



WORKING PAPER

AVSEC/FAL/RG/8 — WP/15
 10/08/18

**Eighth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and
 Facilitation Regional Group (AVSEC/FAL/RG/8)**
 Mexico City, Mexico, 13 to 17 August 2018

Agenda item 9 Other Business

**REPORT ON THE ACTIVITIES OF THE AVSEC/FAL REGIONAL GROUP AT THE FIFTEENTH MEETING OF
 CIVIL AVIATION AUTHORITIES OF THE SOUTH AMERICAN REGION (RAAC/15)**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

The purpose of this paper is to report on the working papers on security presented by the ICAO Secretariat at the Fifteenth meeting of Civil Aviation Authorities of the South American Region (RAAC/15), held in Asuncion, Paraguay, on 4-6 December 2017, and on the security-related conclusions adopted at that meeting.

Its objective is to allow the Region to continue advancing towards regional standardisation of security systems in the States, improving systems to achieve efficiency and thus facilitate regional connectivity.

Action:	Suggested actions are presented in Section 3.
<i>Strategic objectives:</i>	<ul style="list-style-type: none"> • Security and facilitation
<i>References:</i>	<ul style="list-style-type: none"> • Meeting of Civil Aviation Authorities • Annex 17 - Security • ICAO/LACAC AVSEC/FAL/RG • Document of limited distribution on Recognition of equivalence of security measures • Security Manual, Doc 8973/10 • United Nations Security Council Resolution 2309/2016 • AVSEC/FAL/RG/7 final report • Resolution A39-18 • GAsEP

1. Introduction

1.1 The strategy of the Regional Group is to highlight the importance of security among States and organisations concerned, promoting compliance with international security standards and furthering security oversight capacity of States; and to encourage information sharing among States in order to raise awareness on security threats and trends, nurturing common interest in recognition of security processes.

1.2. International civil aviation activity in our Regions has experienced sustained growth in recent years. Increasing demand for air transport services shows that this trend will not only continue during the next decade, but will grow exponentially. Taking this into account, the Fifteenth meeting of civil aviation authorities of the South American Region (RAAC/15), held in Asunción, Paraguay, on 4-6 December 2017, discussed five working papers on security to inform civil aviation authorities of the Region about the activities being carried out by the ICAO/LACAC AVSEC/FAL/RG Regional Group and its working groups towards standardisation and improvement of operational efficiency of airports and airlines in the Region, which will contribute to improve connectivity among States.

2. Objectives and activities

2.1 **WP/05 Implementation of the Universal Security Audit Programme (USAP-CMA) and progress made at the regional level.** The Secretariat reported on the status of implementation of the continuous monitoring approach of the Universal security audit programme (USAP-CMA) and the progress made by the programme, and presented an overview of the activities carried out in the Region. The meeting took note of the content of the ICAO secure website, which included information on audits conducted to date and audits scheduled for 2018. It also urged the meeting to support the ICAO Universal security audit programme (USAP-CMA).

2.2 The meeting took note of the content of the ICAO secure website www.icao.net.com, which included information on audits conducted to date and audits scheduled for 2018.

2.3 The meeting considered that SAM States should continue supporting the activities concerning the ICAO Universal security audit programme (USAP-CMA), such as the signing of the MoU, the acceptance of audit dates proposed by ICAO, submittal of updated corrective action plans, continued collaboration in programme activities through State experts, and improving effective implementation (EI), in accordance with the goals set forth in the GASeP.

2.4 **WP/06 Results of the AVSEC training programme.** The meeting took note that the objectives of the *No country left behind* policy, particularly concerning a more effective support to States that so desired and that required assistance to develop and improve the aviation system through implementation of ICAO policies and provisions as reflected in the Strategic Objectives. Emphasis was placed on the global role of ICAO in the training sphere, offering member States standard training courses and workshops on security to build their security training capacity. With the support of the Regional Office, aviation security improvement plans (ASIP) for the States were being developed and managed through long-term assistance projects tailored to the specific needs of each State and with the support of the other States. This working paper provided information on the progress made in security training, with emphasis on training activities and the establishment of partnerships for capacity building. It also highlighted the initiatives and activities carried out to support States in the implementation of

Annex 17 – *Security* and for the sustainability of effective security measures, the training projects supported by Transport Canada, and ASTC activities in the Region.

2.5 The meeting took note of the aviation security training packages (ASTPs) available at ICAO Headquarters for purchase and posted at the ICAO ASTC secure website <https://portal.icao.int/ASTC/Pages/default.aspx>.

2.6 The meeting also discussed the importance of continued support to the ICAO training programme in the AVSEC and facilitation area, through the participation of SAM State delegates in seminars, courses and workshops, generating a multiplying effect in their States; support to the “ICAO/Canada Grant Agreement for the Americas”; use of the fellowships offered by ICAO; and hosting of courses/workshops when offered to them.

2.7 **WP/07 Reporting on activities of the NAM/CAR & SAM AVSEC/FAL regional group.** This WP set forth the possibility of conducting a study on the work carried out by the ICAO/LACAC AVSEC/FAL/RG, from a regional perspective. It also urged the appropriate aviation security (AVSEC) and facilitation (FAL) authorities of the NAM/CAR and SAM Regions to support their AVSEC and FAL units/representatives in order to achieve an active and committed participation in AVSEC/FAL/RG activities for the benefit of their own States, and to study the possibility of implementing OSS to improve connectivity among the States of the Region.

