



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP**

**(GREPECAS)**

**SIXTH MEETING OF THE AVIATION SECURITY COMMITTEE**

**(AVSEC/COMM/6)**

**FINAL REPORT**

Puerto Vallarta, Mexico  
22 to 25 July 2008

Prepared by the Secretariat  
July 2008

The designation employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

**INDEX**

<b>Contents</b>	<b>Page</b>
<b>Index</b> .....	i-1
<b>Historical</b> .....	ii-1
<b>ii.1</b> Duration and site of the Meeting.....	ii-1
<b>ii.2</b> Opening ceremony .....	ii-1
<b>ii.3</b> Organization of the Meeting .....	ii-1
<b>ii.4</b> Working languages.....	ii-1
<b>ii.5</b> Agenda .....	ii-1
<b>ii.6</b> List of working papers .....	ii-2
<b>ii.7</b> List of Information Papers .....	ii-3
<b>ii.8</b> Schedule and work method .....	ii-3
<b>ii.9</b> Attendance .....	ii-3
<b>ii.10</b> Draft Conclusions .....	ii-3
<b>ii.11</b> Draft Decisions .....	ii-4
<b>List of Participants</b> .....	iii-1
<b>List of Participants – General Information</b> .....	iv-1
<b>Report on Agenda Item 1</b>	
<i>Adoption of the AVSEC/COMM/6 Meeting Agenda and Schedule</i> .....	1-1
<b>Report on Agenda Item 2</b>	
<i>Review of the AVSEC/COMM/5 and GREPECAS/14 Meeting Results</i> .....	2-1
<b>Report on Agenda Item 3</b>	
<i>Review of Global and Regional AVSEC Developments and Activities</i> .....	3-1
<b>Report on Agenda Item 4</b>	
<i>Development of the AVSEC/COMM Work Programme and its Future Functions</i> .....	4-1
<b>Report on Agenda Item 5</b>	
<i>Other Business</i> .....	5-1

---

**HISTORICAL**

**ii.1 Duration and Site of the Meeting**

The Sixth Meeting of the GREPECAS Aviation Security Committee (AVSEC/COMM/6) was held at the Hotel Villa del Palmar Flamingos in Nuevo Vallarta, México, from 22 to 25 July 2008.

**ii.2 Opening Ceremony**

Mr. Aarón Salvador Villar Bernal, Deputy Director of Civil Aviation Security from the Directorate of Civil Aviation of Mexico, welcomed the participants. Mr. Ricardo G. Delgado, Regional Officer, Aviation Security for the ICAO North American, Central American and Caribbean (NACC) and South American (SAM) Regional Offices, also welcomed the participants and addressed the Meeting on behalf of Mrs. Loretta Martin, ICAO Regional Director of the North American, Central American and Caribbean Regional Office. Mr. Delgado thanked the participants for their attendance and wished them the best success in their deliberations during the course of the Meeting. He also thanked the Government of Mexico for hosting this Meeting.

Mr. Oscar Derby, Acting Director General of the Jamaica Civil Aviation Authority and Chairman of the AVSEC/COMM, inaugurated and officially declared the Sixth Meeting of the GREPECAS Aviation Security Committee (AVSEC/COMM/6) opened.

**ii.3 Organization of the Meeting**

The Meeting was chaired by Mr. Oscar Derby, Chairman of the AVSEC Committee, Mr. Ricardo G. Delgado, Regional Officer, Aviation Security from the ICAO NACC and SAM Regional Office and Secretary of the AVSEC Committee acted as Secretary of the Meeting.

**ii.4 Working Languages**

The working languages of the Meeting were Spanish and English. The documentation and the Report of the Meeting were available in both languages.

**ii.5 Agenda**

**Agenda Item 1** Adoption of the AVSEC/COMM/6 Meeting Agenda and Schedule

**Agenda Item 2** Review of the AVSEC/COMM/5 and GREPECAS/14 Meeting Results

**Agenda Item 3** Review of Global and Regional AVSEC Developments and Activities

**Agenda Item 4** Development of the AVSEC/COMM Work Programme and its Future Functions

- 4.1 Passenger/Cabin Baggage Screening Task Force Developments (AVSEC/PAX-BAG/TF)
  - 4.1.1 Passenger/Cabin Baggage Screening Seminar
  - 4.1.2 Final Report of the AVSEC/PAX-BAG/TF/1 Meeting and Action Plan
- 4.2 Development of the AVSEC Cargo Security Task Force
  - 4.2.1 Progress Report on the AVSEC/Cargo/TF
- 4.3 Separation of AVSEC/COMM from GREPECAS and the future regional mechanism for addressing and sharing information on threats to civil aviation

