



Agenda Item 4A: Initiatives for the Development and sustainability of air transport in the Region

AVIATION SECURITY ACTIVITIES

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents relevant information on aviation security (AVSEC) activities in the SAM Region, which competent authorities in these areas should consider in order to comply with the provisions of Annex 17 – Security. Its objective is to encourage the States of the Region to consider and promote Aviation Security in the recovery of International Civil Aviation after the Pandemic and to update its Strategic Plan aligning it with the roadmap (living document). of the GASeP</p>	
<p>References:</p> <ul style="list-style-type: none">- <i>Annex 17 – Aviation Security, Amendment 18</i>- <i>Doc 8973 – Aviation Security Manual, 13^o Edition</i>- <i>Doc 10118 – Global aviation security plan (GASeP)</i>	
<p>ICAO Strategic Objectives:</p>	<p><i>C: Aviation security and facilitation</i> <i>D: Air transport economic development</i></p>

1. Introduction

1.1 The International Civil Aviation Organization has urged States to keep under constant review the degree of threat against civil aviation operations in their territory and to adjust accordingly the relevant aspects of their National Civil Aviation Security Programs (PNSAC). This requirement addresses two concepts: threat assessment and risk management, which together constitute a viable and cost-effective response to threats against civil aviation.

1.2 Annex 17 requires States to carry out a constant review of risk assessments, so that a uniform approach is applied in response to situations of increasing threat.

1.3 The Council agrees that setting global aviation security targets in terms of the level of effective implementation of the Universal Security Audit Program outcomes against some GASeP priority outcomes should encourage all States to go further with the improvements. The Board also recognised the need to incorporate longer-term objectives into the GASeP.

1.4 The objective of the AVSEC SAM Office strategy, supported by ICAO HQ’s counterparts, is to allow States to collaborate more effectively and address globally issues related to aviation security. For example, work jointly with the States in issues such as promoting best practices, providing expertise support through assistance missions, efficiently implementing the GASeP, development of the one-stop security and SeMS implementation.

1.5 We are now undergoing a time of great economic pressures in the aviation industry and it is essential to apply limited resources in the most effective way possible with respect to costs. That is why our work strategy is to achieve a regional standardisation with control of a robust and reliable security, in order to achieve the best experience for passengers in their transit through the region and improve the connection of international air transport.

2. Discussion

2.1 ICAO Assistance: Aviation Security Improvement Plan (ASIP) and iPack

2.1.1 The Implementation Support and Development Section – Aviation Security (ISD-SEC) of the International Civil Aviation Organization (ICAO) aims to support ICAO Member States that need assistance to develop and strengthen their ability to meet its civil aviation security obligations under the Chicago Convention. In accordance with the ICAO Assistance and Capacity Development Programme, to ensure that the resources allocated to this collaboration are used to achieve the objectives mutually agreed between ICAO and the corresponding authorities of the States benefiting from this assistance, it is requested that States to continue contributing with their experts, and to help create capacities in the SAM Region.

2.1.2 Currently, ICAO has deployed seven (7) ASIPs in the SAM Region, which were interrupted from March 2020 to the beginning of 2022 due to the COVID-19 Pandemic. Presently one ASIP is being started, actually coordinating the visit for assessing the assistance needs. Therefore, States are encouraged to request the ISD-SEC through the SAM Regional Office the continuation of their ASIP, the need to update it and/or, if necessary, a new ASIP.

2.1.3 During the COVID-19 Pandemic, in attention to the need for training to standardise quality control in aviation security activities, ICAO has created the AVSEC iPack, which is available to all States that wish to acquire it. So far, five (5) States of the SAM Region have benefited from this package: Chile, Colombia, Ecuador, Paraguay and Uruguay.

2.2 ICAO/LACAC AVSEC/FAL Regional Group

2.2.1 The Ninth meeting of this Regional Group (AVSEC/FAL/RG/9) took place in Santo Domingo, Dominican Republic, from 27 to 29 March 2019, where various important issues were addressed. Among the main conclusions, the need to develop tools to measure the GAsEP, among others, the implementation of procedures for the One-stop security programme (OSS), and the strengthening of strategic approaches of the civil aviation security management system (SeMS). In addition, a call was made for the need to develop capacities in cybersecurity and a more effective participation of the States in the performance of the working groups.

