



International Civil Aviation Organization
CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)
Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)
(Rio de Janeiro, Brazil, 13 to 17 October 2008)

Agenda Item 5: Management of the GREPECAS Mechanism

5.2 Review of GREPECAS and its Contributory Bodies Terms of Reference and Work Programmes

FUTURE OF THE AVSEC IN THE HEMISPHERICAL CONTEXT

(Presented by Colombia as Co-Chairman of GEASSA)

SUMMARY

This working paper make an analysis of the effects of the globalization on the Security of Aviation (AVSEC), it reflects the necessity and importance of the union of efforts, it shows some of the regional activities in AVSEC, it analyzes the disappearance of AVSEC/COMM in GREPECAS and it raises the necessity to transfer these efforts to another organism.

1. Introduction

1.1 There is no way to determine a date or exact era when the globalization phenomena originated. It is true that various events indicate that it is a process that began with the discovery of America, the end of World War I, the development of civil aviation, the institution of the United Nations, the fall of the Berlin wall or the invention of Internet, and as such, it is still not over. This process has been followed by a similar evolution of the threats and the terrorism making them global.

1.2 This being the reality, we can consider that the globalization phenomenon has positive and negative repercussions. Among the positive repercussions, we find the following:

- International growth in commerce and investments, supported by a solid air transportation system.
- Exploitation of regional comparative advantages that result in phenomena such as decentralization and liberalization.
- Technological revolution in communications and transportation, generating more interactions and a greater communication density between societies, with a multiplier effect on the public and on societies.
- Unification of markets such as the Andean community, MERCOSUR, and the growth of connectivity by means of HUBS.
- Ease of electronically locating and purchasing tickets.
- Growing mobility of the labor force.

- Creation of new markets using business models radically different from those followed by traditional airlines.

1.3 Without question, globalization represents a positive innovation factor. Nevertheless, that same velocity and the availability of sensitive information without effective control also facilitates communication among mafia or terrorist networks, and they provide criminals with the methods of manufacturing weapons and poisons, training, among other things.

1.4 In some known cases, those responsible for aviation security talk about operative conditions in which Flagship Companies have disappeared and there is now a network of related businesses, including leasing, intermediaries, Flags of Convenience, which sometimes cause that air transportation chain is uncontrollable in the security point of view

1.5 The frequency of terrorist acts (and the link, assumed or demonstrated, between several of these acts outside of the borders of an State) and the intensification of the States' struggle against this phenomenon add a new dimension to local, national and regional armed conflicts and to the preservation of aviation hemispheric security.

1.6 It is a true believe that join efforts make it strong or divided and you will win, which side does the Region wants?

2. Discussion

2.1 Some inconveniences related to globalizations that are opportunities for the terrorism and acts of unlawful interference in aviation are:

- Operations related to foreign registered aircraft: an issue that could lead to the known phenomenon of "Flags of Convenience."
- Operations related to foreign flight crew or members of flight and cabin crew from various States.
- "Off-shore" operations, such as flight operations not related to the designating State, the licensing State or the operating State.
- Operations in which multiple parties participate and the brand name of others is used, such as the case of shared code agreements and concessions.
- Cross-border airline acquisition/fusion.
- Outsourcing or decentralization of activities that affect aircraft operation, such as ground assistance, repair and maintenance in other States or subcontracting of certain flight operations.

2.2 As mentioned above, globalization has also resulted in negative repercussions, such as the so-called emerging threats, mainly from international terrorism with the employment of high technology and mass destruction strategies, eventually linked to drug trafficking and/or messianic philosophies.

2.3 An example of Globalization can be found on website <http://www.globalincidentmap.com> , in which a map is daily updated

2.4 This situation produces feelings of insecurity in the countries, since it is clear that acts of unlawful interference against aviation can occur at a time when they are least expected. Therefore, the globalization of threats that cannot be located at precise sites or that could arise at any moment and in any place is universally felt, where globalization gives it uncertainty and hinders its control.

2.5 The speed of forgetting of a society depends on a number of factors, each member has his own speed, and each society try to maintain in its memory some acts that needs to be remembered to sustain a collective behavior; it is fact that September 11/2001 right now has 7 years old so the curve of forgetting is a inverse curve of opportunity for an act of unlawful against aviation.

2.6 Which is the regional map?, which are the bodies that support our common strategy in the aviation security frame? Which are our common barriers? Who is building those barriers? Who is promoting cooperation in security? Where is our joint of efforts represented?

