International Civil Aviation Organization
Latin American Civil Aviation Commission
ICAO/LACAC NAM/CAR/SAM Aviation Security and
Facilitation Regional Group (AVSEC/FAL/RG)

WORKING PAPER

AVSEC/FAL/RG/9 — WP/22
15/03/19

**Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and
Facilitation Regional Group (AVSEC/FAL/RG/9)**
Santo Domingo, Dominican Republic, 25 to 29 March 2019

Agenda Item 9:   Other business

**REPORT ON ACTIVITIES OF THE AVSEC/FAL REGIONAL GROUP AT THE SIXTEENTH MEETING OF CIVIL
AVIATION AUTHORITIES OF THE SOUTH AMERICAN REGION (RAAC/16)**

(Presented by the Secretariat)

EXECUTIVE SUMMARY
The purpose of this working paper is to inform about the working papers presented by the ICAO Secretariat on aviation security at the Sixteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/15), held in Lima, Peru, on 6-7 December 2018, and on the conclusions reached at that meeting on security. The purpose is to continue advancing in the Region towards regional standardisation of aviation security systems in the States by improving systems in order to enhance efficiency to facilitate regional connectivity.

Action:	Suggested actions are presented in Section 3.
Strategic objectives:	• Security and facilitation
References:	• *Meeting of Civil Aviation Authorities* • *Annex 17 - Security* • *ICAO/LACAC AVSEC/FAL/RG* • *Document on Recognition of equivalence of security measures - Restricted* • *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 aviation security among States and organisations concerned, promoting compliance with international civil aviation standards and civil aviation security oversight capacity of States. It also seeks to encourage information sharing among States in order to increase awareness of aviation security threats and trends, promoting shared interest in recognition of aviation security processes.

1.5.   International civil aviation in our regions has experienced sustained growth in recent years. Increased demand for air transport services means that this trend will not only continue during the next decade but will grow exponentially. Bearing this in mind, the Sixteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/16), held in Lima, Peru, on 6-7 December 2018, was presented with two working papers on aviation security. The working papers sought to describe the activities being carried out by the ICAO/LACAC AVSEC/FAL/RG Regional Group, obtain its support for aligning the GASeP with the needs of the Regions, and follow up on its implementation and of the regional projects developed by the Regional Group and its working groups to standardise and improve security systems in the States of the Region. It also sought to create opportunities to enhance operational efficiency of airports and airlines in the Region, thus improving connectivity among States.

2. **Objectives and activities**

2.1   **WP/05** *Application of the GASeP proposal at regional level.* The Secretariat reported on the progress made in the alignment of the regional strategic plan with GASeP guidelines and objectives. Likewise, it proposed conducting a project for GASeP implementation through the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group and the alignment of its strategic plan with the GASeP roadmap (living document), which proposes 94 tasks linked to 32 actions within the framework of 5 priority outcomes, proposed as global objectives for the next triennium.

2.2   The meeting took note of the progress made in the alignment of the regional strategic plan with GASeP guidelines and objectives, as presented at the NAM/CAR and SAM Regional conference on civil aviation security for the Americas and the Caribbean, held in Panama City, Panama, on 24-27 July 2018, where the following goals were agreed:

- By 2020, 80% of States shall reach more than 70% EI
- By 2023, 90% of States shall reach more than 85% EI
- By 2030, 100% of States shall reach more than 90% EI

2.3   Pursuant to the above, the meeting recognised the need to support the implementation of the strategic plan of the ICAO/LACAC AVSEC/FAL Regional Group. Furthermore, in order to obtain more collaborative support from the States, the meeting identified the need to begin the activities to develop a single regulatory reference in the SAM Region, thus strengthening and facilitating homogeneous implementation of security standards. Accordingly, the following conclusion was approved:

