



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

**Sixth Meeting of the GREPECAS Aviation Security Committee
(AVSEC/COMM/6)**

Puerto Vallarta, Mexico, 22-25 July 2008

AVSEC/COMM/6-WP/05

03/07/08

Agenda Item 3: Review of Global and Regional AVSEC Developments and Activities

**INITIATIVE CONCERNING THE ADOPTION OF A SAFE AVSEC NETWORK BASED ON
INFORMATION TECHNOLOGY PLATFORMS**

(Presented by Colombia)

SUMMARY

In this working paper, the States are invited to support the implementation of a safe AVSEC network, which basically involves the development of a technological platform to support the network of State points of contact (PoCs), in order to have timely and effective information to expedite the distribution of security information related to threats to civil aviation.

According to a feasibility study, the implementation of the network is viable.

References:

- Annex 17
- Security Manual for safeguarding civil aviation against acts of unlawful interference (Doc 8973 - Limited distribution)
- ICAO letter Ref: SP48/1-06/19 on the PoC network, March 2006
- Proceedings of the 2006 GESPAA meeting
- GREPECAS/14 meeting, March 2007

1. Introduction

1.1 At the sixth GESPAA meeting, held in Cartagena de Indias, Colombia, the Panel supported the initiative concerning the implementation of a SAFE AVSEC INFORMATION NETWORK, aimed at enhancing the prevention of acts of unlawful interference in civil aviation in the CAR/SAM Regions; consolidating sound international relations through joint efforts towards the development of a regional security strategy to fight common security threats; and increasing response capacity and speed, thus improving the reality of our countries.

1.2 One of the mandates of GESPAA regarding this initiative was that it should be submitted to GREPECAS. As a result, one of the conclusions of the GREPECAS/14 meeting was as follows:

“...3.2.16 The meeting also reviewed information submitted to it on the importance of providing Points of Contact (PoC) with an instrument that would enable them to perform their tasks effectively and thus the need to implement a safe network to facilitate the communication among the PoCs of the various States.

2. **Current status**

2.1 The seventh meeting of the GESPAA, held on 3-5 December 2007 in Panama City, Panama, was presented with the topic and defined a course of action, namely:

“...In PHASE 1 of the CTCB - Strengthening the exchange of security information.

2.2 Canada and a consultant explained the results of the first phase of the feasibility study for the establishment of a safe network for the exchange of AVSEC information in the hemisphere, providing background details. According to the results, the project was feasible. Phase two would consist of the development of the system, which would require a firm commitment by several States. It is estimated that the development cost would be about US\$ 286.866. The States thanked Canada for this effort, which they considered of great value. Comments were made regarding the protection of public instructions, risk assessments, and the evolution towards more secure systems. United States asked if the system overlapped the points of contact network, and the answer was no. ICAO welcomed the initiative and considered that it would be very useful for the PoCs, but recalled that some States still lacked continuous Internet access. Given the importance of this matter, it was decided that, before proceeding, a formal commitment should be obtained from the States regarding the use of this tool...”

3. **Benefits**

3.1 Establishment and strengthening of a secure regional PoC network, thus facilitating the flow of information on threats to civil aviation, with the possibility of connecting priority messages and addressing them to the proper person or security facilitators, in addition to the development of the PoCs by ICAO as the network for sharing information on imminent threats.

3.2 Improved access to information on threats in NAM, CAR, and SAM States.

3.3 Effective dissemination of information on threats to the global aviation system, through activities aimed at developing crisis information management capabilities.

3.4 Adoption of immediate action at regional level in response to information on imminent threats provided by a State of the Region.

3.5 Awareness-raising regarding civil aviation risks in the American continent.

4. **Commitment of the States in the Region**

4.1 The States are invited to support this initiative, which will benefit the whole region, by signing the Letter of Commitment, in Spanish or English, shown in the **Appendix** to this working paper.