2.8 **Optimisation of regional cooperation:** The meeting felt that improved regional cooperation was important so that States could participate in the development and implementation of new security standards to fight unlawful interference against civil aviation. It also highlighted the importance of preventing possible acts of unlawful interference caused by improvised explosive devices (IEDs), and of pooling resources, using regional coordination to expedite the implementation of such measures. It also noted that it was important to analyse the existing capacity of States to meet the new security requirements contained in amendment 16 to Annex 17; share best practices; take advantage of any opportunity or mechanism to share resources in order to fill the gaps identified in the States regarding technology and procedures for detecting explosives and explosive devices; and build the capacity to support continuous improvement of effective and sustainable implementation of security measures in the States of the Region.

2.9 Following some discussions, the Meeting felt that the ICAO/LACAC AVSEC/FAL/RG should be used as a link between the States and regional activities. It also agreed that the work of the groups should be oriented towards regional standardisation and that this group should serve as a forum for sharing best practices for optimising regional cooperation in the AVSEC and FAL areas.

2.10 **WP/23 Reporting on activities of the NAM/CAR & SAM Regional Group on one-stop security (OSS).** This WP presented the objectives of the process for recognition of equivalence of security measures between States, highlighting the benefits of one-stop security (OSS) for the States. It also considered the possibility of conducting a study of the benefits of OSS implementation in the Region, as a tool to improve connectivity in the Region.

2.11 In the report on the activities of the NAM/CAR & SAM AVSEC/FAL/RG panel on one-top-security (OSS), the Meeting took note of the objectives of the process of recognition of equivalence of security measures between States, highlighting the benefits of one-stop security (OSS) for the States.

2.12 Following a discussion, the meeting considered the possibility of conducting a study of the benefits of OSS implementation in the Region, as a tool to improve connectivity in the Region. Accordingly, it formulated the following conclusion:

Conclusion RAAC/15-5 Implementation of OSS:

That the authorities continue striving to implement OSS, taking into account that it is a useful and necessary tool for improving connectivity, and present their results at the AVSEC/FAL/RG/8 meeting.

2.13 **WP/25 Implementation of the GAsEP and the regional proposal.** The Secretariat presented the meeting with information on the status of implementation of the Global Aviation Security Plan (GAsEP) and its future activities. It also set forth the possibility of conducting a study of the implementation on GAsEP through the ICAO/LACAC NAM/CAR and SAM Security and Facilitation Regional Group, and updating its strategic plan in line with the GAsEP roadmap (living document), which proposes 94 tasks, accompanied by 32 actions, within the framework of 5 priority results, proposed as global objectives for the next triennium.

The meeting was also requested to support the GAsEP, and to ensure the participation of their experts and delegates at the various activities to be carried out on this topic.

2.14 Following some comments by the States, the meeting agreed on the following conclusion on the possibility of conducting a study on the implementation of GAsEP through the ICAO/LACAC NAM/CAR and SAM Security and Facilitation Regional Group, and of updating its strategic plan in line with the GAsEP roadmap (living document). Accordingly, the meeting formulated the following conclusion:

Conclusion RAAC/15-4 Alignment of the AVSEC/FAL/RG Strategic Plan with the GAsEP:

That the Secretariat coordinate the necessary actions for aligning the AVSEC/FAL/RG Strategic Plan with the GAsEP, and present it at the AVSEC/FAL/RG/8 meeting.

2.15 Taking into account that these projects are useful tools for the Region in support of security and facilitation improvement activities and thus are essential for achieving the objectives and goals of regional priorities on these issues and comply with the GAsEP roadmap, it is extremely important for regional meeting reports to be delivered by Regional Offices to Headquarters and, through ICAO ISD-SEC Section, to the ICAO panels and regional projects for their analysis and, if deemed appropriate, to contribute to the global development of security and facilitation.

3. Suggested action

3.1 The Meeting is invited to:

- a) analyse this working paper, exchange ideas and comments on its content;
- b) request State aeronautical authorities to continue providing support through their experts, and share their experiences and needs as a State with a view to aligning the Strategic Plan of the Regional Group with the guidelines and objectives of the GAsEP, in order to strengthen international collaboration in security, including harmonisation of principles, approaches and

- security measures, exchange of information, innovation and better use of security technology, as well as training and security capacity building;
- c) continue supporting the Regional Aviation Security Plan Task Force in monitoring the alignment of the Plan, based on the needs of the Region, and GAsEP implementation, to meet its objectives;
 - d) continue supporting the work carried out by the Regional Group, contributing with its experience to the activities of the working groups;
 - e) promote implementation by States in order to further standardisation of security systems in the Region, which will improve passenger flow through airports, making it easier, more agile and safe;
 - f) continue participating with its experts in the meetings of the specific working groups, thus enhancing their quality and contributing to better compliance with Annex 17 and Annex 9 in the States;
 - g) study the possibility of applying OSS in the States, in compliance with *Conclusion RAAC/15-5 Implementation of OSS*, advising aviation authority directors to consider, at the meeting for the 70th anniversary of the South American Office to be held in December 2018 in Lima, signing the commitment to start taking action for the implementation of OSS in the States, in order to make security systems more efficient and improve connectivity in the Region; and
 - h) discuss the proposal contained in paragraph 2.15, and make a decision in this regard.

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