**Agenda Item 5**      Other Business

ii.6                    **List of Working Papers**

<b>WORKING PAPERS</b>				
Number	Agenda Item	Title	Date	Presented by
WP/01	1	Review of the Meeting Agenda and Schedule	03/06/08	Secretariat
WP/02	2	AVSEC/COMM/5 Meeting Draft Conclusions and Decisions and GREPECAS/14 Conclusions	03/07/08	Secretariat
WP/03	3	Review of regional AVSEC developments and activities	03/07/08	Secretariat
WP/04	3	General review on the state's corrective action plans on deficiencies in the aviation security	03/07/08	Secretariat
WP/05	3	Initiative concerning the adoption of a safe AVSEC network base on Information Technology Platforms	03/07/08	Colombia
WP/06	3	Otorgamiento de certificados o licencias para personal de inspectores, auditores de seguridad de la aviación de las autoridades de aviación civil (Available only in Spanish)	17/07/08	Colombia
WP/07	4.1.1	Results from the Passenger/Cabin Baggage Screening Seminar-Workshop	03/07/08	Secretariat
WP/08	4.1.2	Report of the first meeting of the Passenger/Cabin Baggage Screening Task Force (AVSEC/PAX/BAG/TF/1)	10/07/08	Rapporteur of the AVSEC/PAX/BAG/TF
WP/09	4.1.2	Programa de Seguridad de la Carga (Available only in Spanish)	18/07/08	Argentina, Bolivia, Chile and IATA
WP/10	4.2.2	Separation of AVSEC/COMM from GREPECAS and the future regional mechanism for addressing and sharing information on threats to civil aviation	18/07/08	Secretariat
WP/11	5	Unruly/disruptive passenger legislation	21/07/08	IATA

<b>WORKING PAPERS</b>				
Number	Agenda Item	Title	Date	Presented by
WP/12	5	Implementation of security management system (SEMS)	21/07/08	IATA
WP/13	5	IATA secure freight programme	21/07/08	IATA
WP/14	5	Security implications of narcotics and contraband trafficking	21/07/08	IATA

**ii.7 List of Information Papers**

<b>INFORMATION PAPERS</b>				
Number	Agenda Item	Title	Date	Presented by
IP/01	1	General Information	13/06/08	Secretariat
IP/02 Rev	--	List of Working and Information Papers	22/07/08	Secretariat

**ii.8 Schedule and Work Method**

The Meeting agreed to hold three daily sessions of 90 minutes with adequate breaks. The Meeting also agreed to work as a whole, leaving the possibility open to establish ad-hoc groups to take full advantage of the expertise of the delegates and to ensure completion of the agenda items.

**ii.9 Attendance**

The Meeting was attended by 28 participants from 9 Member States and 3 Contracting States located or having Territories in the CAR/SAM Regions and observers from 3 International Organizations. A list of participants is shown in pages iii-1 and iv-1 to iv-6.

**ii.10 Draft Conclusions**

NUMBER	NAME	PAGE
6/2	Developments for improvement of aviation security	3-4
6/3	Implementation of a security survey	3-4
6/4	General review of state corrective action plans for deficiencies in aviation security	3-5
6/5	Implementation of a security survey on the eight critical elements	3-5
6/7	Certification or licensing for civil aviation authority inspectors and/or auditors	3-7
6/10	Certification of AVSEC personnel	4-2
6/11	National civil aviation security training programme (NCASTP) and National Civil Aviation Quality Control Programme (NCAQCP) as oversight mechanisms within NAM/CAR/SAM states	4-2
6/13	Security checkpoint waiting lines	4-3
6/15	Knowledge of aviation security matters by law enforcement	4-4
6/16	Contingency plans against acts of unlawful interference	4-4
6/19	Passenger behavioural pattern recognition	4-5
6/20	AVSEC -related environmental and ergonomic factors	4-6