2.2.2 Despite the limitations imposed by the pandemic, it was possible to maintain communication and joint work among the States of the region, and three extraordinary virtual meetings of the Regional Group were held between 2020 and 2022, addressing mainly the implementation of CART actions and issues related to facilitation. Finally, the Tenth meeting (AVSEC/FAL/RG/10) was held in Foz do Iguazú, Brazil, from 23 to 25 November 2022, in which important issues related to aviation security were addressed, and the progress and challenges in the region were evaluated.

2.2.3 This meeting concluded that the Terms of Reference (ToR) of the AVSEC/FAL Regional Group should be updated and objectives redefined looking for more participation of the NAM/CAR and SAM States and a greater objectivity, efficiency, quality and good orientation of tasks. An ad-hoc Group to assess the real need of the States was conformed for this purpose. The new ToRs should support the

update and the use of the GASeP as a base of a work plan, and promote the creation of working groups based on the needs, priorities and capacity of the States to comply with deadlines and encourage the use of virtual platforms for the development and progress of projects.

2.2.4 The continuation of the efforts to design a system for measuring the level of compliance of activities being implemented with the GASeP, as well as for the implementation of the One-stop security programme – OSS and the Aviation security management system - SeMS.

2.2.5 Finally, in view of the recurring findings of the USAP-CMA regarding the development of specifications for security detection equipment, it was proposed that States with knowledge and experience in the development of parameters can cooperate with the States of the region to conducting performance tests and maintenance of security equipment.

2.2.6 In the two days prior to the meeting, two seminars on cybersecurity and handling of unruly and/or disruptive people were held, bringing together interested parties from States and industry. At the end of the meeting, it was announced that the next meeting would take place the week of 19 June 2023, in the Dominican Republic.

2.3 **Enhance Regional Coordination for the implementation of GASeP**

2.3.1 It is important point out that the GASeP provides guidance for establishing priorities at the international, regional and national levels; creates a framework in which ICAO, States and stakeholders can work together to achieve common goals; supports ICAO's No Country Left Behind initiative to address common issues; and guides initiatives to further strengthen aviation security together.

2.3.2 The GASeP should bring together ICAO, States, industry and other stakeholders in a comprehensive and coordinated effort to address current and emerging global aviation security issues, bearing in mind that aviation security is a fundamental pillar for the growth and sustainability of the global aviation industry.

2.3.3 It also urges ICAO, States, industry and all stakeholders to fulfill the intent and guidance of United Nations Security Council Resolution 2309 (2016), and to increase the level of security of global aviation for the benefit of all States, as well as contributing to the broader benefit of strengthening economic growth and development throughout the world.

2.3.4 The States of the SAM Region are encouraged to continue supporting with human resources expertise, experience and needs to contribute to adjust the strategic plan of the AVSEC/FAL Regional Group to the guidelines and objectives of the GASeP, addressed to strengthen international collaboration in aviation security matter.

2.4 **Promote the exchange of voluntary reports between the industry and the aeronautical authority, as a tool for quality control and OSS and SeMS implementation**

2.4.1 One of the key components of the Civil Aviation Security Management System (SeMS) that ICAO promoted during 2021 was the Security Culture, which highlighted the importance of effective practices to promote security in air transport operations. This was done through the campaign called: “2021: ICAO Year of Security Culture”, in which States promoted best practices on how to create and apply a strong security culture and effective.

2.4.2 Having analysed this topic in several regional forums and in meetings on the subject in the Region, the Regional Office is deepening the analysis of technical documents on SeMS, considering an

important advance in the eventual standardization of a surveillance system that allows guaranteeing the quality of the components of an aviation security system.

2.4.3 The SeMS is suitable for organizations that provide services that affect Civil Aviation Security, such as air operators, accredited cargo agents, private security companies, ground service providers, State security, etc. Its implementation requires the adoption of commitments and responsibilities, which must contain specific references in order to reinforce the concepts related to the authority of the officer in charge and its responsibility, both within the competent State authority and the operators involved.

2.4.4 It is recommended that States evaluate the Security Management System (SeMS) as a tool to improve the quality control of aviation security, and that they provide support to those States that are developing activities related to SeMS. This will help to promote and improve security control systems in all States.

2.5 **Future approach for the digitization of Air Cargo**

2.5.1 During the pandemic, the importance of air cargo transport was recognized and the guidelines of the CART and the document "Take-off: Guidelines for air transport during the health crisis caused by COVID-19 (TOGD)" were followed to promote the digitization of air cargo in the region. In collaboration with ICAO HQ, FIATA, IATA, UNECE and other stakeholders, work was done on the development of standards for the transmission of information in digital format that take into account the interests of civil aviation authorities.