5. **Suggested action**

5.1 The States are invited:

- a) to take note of the information contained in this working paper;
- b) reflect upon the need to support the development of a technologically secure AVSEC information network to supplement the Points of Contact (PoC) Network proposed by ICAO, in order to share security information on threats to civil aviation.

APPENDIX A

LETTER OF COMMITMENT

BETWEEN

CANADA

AND

(NAME OF THE STATE INTERESTED)

**CONCERNING THE PROVISION OF ASSISTANCE IN DESIGN AND TESTING OF THE
GEASSA INFORMATION SHARING NETWORK**

WHEREAS, the need to increase the sharing of aviation security information amongst member states of the Western Hemisphere’s Group of Experts on Aviation Safety and Security Assistance (GEASSA) was initially identified at their 6th annual meeting; and,

WHEREAS, Transport Canada subsequently secured the technical expertise of contractor to conduct a feasibility study and provide recommendations on how to address the identified need; and,

WHEREAS, the results of the feasibility study with recommendations were shared with GEASSA member states during presentations at their 7th annual meeting in Panama.

NOW, THEREFORE, the undersigned agree as follows:

ARTICLE I

Parties

This Letter of Commitment (herein referred to as “LOC”) is made and entered into by and between Canada, (Name of state interested), herein referred to as “the Parties”.

ARTICLE II

Purpose

1. LOC has as its purpose the promotion of cooperation between the Parties and their agents during the design, testing and implementation phases of the GEASSA Shared Information Network.

2. This LOC is not a contract and neither participant intends that the understanding contained herein represent a binding agreement, however future developing for this initiative and the successful implementation of the Network will require that the roles and responsibilities contained herein are fulfilled by the Parties.

ARTICLE III

Term of LOC

This LOC is effective upon the day and date last signed and executed by the duly authorized representatives of the Parties to this LOC and shall remain in effect during the development and testing phases leading up to the final implementation and beyond into the fully operational phase of the GEASSA Shared Information Network.

ARTICLE IV

Technical Cooperation

Technical cooperation will be in operational and management disciplines and will require the Parties work collectively during the various phases of design, testing and acceptance of the shared information network system. Roles, responsibilities and activities include, but are not limited to, the following:

- Establish a 'Terms of Use' agreement.
- Provide contact information and role for every person participating in the project.
- Ensure and confirm that participating users are properly equipped to use the ISN such as minimum workstation configuration and INTERNET connectivity.
- Ensure that participants can communicate with network developers by e-mail, or other means.
- Participate in User Interface definition (look and feel, page flow, etc.).
- Assist in defining desired business rules for various system processes.
- Clarify and/or confirm ambiguous or additional business rules that may come up during the development phase of the initial product.
- Post sample documents.
- Post sample point of contact information.
- Test sending of e-mails and broadcasts to Points of Contact (PoCs).
- Review translation and provide feedback to assist in verifying terminology used.
- Participate in user training session.
- Post actual PoC information.
- Keep posted PoC contact information and relevant aviation security information current.
- Commit to long-term participation in necessary ongoing development and system enhancement.
- Work to ensure the future viability, sustainability and enhancement of the network with the approval of GEASSA.

ARTICLE V

Principal Contacts

In order to facilitate the efficient flow of information during project development each of the Parties have identified the following principal operational contacts, as well as an alternate:

CANADA	COLOMBIA CIVIL AVIATION AUTHORITY- UAEAC
PRINCIPAL CONTACT:	PRINCIPAL CONTACT:
<u>Alternate:</u>	<u>Alternate:</u>

The names of the officers cited above may be changed by simple notification without formal amendment to this LOC.

ARTICLE VI

Amendments

This LOC may be amended by mutual consent of the Parties and formalized through written communications which specify the date on which such amendments are to take effect.

APPROVALS

The effective date of this LOC is the date of the signature last affixed to this page.

For Canada:

Name and title

Date

For the Name of the State Interested:

Name and title

Date