



ASSEMBLY — 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Security policy

AGREEMENTS AND MEMORANDA OF UNDERSTANDING FOR MEMBER STATES IN THE
AREA OF SECURITY AND FACILITATION

(Presented by Colombia)

EXECUTIVE SUMMARY

The purpose of this working paper is to demonstrate the growing importance of the development of hubs such as Maiquetía, Bogotá, Panama, Lima, São Paulo, San José de Costa Rica, San Salvador and others for facilitation, efficiency and the air transport economy.

Action: The Assembly is invited to take note of the importance of monitoring the development and implementation of the national Facilitation and Aviation Security committees and discuss how to achieve regional coordination and streamline the system by means of uniform procedures governed by State cooperation agreements.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B — Security – <i>Enhance Global Aviation Security</i> and Strategic Objective D — Efficiency – Enhance the efficiency of aviation operations
<i>Financial implications:</i>	None
<i>References:</i>	Annex 17 — <i>Security</i> , Standard 4.4.2 Doc 8973, <i>Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference</i> , Volume 4 – Preventive Security Measures Doc 9902, <i>Assembly Resolutions in Force (as of 28 September 2007)</i> 7th Meeting of GESPAA on 3 to 5 December 2007 in Panama City, Panama (Aviation Security and Facilitation Initiative, Green Light Program – Programa Luz Verde)

1. INTRODUCTION

1.1 The air transport sector has experienced major changes such as globalization of the market, competition from other modes of transport, air transport liberalization and price wars among airlines.

1.2 These changes have forced players in the civil aviation system to develop new skills and competencies. Likewise, States obviously must ensure that their airports have a secure place in the new lie of the land and adopt models to manage the new demand resulting from a high increase in passenger levels in the region.

1.3 The dilemma of aviation security versus facilitation calls for a creative, innovative approach which ensures that standards are met while increasing cost-efficiency. In the western hemisphere, hubs are being developed such as Maiquetía, Bogotá, Panama, Lima, São Paulo, San José de Costa Rica, San Salvador and others, where facilitation is intended to boost efficiency together with the economy of air transport. To this end, a new mechanism is needed, based on Standard 4.4.2 of Annex 17, whereby passengers originating from certain airports or hubs may be given the 'green light' for facilitated security screening when in transit or transferring to a different flight.

1.4 However, ICAO Doc 8973 — *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* does not define minimum procedural standards for validating the screening of transfer passengers, which must be approved by the Member States entering into such a facilitation arrangement.

2. ANALYSIS

2.1 It is important for States to consider the best practices and technologies to harmonize, streamline and improve security, customs and immigration procedures. Best practices involve all agents in the air transport chain.

2.2 In this respect, it is essential to keep in mind that facilitation should include every possible means to simplify the formalities and accelerate clearance for entry, transit and departure of aircraft, crew, passengers, baggage, cargo, mail and supplies, with the removal of unnecessary obstacles and delays in airports that serve international civil aviation.

2.3 Therefore, the key considerations are:

- border control: customs and immigration
- security checks
- clearance and boarding of passengers – airlines
- payment of airport fees
- information for passengers

2.4 The aim of facilitation is to minimize the disruptions and delays of security checks and procedures to civil aviation operations, but without lessening the effectiveness of those checks and procedures. ICAO has placed the obligation on each State, in Standard 4.4.2 of Annex 17, to ensure that transfer passengers and their cabin baggage are screened prior to boarding an aircraft, unless it has established a validation process and continuously implements procedures, in collaboration with the other

Member State where appropriate, to ensure that such passengers and their cabin baggage have been screened to an appropriate level at the point of origin and subsequently protected from unauthorized interference from the point of screening at the originating airport to the departing aircraft at the transfer airport. Standards 4.4.3 and 4.4.4 are also relevant in this regard.

2.5 Many of our countries have a mix of passengers or must re-screen passengers due to non-enforcement of Standard 4.4.2. Even where the Standard does apply, inspections at the points of origin may be found to enhance efficiency. Under these circumstances, it would be appropriate to develop some kind of standardized procedure for all. This would serve to uphold the standards, improve efficiency and generally improve security.

2.6 Our proposal is to devise a screening mechanism for States that voluntarily become party to a multilateral memorandum of understanding setting out the general terms of the Green Light programme. A meeting would be convened to prepare a minimum agreeable protocol with respect to the standard of aviation security incumbent upon States signatory to the Memorandum of Understanding (MoU) for the Green Light screening programme.

2.7 Under the programme, the protocol would be implemented in States by a panel that would verify compliance with the minimum security standards and give the 'green light' for passengers originating from a State in the region to be covered by Standard 4.4.2 of Annex 17 when travelling to other States party to the MoU in that region. This would facilitate transit flows through the hubs. It would be necessary to determine the frequency of on-site inspections in light of the threats identified in a given region or country, the level of risk, requests from States or monitoring requirements.

3. **PROPOSED ACTION**

3.1 The Assembly is requested to:

- a) assess this proposal, so that it may be implemented and allow each country to coordinate its response to the constant changes in civil aviation management and security, and uphold security standards while remaining efficient and competitive; and
- b) approve the initiative to establish a working group of State experts to draft a memorandum of understanding, minimum acceptable security standards and the verification procedures for giving the 'green light'.