NUMBER	NAME	PAGE
6/22	Standards and operating procedures (SOPS) for screening passengers/cabin baggage	4-6
6/23	Liquids, aerosols and gels (LAGS) restrictions	4-7
6/24	Liquids, aerosols and gels (LAGS) restrictions for domestic, regional and international travel	4-7
6/25	Cargo security programme model	4-7
6/26	Aviation security committee future mechanism	4-8
6/27	Unruly/disruptive passenger legislation	5-1

**ii.11 Draft Decisions**

NUMBER	NAME	PAGE
6/1	AVSEC Implementation Survey	2-2
6/6	Implementation of a security shared information network	3-6
6/8	Cabin baggage	4-1
6/9	Advance technology image x-ray (ATIX)	4-2
6/12	Walk-through metal detectors (WTMD)	4-3
6/14	Enforcement of aviation security regulations in case of lack of consideration for security requirements in airport planning and development	4-4
6/17	Graphic Signage of the Aviation Security process and liquids aerosols and gels (LAGS) restrictions	4-5
6/18	Advanced passenger information system (APIS)	4-5
6/21	AVSEC classification of airports based on passenger flow	4-6
6/28	Implementation of security management system (SEMS)	5-2
6/29	IATA secure freight programme initiative	5-3
6/30	Security implications of narcotics and contraband trafficking	5-3

---

**LIST OF PARTICIPANTS**

**ARGENTINA**

César Vergara

**BRAZIL**

Mauro Ribeiro de Assis  
Leonardo Boszczowski

**CHILE**

Eduardo Cerda

**CUBA**

Julián Rodríguez

**GUATEMALA**

Jorge R. Perusina

**HAITI**

Bouchard Theramene

**JAMAICA**

Oscar Derby<sup>¶</sup>  
Althea Bartley

**MEXICO**

Aarón Villar Bernal  
Miguel Rodríguez  
Ramón González  
Sergio Araujo  
Isai Hernández  
Gabriela Paz  
Ulises Larrañaga  
Enrique Roque  
Francisco Villaseñor  
Carlos Menéndez  
Raúl Montero  
Alina Labrada

**NICARAGUA**

Guillermo Guido Yesca

**PARAGUAY**

Cándido Méndez

**UNITED STATES**

Loretta McNeir

**VENEZUELA**

Domingo Del Rosario Zambrano

**COCESNA**

Roy Vásquez

**IATA**

Yannick Lachapelle

**LACAC**

Marco Ospina

---

<sup>¶</sup> *Chairman of the AVSEC Committee*



**LIST OF PARTICIPANTS  
GENERAL INFORMATION**

STATE INTERNATIONAL ORGANIZATION NAME POSITION	ADDRESS PHONE FAX E-MAIL
<i>Argentina</i>	
<p><b>César Vergara</b> Jefe de Cargas y Materiales Peligrosos</p>	<p>Policía de Seguridad Aeroportuaria Aeropuerto Internacional Ezeiza Casilla de Correo No. 11 – ADA1802 Buenos Aires, República Argentina Tel: + 5411 4480 2297 Fax: + 5411 4480 2297 E-mail cvergara@psa.gov.ar</p>
<i>Brazil</i>	
<p><b>Mauro Ribeiro de Assis</b> Gerente de Seguridad</p>	<p>Agencia Nacional de Aviación Civil Rua Santa Luzia 651 – 3º Mezanino –Castelo Río de Janeiro, Brasil 20030-040 Tel: +5521 38146720 Fax: +5521 3814 6908 E-mail: mauro.assis@anac.gov.br</p>
<p><b>Leonardo Boszczowski</b> Especialista en Aviación Civil – Aeroportos</p>	<p>Agencia Nacional de Aviación Civil Rua Santa Luzia 651 – 3º Mezanino –Castelo Río de Janeiro, Brasil 20030-040 Tel: +5521 38247070 Fax: +5521 3814 6908 E-mail: leonardo.boszczowski@anac.gov.br</p>
<i>Chile</i>	
<p><b>Eduardo Cerda Gómez</b> Jefe Sección AVSEC</p>	<p>Dirección General de Aeronáutica Civil San Pablo 8381, Pudahuel Santiago, Chile Tel.: + 562 290 4682 Fax: + 562 290 2702 E-mail: ecerda@dgac.cl</p>
<i>Cuba</i>	
<p><b>Julián Rodríguez</b> Jefe Dpto. Seguridad y Protección AVSEC</p>	<p>Instituto de Aeronáutica Civil de Cuba Calle 23 # 64, Vedado, Plaza de la Revolución Ciudad de La Habana, Cuba Tel: + 537 838 1688 Fax: + 537 834 4553 E-mail: dep@iacc.avianet.cu</p>