2.5.2 Within the activities, the United Nations Economic Commission for Europe (UNECE) has a global mandate to develop United Nations trade facilitation recommendations and standards. As part of its initiatives to improve international trade, UNECE has worked to develop standards to include data related to different shipping processes. In particular, the agency has developed standards to include data related to the Electronic Air Waybill (e-AWB), the Dangerous Goods Declaration and the Shipment Security Declaration (CSD) in its multimodal transport reference data model from UN/CEFACT (MMT RDM).

2.5.3 Collaboration between civil aviation, customs and foreign trade authorities is crucial to promote digitization and the use of data in air transport. This enables faster and more accurate transmission of information, which facilitates real-time decision making, reduces human error, and helps identify cargo risks. In addition, the implementation of coordinated measures improves the efficiency and speed of cargo processing, reducing waiting times and improving the customer experience.

2.5.4 In view of the aforementioned benefits, it is recommended that States work in coordination with other authorities within their territory to promote the digitalization of air cargo and thus improve security, competitiveness and efficiency in international trade by means of air transport.

2.6 **One-stop security (OSS)**

2.6.1 As part of the strategy contained in the Declaration to promote connectivity through the development and sustainability of air transport in the Pan-American region that presents the vision for the years 2020-2035, the One-stop security (OSS) has the potential to significantly improve the efficiency and effectiveness of airport security processes. By having an integrated system that covers all aspects of security, from baggage inspection to passenger control, waiting times are reduced and processes are streamlined, which improves the user experience and increases the attractiveness of the airports due to the reduction in minimum transfer times (MCT).

2.6.2 Four SAM States have started the validation process, and in December 2020, Colombia and Chile signed an OSS Memorandum of Understanding (MoU). Throughout 2022, validation visits were carried out to assess the aviation security systems of each country. However, due to technical issues that are currently being addressed, routes under the OSS concept have not yet started to operate. Also, another initiative of Brazil, Spain and Uruguay that is presently under way, after signing their MoUs, they are planning their technical validation visits. Likewise, Panama has a validation programme for States with flights to Tocumen seeking to implement its OSS concept.

2.6.3 WP/17, Strategy for the Implementation of the One Stop Security (OSS) Concept, presents the importance and challenges for the implementation of the One Stop Security (OSS) concept in the region, and invites the Meeting to consider the implementation or participation in OSS programmes under the guidance available from ICAO, with respect to maintaining security levels and offering a better flight experience to passengers and airlines.

3. **Conclusion**

3.1 States should consider the issues presented in paragraph 2 of this working paper and develop actions to strengthen aviation security systems in the States, such as a policy for the development of air transport, better use of resources, passenger experience and regional connectivity.

4. **Suggested action**

4.1 The Seventeenth Meeting of Civil Aviation Authorities of the SAM Region is invited to:

- f a) Analyse working papers presented, exchange remarks and comments on paragraph 2 regarding the different issues raised;
- b) contribute with their experts to support other States in the Implementation of ASIPs, and States benefiting from an ASIP to support with their experts and the necessary facilities for the creation of capacities of their personnel, and to request the continuation of their ASIPs and, if necessary, request a new ASIP;
- c) States that have not yet requested an Aviation Security iPack , request the package since it is highly beneficial, not only for the States but also for regional standardization;
- d) actively participate in the Meetings of the AVSEC/FAL/RG/ICAO/LACAC Regional Group and, to actively contribute with their experts in this regional group working groups;
- e) work in coordination with other entities within common territory to actively promote the digitalization of air cargo in order to improve security, competitiveness and efficiency in international trade through air transport;
- f) continue to support with its experts, and contribute with its experiences and needs as a State to adjust the strategic plan of the AVSEC/FAL regional group to the guidelines and objectives of the GASeP, to strengthen international collaboration in aviation security, including the areas of harmonization of aviation security principles, approaches and measures; information exchange; innovation and better use of aviation security related technology, as well as aviation security training and capacity development;
- g) assess the importance of implementing a SeMS in States, and look for mechanisms, for example through contributions from ISD-SEC and/or through Regional technical

cooperation, to support the development of the capacities of the Member States and a proposal to strengthen and harmonise the security culture throughout the Region; and

- h) take note of the efforts for the implementation of the One stop security (OSS) in the region, and consider participating in the validation processes, ensuring security levels and improving the efficiency of air operations.

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