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ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)

WORKING PAPER

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Agenda Item 4: **Programmes and Projects – Aviation Security (AVSEC)**
4.3 Report on the First Workshop on *Aviation Security Management Systems* (SeMS), held in Bogota, Colombia, on 18-21 September 2018 – Coordinator State: Colombia

CONSOLIDATION AND STRENGTHENING OF THE STRATEGIC APPROACH OF THE CIVIL AVIATION SECURITY MANAGEMENT SYSTEM (SeMS)

(Presented by Colombia)

EXECUTIVE SUMMARY	
This working paper presents information about the First Workshop on Aviation Security Management Systems (SeMS), held in Bogota, Colombia, on 18-21 September 2018, under the auspices of the Special Civil Aviation Administrative Unit *(Unidad Administrativa Especial de Aeronáutica Civil)* of Colombia.	
Action:	The suggested action appears in paragraph 3.
Strategic objectives:	• Security and facilitation
References:	• Annex 17– Security, 2.1 Objectives • Doc 8973 – Security Manual — Restricted, Chapter 9 • Doc 9859 – Safety Management Manual • ICAO GASEP, November 2017

1. Introduction

1.1. The increase in aircraft operations in recent years and their expected growth in the coming decades in the NAM/CAR and SAM Regions and worldwide, as well as the current threat and risk environment, require that civil aviation security continue to be a top priority for States and the international community. Accordingly, it is necessary to promote the consolidation and strengthening of a strategic approach for AVSEC management, through a more participatory security culture within organisations, and the strengthening of said culture through reporting of all events that jeopardise civil aviation.

1.2. Consequently, Colombia sponsored and conducted the First workshop of the Civil Aviation Security Management System (SeMS) Programme of the ICAO/LACAC NAM/CAR and SAM Civil Aviation Security and Facilitation Regional Group in Bogota, Colombia, 18-21 September 2018, with substantial participation of different civil aviation security authorities of the various NAM/CAR and SAM States, as well as service providers of Colombia--airports and aircraft operators with domestic and international operations, interested in SeMS implementation--, and other organisations of international relevance to the air transport sector, such as IATA, creating a collective State-industry synergy that enabled the success of the scheduled activities.

1.3. A civil aviation security management system (SeMS) was presented, aimed at enhancing the efficacy of security measures, involving all the personnel of the entities, defining responsibilities, and providing training for the identification and reporting of potential civil aviation security threats.

1.4. The workshop addressed the elements to be adopted in a SeMS, and showed examples of implementation by aircraft operators, airport operators and States.

1.5. In this activity, the participants had group discussions and proposed actions for the implementation of the elements required by a SeMS.

2. Description and scope of the proposal

2.1 On behalf of Colombia, two presentations were made by Johan Andrey Calderón Campos, of the Civil Aviation Security and Facilitation Inspection Group (*Grupo de Inspección de Seguridad de la Aviación Civil y la Facilitación)* of the aeronautical authority of Colombia.

2.2 The first presentation addressed the methodology for assessing civil aviation security risk, which allowed for the identification of the level of risk at airports with scheduled commercial operations, and thus the prioritisation of quality control activities within organisations, as well as the development of risk management plans for their effective mitigation, control, and follow up.

2.3 The second presentation showed that the implementation of a civil aviation security management system (SeMS) sought an effective commitment by top management through a clear and participatory policy that generated an effective communication among all levels of the organisation, so that resources invested in security (including third-party service providers) could be effectively used. It also involved threat and risk management, as well as oversight and continuous improvement of efficiency.

2.4 The SeMS presentation also included a gap analysis, by component, on a sample of 5 airports and airlines conducting international operations:

- Commitment by management
- Resources
- Threat and risk assessment
- Oversight and continuous improvement
- Incident response
- SeMS training programme
- Communication

2.5 In turn, José Raudales, of Honduras, presented the best practices applied in Honduras for strengthening quality control, based on risk assessment, through the planning and scheduling of activities, which included implementation and on-going follow-up.

2.6 Furthermore, the operator of the El Dorado international airport and Avianca presented, as a success story, the implementation of the civil aviation security management system (SeMS) in their respective organisations.

2.7 To conclude, the workshop noted that SeMS implementation was more than the fulfilment of the standards and recommended practices contained in ICAO Annex 17. It also highlighted that SeMS was one of the activities contemplated in the GASeP (Global Aviation Security Plan), an ICAO initiative aimed at bringing the civil aviation community together in order to align security measures to the continuous development and evolution of commercial aviation.

2.8 In this regard, SeMS is a tool that systematises the security procedures already being applied by many entities, but whose innovation is based on:

- A clear definition of the roles and responsibilities of all the staff, starting with top management
- Promotion of a non-punitive reporting culture
- Optimisation of resource management, allowing for more flexibility, while identifying vulnerabilities through threat assessment and risk analysis
- Standardised follow-up of corrective plans
- Fostering of continuous improvement of procedures
- Promotion of a security culture that involves all the staff of the organisation.

3. Conclusions

3.1 The development of civil aviation security management systems will strengthen self-control by stakeholders, the implementation of good practices, change management, and integrated, effective, and efficient continuous improvement.

3.2 Furthermore, SeMS implementation strengthens the security system in an integrated manner, always seeking to prevent acts of unlawful interference against civil aviation and to improve oversight through a systemic and well-structured approach, based on an articulated and harmonious work by the industry as service provider and the State as regulator and control and oversight agent.

4. Suggested action

4.1 States are urged to:

a) move forward in the implementation of SeMS in close cooperation and continuous dialogue between the authorities and the industry.

b) provide the means for easy and safe reporting of civil aviation security incidents. This will produce trends and statistics to improve performance and help reduce security system vulnerabilities.

c) ensure cooperation at all levels within service provider organisations (transport operators, airports, and other related organisations), to consolidate an increasingly participatory and comprehensive security culture.

d) reinforce theoretical-practical academic processes to strengthen the entire civil aviation security management system (SeMS), and continue holding periodic academic meetings, such as the workshop held in Bogota, Colombia, for the exchange of best practices in NAM/CAR and SAM States.

e) encourage the development of civil aviation security management systems (SeMS), creating a standard model for the collection and analysis of security-related data.

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