AVSEC/COMM/6  
List of Participants – General Information

iv - 2

STATE INTERNATIONAL ORGANIZATION NAME POSITION	ADDRESS PHONE FAX E-MAIL
<i>Guatemala</i>	
<b>Jorge R. Perusina Rivera</b> Gerente Nacional de Seguridad Aeroportuaria	Dirección General de Aeronáutica Civil Aeropuerto Internacional La Aurora, Zona 13 Guatemala, Guatemala Tel. + 502 2260 6651 / 2260 6625 / 2260-6739 Fax + 502 2260 6651 E-mail jrperuss@gmail.com
<i>Haiti</i>	
<b>Bouchard Theramene</b> AVSEC Director	Civil Aviation Office Airport Road, Port au Prince, Haiti Tel. + (509) 2250 0052 Fax + (509) 250 0980 E-mail btheramene@hotmail.com
<i>Jamaica</i>	
<b>Oscar Derby</b> Acting Director of Civil Aviation <i>Chairman of the AVSEC/COMM</i>	Jamaica Civil Aviation Authority 4 Winchester Road Kingston 10 P.O. Box 8998, Jamaica Tel. + 876 926 3965 / 960 3948 Fax + 876 920 0194 Mobile + 876 909 5338 E-mail jcivav@cwjamaica.com / dg@jcaa.gov.jm
<b>Althea Bartley</b> Aviation Safety Inspector	Jamaica Civil Aviation Authority 4 Winchester Road Kingston 10 Jamaica W.I. Tel. + 876 960 3965 / 501-9500 Fax + 876 960-1637 E-mail abartley@jcaa.gov.jm
<i>México</i>	
<b>Aarón Salvador Villar Bernal</b> Subdirector de Seguridad de la Aviación	Dirección General de Aviación Civil Providencia No. 807, 5° Piso Col. Del Valle, Deleg. Benito Juárez México, D.F. 03100 Tel. +(52) 55 55 43-13-50 Fax +(52) 55 55 43-13-50 E-mail avbernal@sct.gob.mx

AVSEC/COMM/6  
List of Participants – General Information

iv - 3

STATE INTERNATIONAL ORGANIZATION NAME POSITION	ADDRESS PHONE FAX E-MAIL
<p><b>Miguel Rodríguez Ramírez</b> Comandante Región III</p>	<p>Dirección General de Aviación Civil Aeropuerto Internacional de Guadalajara Miguel Hidalgo Edif. T2 Autoridades Aeronáuticas sucursal de correo aeropuerto CP 45659 Tlajomulco de Zúñiga, Jalisco México Tel. +(33) 36-88-64-55 Fax +(33) 36 -88-56-63 E-mail mirramir@sct.gob.mx</p>
<p><b>Ramón González</b> Comandante Aeropuerto de Guadalajara</p>	<p>Dirección General de Aviación Civil Guadalajara, Jal. México Tel. +(33) 36-88-59-19 Fax + E-mail</p>
<p><b>Sergio A. Araujo</b> Comandante Aeropuerto Puerto Vallarta</p>	<p>Dirección General de Aviación Civil Comandancia Aeropuerto Internacional Puerto Vallarta Puerto Vallarta, Jal. 48336 México Tel. +(322) 221-3060 Fax +(322) 221-3060 E-mail saraujo@sct.gob.mx</p>
<p><b>Isai Hernández</b> Inspector Verificador Aeronáutico</p>	<p>Dirección General de Aviación Civil Providencia No. 807 5°. Piso Col. Del Valle México, D.F. 03100 Tel. +(52 55) 54-82-41-00 ext 18042 Fax +(52 55) 55-23-72-07 E-mail avsec_dgac_mex@yahoo.com.mx</p>
<p><b>Gabriela Paz</b> Inspector Verificador Aeronáutico</p>	<p>Dirección General de Aviación Civil Providencia No. 807 5°. Piso Col. Del Valle México, D.F. 03100 Tel. +(52 55) 54-82-41-00 ext 18042 Fax +(52 55) 55-23-72-07 E-mail avsec_dgac_mex@yahoo.com.mx</p>
<p><b>Ulises Larrañaga</b> Director General</p>	<p>Carula, S.A. de C.V. Lerdo de Tejada No. 2186 Col. Americana Guadalajara, Jal.44160 México Tel. +(33) 35-87-53-01 Fax + (33) 35-87-53-01 E-mail carula99@hotmail.com</p>

