



**WORKING PAPER**

**SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)**

**Montréal, 29 to 30 November 2018**

**Agenda Item 3: Global Aviation Security Plan (GASeP)**

**GASEP – PROMOTING BETTER COORDINATION BETWEEN AUTHORITIES  
AND OPERATORS**

(Presented by Brazil)

**SUMMARY**

This working paper reports on the experience of Brazil in creating technical collaborative groups with the authorities and airport/aircraft operators for the development of civil aviation security, using the Global Aviation Security Plan (GASeP) as a method for managing and planning the work (actions and projects).

Action by the High-level Conference on Aviation Security is in paragraph 3.1.

**1. INTRODUCTION**

1.1 Aviation security presents constant challenges for States and the civil aviation industry, and stakeholders must keep air transport operations going with the required maximum flexibility, but with controls and measures that ensure security for the users.

1.2 Moreover, the civil aviation security sector is undergoing continual change, with a shifting threat landscape as well as innovation and technological developments that introduce new ways to apply security measures and address existing threats.

1.3 In this context of increasing flow of information and demand for air services, and with more fast-paced innovations in security processes, the GASeP plays an important role in helping States and industry to develop better solutions for coordination in civil aviation security.

**2. CREATION OF COLLABORATIVE GROUPS FOR THE COORDINATION OF CIVIL AVIATION SECURITY**

2.1 The creation and approval of the GASeP prompted the civil aviation authority of Brazil, ANAC, to conduct studies of the Plan with the aim of having it implemented by all stakeholders. ANAC began by compiling an inventory of actions and projects already underway in the country, and linked each one to the GASeP roadmap.

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<sup>1</sup> Spanish version provided by Brazil

2.2 ANAC then held meetings with the civil aviation industry to present the GASeP proposal together with its own inventory of on-going actions and projects in Brazil, and asked for input and suggestions for new actions and projects as well as proposed priorities.

2.3 Two collaborative groups were created for aviation security (AVSEC) development using the GASeP roadmap as a method. One group is for aircraft operators and the other is for airport operators, and both have the participation of authorities involved in AVSEC such as the Federal Police and the Air Force.

2.4 The meetings provided an opportunity to strengthen contacts between the industry and the regulator. In addition to discussion of the projects, there was clarification on other issues such as security processes and regulations. Further, aircraft operators put forward a proposal to change the AVSEC indicators, to which ANAC responded at the second meeting. This enables a better understanding of security problems and serves to define new projects, priorities and goals.

2.5 The meetings brought stakeholders closer together to enhance security, identify weaknesses, consolidate understanding, share relevant information and experience, and achieve the main goal of developing security actions and projects. The objectives of the groups can be summarized as follows:

- a) Creation and management of an agenda of AVSEC actions and projects in Brazil on the basis of the GASeP;
- b) Collaboration between operators and the authorities to deliver joint projects;
- c) Presentation of security indicators by the authorities and by operators, and;
- d) Establishment of performance targets and sector priorities.

2.6 In general, the proposal by ANAC to hold meetings with industry was very well received, and suggestions were offered to formalize the groups for the coordination of security actions and projects between airport and aircraft operators and the security authorities (ANAC as the regulator, the police and the armed forces). ANAC is presently working on the initiative.

2.7 With regard to the creation of AVSEC collaborative groups, studies showed that a very similar structure already exists in Brazil, in the field of safety. ANAC issued regulations creating the Brazilian Aviation Safety Teams (BAST) which are made up of four groups:

- Brazilian Commercial Aviation Safety Team (BCAST);
- Brazilian Helicopter Safety Team (BHEST);
- Brazilian General Aviation Safety Team (BGAST); and
- Brazilian Airport Infrastructure Safety Team (BAIST).

2.8 ANAC is therefore using this existing structure in the aviation safety field as a basis for the creation of the AVSEC groups in Brazil.

2.9 It should be noted that AVSEC technical experts are being sought for the collaborative groups. To this end, criteria are being established for the members to have AVSEC training and

experience in airports, airlines and regulatory agencies. There is a clear understanding that they are to offer their assessments on a personal and technical basis, and not as representatives of an institution or to promote the policy wishes of their companies.

**3. ACTION PROPOSED FOR THE HIGH-LEVEL CONFERENCE**

3.1 The High-level Conference on Aviation Security is invited to:

- a) note the experience of Brazil with the GAsEP in the creation of technical collaborative groups to coordinate the implementation of the Plan and develop joint actions and projects; and
- b) recognize the importance of building relations between operators and the authorities, namely the regulatory agency, and improving coordination of State resources in accordance with the GAsEP principle of cooperation and information sharing.

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