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AGENDA ITEM 3: REVIEW OF REGIONAL AIR NAVIGATION INFRASTRUCTURE DEVELOPMENT AND AVIATION SECURITY.

SECURE NETWORK OF INFORMATION FOR AVSEC REGION

(Presented by Colombia in behalf of Group of Experts on Aviation Safety, Security and Assistance - GEASA)

SUMMARY

This working paper invites to analyze the importance and necessity of establishing a technologically secure Network of Information AVSEC, as complement of ICAO Aviation Security Point of Contact (PoC), in order to share information of security with reference to threats to civil aviation and by helping the implanted management of the PoC in September of 2006 in the Region.

References:

- Annex 17
- Minutes of GEASA meeting, 2007
- ICAO Security Manual for safeguarding Civil Aviation against Acts of Unlawful Interference (Doc. 8973/6, Restricted)

I. INTRODUCTION

1.1 The concern of several International Organizations like the United Nations, the Organization of American States, and the International Civil Aviation Organization to fight against worldwide terrorism, has taken to define a series of global strategies that highlights the importance of opportune information flow among States as mechanism to combat, and/or to prevent imminent threats to aviation.

1.2 An interesting reference is taken of the Inter-American Committee against the terrorism (CICTE) in its frontal fighting against the terrorism in all its forms, which has developed an inter-American network of data interchange upon a special program codified for its use by the competent authorities and experts with specialized knowledge, which was distributed to the national Point of Contacts, members to the Organization of American States

1.3 In civil aviation, different groups, and even the contributor organisms of GREPECAS have demonstrated the need of interchange information. Additionally, the ICAO in its last amendment to annex 17, considers that each Contracting State shall establish and implement procedures to share with other Contracting States threat information that applies to the aviation security interests of those States, and shall establish and implement suitable protection and handling procedures for security information in order to ensure that inappropriate use or disclosure of such information is avoided.

1.4 As well, in the meeting of GREPECAS - AVSEC/COM/5 working group, the Secretary presented a working paper the subject of PoC Network, which was accepted and considered it as a Regional mechanism to share security information about threats to civil aviation and constitutes them as an international contact network within each State.

2. ACTUAL CONTEXT AND DESCRIPTION OF TAKEN ACTIONS

2.1 It is clear that carrying out the PoC Network is a great aid to structure a common work against threats to aviation; however, a technologically secure network must be developed to share AVSEC information regarding threats to civil aviation that is suitable in the future in approaching and fomenting the cooperation in this matter.

2.2 This Network would apply as a complement of the current PoC Network, where it would facilitate the American States to access to a secure data base no only to share information, but would also consult important documents related to AVSEC systems of other States and, count on a closed system of high-priority messages, to make video conferences, to keep secure electronic mail, among other benefits.

2.2 In order to have a complete vision of the aviation security conditions, it requires a correct global perception, which should be uniform and homogeneous; the region cannot get used to look at things related to AVSEC matters, from perceptions of each State, but through precise information, it should extend that capacity to move from an impression of AVSEC system condition of the region to a true perception nearest to reality.

2.3 An AVSEC information network of CAR/SAM region, would avoid non correct perceptions, like “what I have seen of distant spot it seemed to be a wave, it turned out to be a shark”; would contribute to detect and to construct knowledge on those procedures, measures or actions that could generate confusion in the AVSEC system when they are taken in response to a particular condition of each State, would ensure communications, would help the facilitation, would be active to understand in a precise manner the actions taken by each State in relation to a possible threat or incident to aviation, for instance, a threat of pump.

2.4 Amendment 11 to Annex 17 established measures relating to passengers, and their cabin baggage, the concept of security risk assessment, measures relating to cargo, and other aspects that were taken in consideration in this amendment, highlighting in this

working paper the concept of security risk assessment and, understanding that the ICAO guideline is to recognize that risk assessment is the base for an active and non reactive management of Aviation Security.

2.5 The security risk assessment is a process to consider the magnitude of those risks that have not been able to be avoided; to achieve this goal is important to have the information required so the States can make decisions on the necessity of adopting preventive measures and, such case, what kind of measures they should adopt; however, without suitable information arises the question about - how the region can evaluate its condition of risk to an act of unlawful interference? How a State can assess completely an obtained risk from the AVSEC system, and compare it with the acceptable risk without having an adequate perception due to lack of communication and information.

Annex 17 mentions in its rule 2.4.3 that "…shall establish and implement procedures to share with other Contracting States threat information…"

Rule 2.4.4 "…suitable protection and handling procedures for security information shared by other Contracting States, or security information that affects of other Contracting States, in order to ensure that inappropriate use or disclosure of such information is avoided.

2.6 These rules are compulsory for each State under Annex 17; consequently, we should think how to develop tools that allow us to turn them into realities for a suitable management of risk.

2.7 Another important aspect is the importance of USAP inspections and audits as well as those practiced between States; however, they are not continuous, do not offer a shared vision of the situation and are fragmented in time; therefore, a network of regional AVSEC information will contribute to strengthen the self-report or shared information, offer a wide vision of the AVSEC system conditions, time to time, and transfer the inspection and shared information work towards the States in its will to fulfill Annex 17, increasing the level of application of SARPS by the Authorities of Civil Aviation, using a tool that gives integrity and capacity of action to offer a precise information regarding the AVSEC condition in the region.

3. DISCUSSION

The PoC Network is a regional mechanism to share security information on threats to aviation. The AVSEC/COM/5 meeting concluded that the PoC Network should:

- To be available at all times.
- To participate in the assessment of threat.
- To be part of the AVSEC decision-making process.

Indicated that the PoC should be the Appropriate Authority:

- To send and receive communications.
- To manage imminent threat information, security requests of an urgent nature, and guidelines to support security requirements in the case of countering an imminent threat.
- To participate in the threat and risk assessment process.