AVSEC/COMM/6  
List of Participants – General Information

iv - 4

STATE INTERNATIONAL ORGANIZATION NAME POSITION	ADDRESS PHONE FAX E-MAIL
<b>Enrique Roque</b> Gerente Operativo	Carula, S.A. de C.V. Lerdo de Tejada No. 2186 Col. Americana Guadalajara, Jal.44160 México Tel. +(33) 36-16-27-91 Fax + (33) 35-87-53-01 E-mail <a href="mailto:eroque@seguridadcarula.com">eroque@seguridadcarula.com</a>
<b>Francisco Villaseñor</b> Director del Aeropuerto de Puerto Vallarta	Grupo Aeroportuario del Pacífico Km. 7.5 Carretera Tepic Col. Villa Las Flores Puerto Vallarta, Jal. 48310 México Tel. +(322) 22-11-298 Fax + (322) 22-11-130 E-mail <a href="mailto:fvillasenor@aeropuertosgap.com.mx">fvillasenor@aeropuertosgap.com.mx</a>
<b>Carlos Menéndez</b> Gerente de Operaciones y Seguridad	Grupo Aeroportuario del Pacífico Av. Mariano Otero No. 1249 B Piso 6 Col. Rinconada del Bosque Guadalajara, Jal. 44530 México Tel. +(33) 38-80-11-00 ext 280 y 279 Fax + (33) 38-80-11-00 ext 295 E-mail <a href="mailto:cmenendez@aeropuertosgap.com.mx">cmenendez@aeropuertosgap.com.mx</a>
<b>Raúl Montero</b> Subgerente de Seguridad	Grupo Aeroportuario del Pacífico Av. Mariano Otero No. 1249 B Piso 6 Col. Rinconada del Bosque Guadalajara, Jal. 44530 México Tel. +(33) 38-80-11-00 ext 292 Fax + (33) 38-80-11-00 ext 295 E-mail <a href="mailto:rmontero@aeropuertosgap.com.mx">rmontero@aeropuertosgap.com.mx</a>
<b>Alina Labrada</b> Director General	Sevismar, S.A. de C.V. Mariano Jiménez No. 316-9A Col. Nueva Chapultepec Morelia, Michoacán México Tel. +(01 44) 33-24-64-82 Fax +(01 44) 33-15-10-54 E-mail <a href="mailto:fernandalabrada@yahoo.com.mx">fernandalabrada@yahoo.com.mx</a>
<i>Nicaragua</i>	
<b>Guillermo Guido Yesca</b> Jefe Oficina de Seguridad	Instituto Nicaragüense de Aeronáutica Civil Km. 11.5 Carretera Norte, Managua, Nicaragua Tel. + 505 276 8580 Fax + 505 276 8589 E-mail <a href="mailto:seguridad@inac.gob.ni">seguridad@inac.gob.ni</a> / <a href="mailto:capacitacion@inac.gob.ni">capacitacion@inac.gob.ni</a>
<i>Paraguay</i>	

AVSEC/COMM/6  
List of Participants – General Information

iv - 5

STATE INTERNATIONAL ORGANIZATION NAME POSITION	ADDRESS PHONE FAX E-MAIL
<b>Cándido Méndez</b> Secretario Permanente CONASAC	Dirección Nacional de Aeronáutica Civil (DINAC) Aeropuerto Internacional Silvio Pettirossi, Luque, Paraguay Tel. + 59521 646-078 Fax + 59521 646-078 E-mail menfran@tigo.com.py
<i>United States</i>	
<b>Loretta McNeir</b> TSA Caribbean Representative	Transportation Security Administration 3000 SW 148th Avenue Suite 200 Miramar, Fl 33029 United States Tel. + 954 874 7124 Fax + 954 431 7770 E-mail loretta.mcneir@dhs.gov
<i>Venezuela</i>	
<b>Domingo Del Rosario</b> Jefe División de Seguridad de la Aviación	Instituto Nacional de Aeronáutica Civil (INAC) Aeropuerto Internacional Simón Bolívar, Edificio Sede Piso 1, Oficina INAC., Edo. Vargas Venezuela Tel. + 58 416 744 7057 / 58 414 398-4847 Fax + 58212 355 1550 E-mail d.delrosario@inac.gov.ve
<i>COCESNA</i>	
<b>Roy Vásquez</b> Inspector de Seguridad Aeroportuaria	Agencia Centroamericana para la Seguridad Aeronáutica Contiguo Escuela Aeropuerto Edificio Radar Barrio el Cacique Alajuela, Costa Rica Tel. + 506 2440 1981 Ext. 6112 Fax + 506 2430 0697 Ext. 6103 E-mail rvasquez@cocesna.org vasquez.roy@gmail.com
<i>IATA</i>	
<b>Yannick Lachapelle</b> Manager, Security & Facilitation, Latin America and the Caribbean	IATA 703 Waterford Way, Suite 600, Miami, Fl. 33126, United States Tel. + 1-305 779 9842 Fax + 1-305 266 7718 E-mail lachapelly@iata.org
<i>LACAC</i>	