CONCLUSION RAAC 16/04	SUPPORT TO GASeP IMPLEMENTATION ACTIVITIES IN THE REGION	
That: South American States be urged to: a) continue assigning experts and sharing experiences and requirements in order to align the Strategic Plan of the Regional Group with GASeP guidelines and objectives, with a view to strengthening international cooperation in the area of aviation security, including the harmonisation of aviation security principles, approaches and measures; exchange of information; innovation and better use of aviation security technology; as well as training and institutional strengthening in aviation security; b) continue supporting the Task Force on Regional Aviation Security, in order to follow up on its alignment with regional requirements, and the implementation of GASeP to meet its objectives; and c) assign human resources to the drafting of AVSEC standard regulations (LAR) in the SAM Region, in order to promote compliance with the GASeP kkey priority outcomes, while increasing cooperation and support among States.	**Expected impact:** ☒ Political / Global ☒ Inter-regional ☒ Economic ☐ Environmental ☒ Technical/Operational	
Why: In order to complete GASeP implementation.		
When: Before RAAC/17	**Status:** Approved at the RAAC/16 meeting	
Who: ☐ Coordinators ☒ States ☒ ICAO Secretariat ☐ ICAO HQ ☐ Others:		

2.4   **WP/07** *Development of the project for the implementation of One Stop Security by all States concerned.* The WP listed the objectives of the screening equivalence recognition process among States, highlighting the benefits of one stop security (OSS) for States. It also suggested the possibility of implementing the OSS implementation project in the Region, as analysed by the ICAO/LACAC AVSEC/FAL RG.

2.5   It was noted that the recognition of security measures among States could have various applications, mainly one stop control, whereby passengers in transit and their hand baggage and/or paid baggage are exempt from additional screening at a connecting airport (airport B), if they have already been subject to screening of an equivalent level at their airport of origin (airport A). Based on their own risk assessment, aircraft and airport operators may choose not to grant security control exemptions resulting from the arrangement, or their benefits.

2.6   Following a debate, the meeting analysed the need for OSS implementation in the Region, in order to, *inter alia*:

> ➢   reduce connection times;
> ➢   reduce costs incurred in security controls (for example, equipment, security personnel, etc.);
> ➢   improve facilitation for passengers, the airport, other operators and aircraft operators;
> ➢   improve security sustainability;
> ➢   improve passenger satisfaction due to a better travel experience;
> ➢   improve security and facilitation of air transport operations; and
> ➢   update security regulations.

2.7   The meeting formulated the following conclusion:

CONCLUSION RAAC 16/05 FOLLOW UP TO OSS IMPLEMENTATION	
That:	**Expected impact:**

a) South American States are urged to support OSS implementation by States, which would facilitate passenger traffic through their airports and improve connectivity among the States of the Region;
 	
b) The Secretariat
 	
   i.   coordinate with the Secretariat of the Latin American Civil Aviation Commission (LACAC) for GEPEJTA to review the draft agreement among States for the implementation of OSS and the recommendations, for its signature; and
   ii.   coordinate the development of a project within the AVSEC/FAL/RG, applying acceptable methodologies that include:
	☒ Political / Global
	☒ Inter-regional
	☒ Economic
	☐ Environmental
	☒ Technical/Operational

- the drafting of standard AVSEC regulations (LAR) and - best practices for OSS implementation among States.	
Why: To finalise the implementation of Procedures for the implementation of one-stop security (OSS).	
When: Before 2035	**Status:** Approved at the RAAC/16 meeting
Who: ☐ Coordinators ☒ States ☒ ICAO Secretariat ☐ ICAO HQ ☐ Others:	

3. **Suggested action**

3.1 The Meeting is invited to:

a) Review this working paper and endorse Conclusions RAAC 16/04, and RAAC 16/05;

b) request aeronautical authorities of the States to continue seconding experts and sharing experiences and requirements in order to align the Strategic Plan of the Regional Group to GASeP guidelines and objectives, in order to strengthen international cooperation in security matters, including harmonisation of criteria, approaches and security measures; exchange of information; innovation and better use of security-related technology; as well as training and capacity building in security issues;

c) continue supporting the Task Force on the Regional Security Plan in order to monitor its alignment with the needs of the Region and GASeP implementation to ensure attainment of its objectives; and

d) study the possibility of applying OSS in its States, pursuant to Conclusion *RAAC/16-05 OSS implementation*, to make aviation security systems more effective and improve connectivity in the Region.

— END —