



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)

Fifth Meeting of the GREPECAS Aviation Security Committee (AVSEC/COMM/5)

Buenos Aires, Argentina, 11 to 13 May 2006

AVSEC/COMM/5-WP/20

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Agenda Item 4

Development of the AVSEC/COMM Work Programme

4.2 Identification and analysis of shortcomings in the implementation of ICAO AVSEC provisions in the CAR/SAM Regions and development of measures to facilitate their resolution.

4.2.1 Quality Control Programme Model

TO SHARE QUALITY CONTROL PROGRAMS

(Presented by Colombia)

SUMMARY

This working paper tries to stimulate the sharing of the quality control programs between States that have developed them in a secure Internet Web page with the purpose of generating knowledge between them in the mean time that ICAO publishes guides on this matter.

References:

- Annex 17
- Final Report AVSEC/COMM IV

1. Introduction

1.1 Aerocivil received the ICAO's USAP Audit in September, 2005; As a result of this Audit, ICAO recognized the excellent Security system that Aerocivil has developed, nevertheless, we have received recommendations related to the improvement of five main issues, which are common to several States audited by the CAR/SAM Region, these are:

1.2 NATIONAL INSTRUCTION PROGRAM IN AIRPORT SECURITY: Even though our present program contains guides for training in airport security, population objective, thematic index, instructors level, educational process that guarantee a career development in airport security in order to assure a high level of knowledge in our employees and the development of skills to do its work without a doubt, we have been requested to detail some aspects in this program.

1.3 NATIONAL QUALITY CONTROL PROGRAM: Although ICAO has not developed guides regarding this matter, Aerocivil must improve the directives in its Quality Control program, particularly incorporating detailed procedures to be followed exactly by those who participate in the security schemes, It must be precise concerning airport infrastructure, certification of personnel that is assigned to this activity, quality control in operations and surveillance of agents which conform the chain in security.

1.4 NATIONAL SECURITY CIVIL AVIATION PROGRAM (PNSAC): Even though we have received excellent commentaries of our security program, the same one has to be enhanced to fit the last Annex 17 amendments and it has to emphasize some features related to the coherence between the programs previously described and airports security plans, operator's procedures and emergency plans. This adjustment must contemplate the incorporation of the freight agents like subjects to be controlled and monitored by the Civil Aviation Authority.

1.5 TO IMPROVE INTERNATIONAL COOPERATION: Under this objective we must establish cooperation agreements with neighbouring states, with states that have international Air Carriers which have operations in Colombia and with others organizations to make stronger the flow of information related to terrorism prevention acts or Hijacking acts, as well as to fortify the contingency mechanisms.

1.6 TO DETAIL IN A BETTER WAY THE PROCESSES OF SECURITY IN THE AIRPORTS.

2. Analysis

2.1 At some stage in the action plan structuring process, we have looked for ICAO guides material a proposal of the issues previously mentioned, finding that in some aspects ICAO has not been developed yet, in particular about NORM 3.4.4: Each contracting State will demand that the competent authority assures the elaboration, update and application of a national program of quality control of civil aviation security to guarantee the effectiveness of its national program of security. It was recommended by ICAO that we have to adapt our National Program of Quality Control (PNCC) to this norm, and it has to be oriented towards its application in all the involved ones in AVSEC, and with elements that assure the continuous effectiveness of our Civil Aviation Security Program (PNSAC) and it must allow the application of procedures.

2.2 Expressly, we went to ICAO Head quarters, looking for advise on Quality Control National Program matter, we were notified that ICAO does not have published material or documentation regarding Quality Control, This Issue had been stood out by this committee in the 2005 meeting, in which it was requested that ICAO develops material for the improvement and implementation of Quality Control programs.

2.3 However, we have proceeded without ICAO direction and orientation; we have to adapt our program to fulfill the recommendation that ICAO gave us. We could assume that other States have done something similar and today they count on programs that follow in one or another way the criteria of their experts or international experts on this matter. Consequently, at the end of the road, and in the process to fulfill the ICAO recommendations, we will be finished at a final stage with documents that will have different profiles.

2.4 Nevertheless, Answering the question of how certain harmonization in this matter could be obtained, we have considered that sharing this information would be advisable on a secure WEB page in Internet, in this manner States that have National Quality Control Programs could gain value in their knowledge using the progress and experience of other States in this matter, while ICAO initiates the publication of the Guidelines on this precise subject.

2.5 Also, an exercise could be made identifying common subjects or divergent topics in each country program regarding Quality Control in a way to contribute with these conclusions to reflect the regional thought and ideas on this matter.

2.6 An externalization of knowledge about Quality Control issues, that convert tacit knowledge into explicit knowledge making State knowledge accessible to others; putting States' programs in a common place that allows to share the experiences and to add value with contributions that come from experts of different countries and ideas, it will contribute in the development of common knowledge, which is necessary to identify common principles and common guidelines.

2.7 All previous is linked and it would support conclusion 4/7 of the committee that requested to States to implement and to update its National Quality Control Program before March 1st, 2006 and to specify to ICAO the needs of assistance in order to review and to approve the mentioned program

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CONCLUSION 5/X

IDENTIFICATION OF COMMON CRITERIA IN QUALITY CONTROL PROGRAMS

- a) That ICAO Regional Mexico establishes a secure site in Internet in which the States that have a National Quality Control Program published it so it could contribute to share its criteria in its elaboration.
- b) That ICAO evaluates these programs and identifies the common points and divergent issues in Quality Control concepts application.
- c) As result of this work a report will be sent to ICAO Montreal as a contribution in the processes to establish the necessary guidelines to harmonize the Quality Control Programs