2.7 Colombia has found that in the Regions there are some organizations that are trying to follow that role:

- Originated in the OAS, CICTE imitative that works with ICAO in the region promoting some training effort, has its own perspective about aviation, and consider ICAO an important player in the Region, It promotes States commitment around the best practices in aviation ant it is based in each state effort.
- LACAC has its own AVSEC group, right now is turning to take into account FAL issues, with new terms of reference, and its main objective is now to establish a regional policy in the matter of Facilitation in the International Air Transportation (FAL) and Security in the International Civil Aviation against acts of unlawful interference (AVSEC); that allows coordination, cooperation and harmonization of the activities that develop the states members of LACAC; but seeing its new specific goals and comparing it with previous ones, It can be seeing that LACAC is leaving security and moving through a field of facilitation.
- The Transportation Security Administration (TSA) actions in the region search for implementing a series of security measures to ensure the security of the air carriers and implementing changes to airport security procedures; but basically building barriers that protect US, so it is focuses on this operations; however, TSA is an important player in the region promoting bilateral cooperation or helping states in training.
- In the north we can find the Security and Prosperity Partnership of North America (SPP), commitment of Canada, U.S. and Mexico; and the North American Aviation Trilateral (NAAT), a forum enabling Canada, the U.S. and Mexico to discuss aviation security concerns. This trilateral effort establishes a common approach to protect North America from external threats, prevent and respond to threats within North America, it is a closed group but open to cooperation in our understanding.
- The Andean community has a weak action in AVSEC; the Ordinary Meeting of the Andean Committee of Civil Aviation Authorities (CAAA) develops subjects of interest regarding integration in aviation, including some AVSEC action inside the Andean Community. Some seminars have been developed were aspects related to security in the airports and generally in the air transport was examined, supported by France or other UE governments.
- The Terms of Reference, work Program and Composition of the Aviation Security Committee (AVSEC/COMM) and its Task Forces shows and effort done by GREPECAS looking for foster regional cooperation among States, international organizations and industry in order to facilitate the successful implementation of ICAO AVSEC Standards; to promulgate AVSEC awareness within the region through sponsorship and participation in related training activities and seminars; however its future is over if we take into account the working paper 19 presented by the secretary shows that GREPECAS is leaving security and flight safety and going into efficiency air navigation system

alone. So we must delete all AVSEC related activities from the scope of GREPECAS terms of reference and works.

2.8 ICAO, in Montreal, has studied identification and analysis mechanisms of new civil aviation threats, both at airport terminals as well as in air or aircraft transit controls, and Appendix 17 was modified with regard to international civil aviation protection against illegal interference actions, pertaining to the International Civil Aviation Agreement. From this point of view, we would be talking about the ICAO's intervention in the global international frame, but it is important, as previously mentioned, to count on regional strategies reinforcing global activities in the struggle against aviation threats and its protection.

2.9 The GREPECAS 14 was informed that the Group of Expert on Safety, Security and Assistance in Aviation (GEASSA) will develop an action plan that will allow to an improvement in the operational safety and security of aviation in America, extended to other commitments that include the cooperation with other international organizations; The Meeting took note from several projects and activities in the scope of CAR/SAM Regions that GEASSA has in an aim to increase the levels of operational safety and security of Aviation. The Meeting said that the States would have to consider GEASSA like an important mechanism to provide support to the technical cooperation in the region and to participate in the GEASSA activities formulating the following conclusion:

CONCLUSION 14/64 ACTIVITIES OF THE ITHO/GEASSA

The States/Territories/International Organizations:

- a) To consider GEASSA as an instrument to provide support to the regional technical cooperation; and
- b) To participate in the GEASSA activities as they consider it appropriate

2.10 The AVSEC/COMM can not finish and open a new door for acts against aviation; its efforts must be transferred to other body. Therefore, on this subject, we find GEASSA's predominant role, in the construction of an AVSEC block based on cooperation; counting on the governments' and other organizations commitment and it must take this role and receive all the work done under the AVSEC/COMM to continue this effort.

2.11 Globalization implies opportunities and risks. The opportunities it offers forces actors to be proactive and creative in the search for practical solutions in order to improve airport efficiency. On the other hand, as the economy becomes more global, the response in terms of safety must be global; the building of these scenarios must be based on cooperation and joint action for the construction of risk maps and the identification of weaknesses.

2.12 The GESPA and/or the industry are invited to analyze the impact of globalization on safety and to study the possible establishment of a task force charged with reviewing this outlook and suggesting a roadmap to draft a report that would be circulated to ICAO, seeking a consolidated regional cooperation strategy.

3. Conclusion

3.1 Globalization implies both opportunities and risks. The opportunities it offers compel its actors to be proactive and creative in the search of practical solutions to improve airport efficiency, but also, to the extent in which economy globalizes itself, the response to aviation security must be global.

The construction of these scenarios is based on cooperation and on actions as a block when faced with the construction of risk maps and the identification of weaknesses.

3.2 GREPECAS are invited to review the impact of decision of eliminate the AVSEC/COMM in the region, GREPECAS must have the responsibility to transfer the AVSEC issue to an other body and to advise states, territories and organization about it. This new hemisphere task group can be GEASSA searching for a consolidated strategy of regional cooperation.

4. Action of the GREPECAS

4.1 The States Members of GREPECA are invited to take note of this document and consider the following project of conclusion:

PROJECT OF CONCLUSION 15/X

GROUP AVSEC/COMM TRANSFERENCES OF ACTIVITIES

- a) That the activities developed by the AVSEC/COMM in CAR/SAM regions are transferred to the GEASSA.
- b) The ICAO Regional offices will participate in the next meeting of the GEASSA to coordinate the process of transference of these activities
- c) That the States/International Territories and Organizations consider attending the next GEASSA meeting to consider the aspects of the transference of activities and to review the terms of reference under which the GEASSA must act in the Region.