AVSEC/COMM/6  
List of Participants – General Information

iv - 6

STATE INTERNATIONAL ORGANIZATION NAME POSITION	ADDRESS PHONE FAX E-MAIL
<p><b>Marco Ospina</b> Secretario Comisión Latinoamericana de Aviación Civil</p>	<p>Andrés Belaunde 147, Edificio Real 4 – 3er piso Centro Empresarial – San Isidro Apartado Postal 27032 Lima (Callao), Perú Tel. + 511 422-6905 / 422-9367 Fax + 511 422-8236 E-mail clacsec@lima.icao.int</p>
<b>ICAO</b>	
<p><b>Loretta Martin</b> Regional Director</p>	<p>Oficina para Norteamérica, Centroamérica y Caribe Av. Presidente Masaryk 29 – 3<sup>er</sup> Piso Col. Chapultepec Morales México D.F., 11570, México Tel + 5255 5250 3211 Fax + 5255 5203 2757 E-mail icao_nacc@mexico.icao.int Web www.icao.int/nacc</p>
<p><b>Ricardo G. Delgado</b> Regional Officer – Aviation Security <i>AVSEC Comité Secretary</i></p>	<p>Oficina para Norteamérica, Centroamérica y Caribe Av. Presidente Masaryk 29 – 3<sup>er</sup> Piso Col. Chapultepec Morales México D.F., 11570, México Tel + 5255 5250 3211 Fax + 5255 5203 2757 E-mail icao_nacc@mexico.icao.int rdelgado@mexico.icao.int Web www.icao.int/nacc</p>

**Agenda Item 1            Adoption of the AVSEC/COMM/6 Meeting Agenda and Schedule**

1.1            The Secretariat presented WP/01 and the Meeting approved the draft agenda and meeting schedule as presented in the paper.

---

**Agenda Item 2            Review of the AVSEC/COMM/5 and GREPECAS/14 Meeting Results**

2.1            The Secretariat presented WP/02 and provided remarks and the status of AVSEC/COMM/5 Conclusions considered and approved by the GREPECAS/14 Meeting held in April 2007. The following conclusions are completed or superseded.

**Conclusions:** 14/7, 14/8, 14/10, 14/13, 14/14, 13/8, **Decisions:** 4/14, 4/15.

2.2            The Meeting also reviewed and took note that the following Conclusions remain valid:

**Conclusions – Valid:** 14/9, 14/11, 14/12, 13/4, 13/5, 13/7, 13/9, 13/10.

2.3            The Meeting decided that the some Conclusions, which remain outstanding, be presented as new draft Conclusions at the GREPECAS/15 Meeting scheduled in October 2008:

2.4            The Secretariat informed that although AVSEC/COMM/5 Conclusion 5/1 - GREPECAS Conclusion 14/7, was completed as an action, few States responded to the September 2006 survey.

2.5            The Chairman addressed the Meeting requesting States to take more action in order to provide adequate attention with completing the conclusions of the Committee, and that if implementation has not been completed, it is an indication that more work needs to take place.

2.6            The Representative from IATA informed that regarding GREPECAS Conclusion 14/10 – Hold Baggage Screening Guidance Material, IATA will review again its Hold Baggage Screening guidance material. With respect to Conclusion 13/7 – Risk Assessment, he informed that an experts workshop will be held in New Zealand during 2008.

