7/2 AVIATION SECURITY (AVSEC) COORDINATION

ICAO and LACAC are urged to carry out the necessary coordination to avoid duplication of work in the AVSEC area.

CONCLUSION 7/3 MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)

Civil aviation authorities are urged:

- a) to the extent of their possibilities, to take action aimed at maintaining effective control systems that permit a balance between facilitation and security.
- b) for future work, to take into account the coordination and cooperation that should exist among the States of the Region, considering the economic limitations for purchasing equipment, that will permit dealing with new and emerging threats.
- c) to implement measures consistent with the level of threat of each State, taking into account that not all are in the same situation.

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- d) To foster preventive measures aimed at “passenger identification”, promoting the creation of a regional database, using means such as mechanical reading or biometric identification passports.
 - e) To encourage the standardization of standards at the regional level, and the exchange and/or joint acquisition of equipment.
 - f) To clearly identify the training needs of States, and foster training with experts from the same region.
 - g) To support the active participation of the “global aviation war risk aeronautical plan” sponsored by ICAO.
 - h) Orient their representatives at the ICAO Council, in order that they act jointly when making decisions on civil aviation Security, according to the Civil Aviation interests of the SAM Region.