Suggested that PoC should have the following conditions:

- At the time of registering should have a password issued by ICAO.
- The participants have the duty of keeping updated their data.
- The States should establish procedures themselves to act effectively.

The ICAO PoC Network is currently conformed in its majority by Aeronautical Authorities and to be more efficient we should ask the following questions:

- How to be efficient in divulgating and exchanging information of intelligence and risk assessment?
- How to be able to establish effective manner of communication to exchange AVSEC information?
- How to be able to handle the information with complete confidentiality in the web?
- How should we integrate to other security networks?
- How to support the work of our PoC?

The Group of Experts on Aviation Safety considered to these questions, the opportunity to work together by a Secure Network of Region AVSEC Information and asked to share with GREPECAS this initiative that brings benefits to Aviation Security.

3.1 Objective of the project:

To complement the PoC Network, to strengthen the prevention of acts of unlawful interference in civil aviation and, to consolidate the international relations by a secure network of AVSEC information, using technologies that the modern world offers and working all States as a strategy to fight common treats to civil aviation in the region.

3.2 Specific Objectives:

3.2.1 to strengthen the secure network of regional information: the ultimate aim is to establish a technological platform to the AVSEC PoC in order to support the information flow.

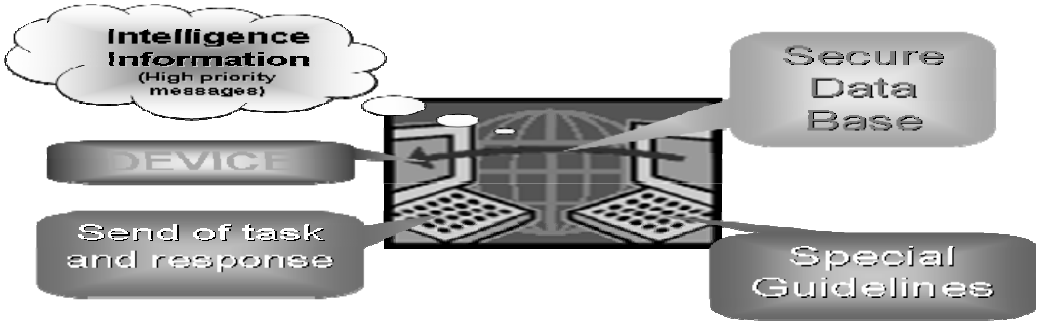
3.2.2 to improve the access of information in order to enhance perception of the Aviation Security Conditions and to support the work of ICAO.

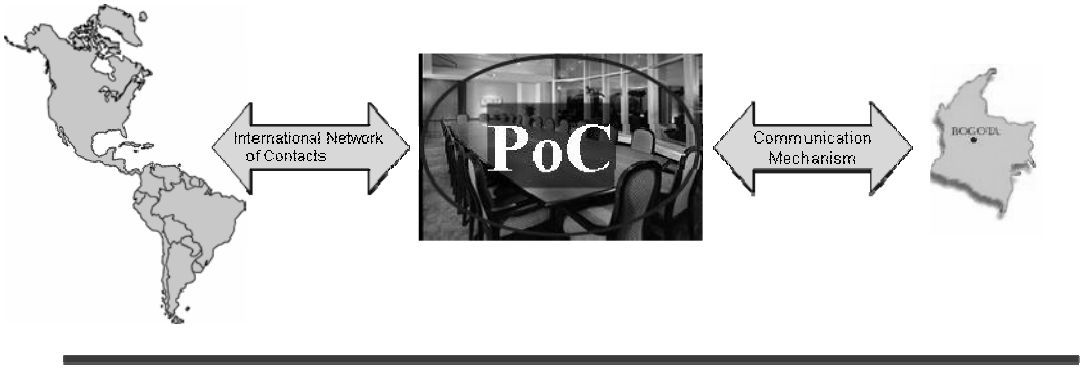
3.2.3 to contribute effectively spreading the threats of global aviation system by assessing new threats that affect the States in the region.

3.2.4 to take immediate measures to information of imminent threats by considering mechanisms of "warning device" for coordinating adequate actions; therefore, a secure network of regional AVSEC information, will allow the States to fit its Aviation Security Programs in response the needs and the assessment of specific or general risks by opportune information.

3.3 Description of the Project:

An information system by using secure communication networks in which the States will do feed back between its AVSEC PoC, allowing the warning devices, security alarms, send and response of actions, special guidelines taken by a State, intelligence information (high-priority messages) and access to information given by each State on a secure data base, including procedures and national rules, as it is illustrated in the graphic:





Effective Technological Platform
Secure Network of Regional AVSEC Information

3.4 Impact of the Project:

This Network will have a direct impact on regional management of the security schema in the following aspects:

- Would benefit directly the facilitation processes by identifying clearly the level of risk.
- Would articulate the regional security schema and promote the cooperation, as the making decision processes related to AVSEC matters.
- Would improve mechanisms to coordinate actions and responses to threats or acts of unlawful interference, to whip up mutual confidence, to facilitate the work of PoC in the region and to contribute with the facilitation in the regional air transport system.

4. ACTION BY THE STATES

The Participants States are invited to take note of this working paper and to highlight the importance of implementing a secure network of AVSEC information for the region as a mechanism to facilitate the PoC management and risk assessment; in this context GREPECAS is invited to consider the following project of decision:

a) Recognize the importance to give to the Point of Contacts a tool that allow them to make its work effectively.
b) Invite to all States/Territories/ International Organizations to consider its possible participation to establish a secure network of region AVSEC information, as a project.
c) That the AVSEC/COM working group, take in consideration all the operative aspects that might be subject of management under the secure network of region AVSEC information to be implemented.

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