2.7            The Representative from IATA also referred to GREPECAS Conclusions 13/8 on NCASP, 13/9 on NCASQCP, and 13/10 regarding the Cargo Security Programme, and mentioned that it is important that aircraft operators present their AOSP to civil aviation authorities and that States formalize their NCASP in order to ensure proper implementation of other programmes and national regulations.

2.8            Many comments were presented during the Meeting with respect to cases where aircraft operators do not comply with national regulations, mainly foreign carriers. It was clarified that States should disseminate pertinent parts of the NCASP requirements to aircraft operators in order for them to adjust their AOSP according to the needs and resources of the airports where they are operating.

2.9            The Meeting requested IATA to encourage its members to comply with the national requirements of States and present AOSPs to civil aviation authorities according to the specifications of the airports where they operate.



**DRAFT DECISION 6/1**

**AVSEC IMPLEMENTATION SURVEY**

That States give proper attention to decisions and conclusions taken by the AVSEC/COMM so that all activities are completed in a timely manner to achieve those decisions and conclusions.

---

**Agenda Item 3            Review of Global and Regional AVSEC Developments and Activities**

3.1            The Meeting noted that after two years from the publication of the eighth edition of Annex 17 (1 July 2006), containing Amendment 11, which complies with the ICAO AVSEC Plan of Action and Strategic Objective B - *Enhance global civil aviation security* coming into effect, States are in the process of adopting Annex 17 requirements into their national laws and regulations and are in the implementation process.

3.2            The Meeting noted that the ICAO Security Guidance Material (SGM) Section is still reviewing the seventh edition of the *Security Manual for Safeguarding Civil Aviation against Acts of Unlawful Interference (Doc. 8973 – Restricted)*, which will offer detailed information to States regarding the interpretation and implementation of the Standards and Recommended Practices of Annex 17. This new version of the manual is divided into five volumes, which include:

- a)            Volume I – National Organization and Administration;
- b)            Volume II – Training, Selection and Recruitment;
- c)            Volume III – Airport Design and Administration;
- d)            Volume IV – Preventive Measures; and
- e)            Volume V – Crisis Management and response. (This volume is already published).

3.3            The Secretariat informed that ICAO is planning to have the initial English language version ready **by December 2008**. Additionally, and in order to better assist appropriate State AVSEC Authorities in conducting effective oversight with efficient implementation of AVSEC regulations and procedures within their States, Part C of Doc. 9734, *Safety Oversight Manual*, has been developed that is called *The Establishment and Management of a State's Aviation Security Oversight System*, which is already published.

3.4            The Meeting noted that as of January 2008, ICAO had established the Planning, Coordination and Implementation Branch (PCI) with two sections: Implementation, Support and Development (ISD) for Safety and ISD for Security, which have direct dependency from the Secretary General. Through this branch, and in coordination with the RO/AVSEC for the NAM/CAR/SAM Regions, will continue:

- a)            the planning, coordination and implementation of safety and aviation security assistance to the States;
- b)            the future implications of aviation security;
- c)            the management of the Aviation Security Training Programme;
- d)            the management of the ICAO/ Transport Canada “Training Awareness Programme Phase II;”
- e)            assisting States to resolve their aviation security deficiencies found during ICAO Universal Security Audit Programme (USAP) audits;

- f) establishing a solid infrastructure for aviation security according to ICAO Annex-17, and all of ICAO's guidance material in the aviation security field; and
- g) assisting States with the resolution of challenges that arise in aviation security.

3.5 The Meeting was reminded that ICAO had established the Audit Report Review Branch (ARRB), which analyzes the progress of State implementation of corrective action plans and will be the entity that, through the Secretary General, when appropriate, will issue correspondence to civil aviation authorities requiring their attention to adherence of their corrective action plans, maintaining the possibility of informing other States regarding that State's position with respect to compliance with Standards and Recommended Practices in aviation security.

3.6 The Meeting was informed that ICAO continues to teach regular courses based on AVSEC Standardized Training Packages (ASTP) throughout the three Aviation Security Training Centres (ASTC) of the NAM/CAR/SAM Regions, such as the National Inspectors Courses. In addition, two ICAO AVSEC- Instructors Certification Courses have been conducted at the Trinidad and Tobago ASTC and the Instituto Superior Tecnológico de Aviación Civil of Quito, Ecuador, in English and Spanish respectively. It was clarified that this course does not certify State instructors and that certification remains a State responsibility. Participants of these courses are certified by ICAO to be used as instructors on behalf ICAO in future training activities hosted by the Organization. It was also informed that the next English course will be held at the Trinidad and Tobago ASTC from 5 to 13 August 2008, and that a Spanish course is planned for the first trimester of 2009.

3.7 The Meeting took note that as a result of the USAP audits, ICAO and Transport Canada, through the "Awareness Training Programme on Aviation Security - Phase II" had conducted several workshops since 2006 for all States in the CAR/SAM Regions on the methodology to develop a National Civil Aviation Security Programme (NCASP); Airport Security Programme (ASP) and National Quality Control Programme (NQCP) for improving AVSEC oversight.

3.8 The Meeting was briefed that this training programme had scheduled 13 workshops during 2008 that were oriented towards development of the AVSEC National Screeners Certification Programme, which includes the criteria and procedures that States need to take into consideration when developing their AVSEC personnel certification. As of 15 July 2008, five workshops have been conducted and four more will be held between July and November 2008. Four workshops were cancelled due to lack of response by invited States. It was also informed that ICAO plans to conduct National Civil Aviation Security Training Programme (NCASTP) Workshops and the National Cargo Security Programme Workshop in 2009.

3.9 The Meeting was also informed that it is regrettable that not all States are participating in workshops and regular courses sponsored by ICAO, and that when they endorse participants from airport administrators or air carriers, State personnel who develop regulations and conduct AVSEC surveillance on behalf of the civil aviation authority do not benefit from the training.

3.10 Furthermore, the Meeting noted that the ICAO PCI Branch, in coordination with the Technical Cooperation Bureau (TCB), continues with the process of compiling a list of professionals in the aviation security field to be recruited as short term experts (STE) to perform, on behalf ICAO, security assistance missions to States to develop a solid aviation security infrastructure; correct aviation security deficiencies according to the results of USAP audits; deal with new emerging threats; and ensure efficient surveillance and continuous improvement with security systems.

3.11 The Secretariat invited States to continue contributing to the ICAO AVSEC Plan of Action with the provision, among others, of qualified human resources as short term experts (STE) for training as well as for advice on the improvement of international civil aviation.

3.12 The Meeting was briefed by the Secretariat that the Inter American Committee against Terrorism (CICTE) from the Organization of American States (OAS) and ICAO will continue with the agreement for fellowships. CICTE has supported several States with scholarships to participate in different training activities. In addition, starting this year, this agreement will include training on Annex 9 – *Facilitation* regarding Machine Readable Travel Documents (MRTD) through seminars and regional workshops. The first event was held in El Salvador, 9-11 June 2008, where 44 representatives from 8 States participated in this training. A similar one is planned for the SAM Region in the last quarter of 2008, and another international event on MRTD issues will be held in 2009.

3.13 The Meeting noted the importance for States to complete and implement the following requested by ICAO:

- a) to participate in ICAO's Point of Contact (PoC) Network for AVSEC/FAL (State letter SP 48/1-06/19 dated 24 March 2006, and follow-up letter EMX0336 dated 27 March 2008, included as **Appendix A** and **B** to this part of the Report);
- b) recommended guidelines regarding security controls for Liquids, Aerosols and Gels (LAGs) inspection for implementation by States on 31 March 2007. State letters Ref: AS 8/11-06/100 – Confidential dated 1 December 2006, and Ref: AS 8/11-07/26 – Confidential dated 30 March 2007, included as **Appendix C** and **D** to this part of the Report);
- c) the ICAO annual reports on Acts of Unlawful Interference are based on official and informal reports; therefore, it is important that States provide the reports on acts of unlawful interference according to obligation contracted in Article 11 of the Hague Agreement, Article 13 of the Montreal Agreement, as well as Standard 5.3.1 of Annex 17.

3.14 The Representative from IATA stressed the importance of State PoC information in order to strengthen the dissemination of security information to the appropriate authorities within the States. He also suggested that ICAO should establish a database regarding the implementation of the ICAO Liquid, Aerosols and Gels (LAGs) and Security Tamper Evident Bags (STEBs) recommendations and to conduct a survey for that verification. He also mentioned that based on that database, airlines will have to disseminate the appropriate information to passengers.

3.15 The Representative from Cuba requested to consider the appropriate wording when preparing the Draft Conclusion regarding LAGs. The Representative from Mexico requested that further information should be provided to States and that bilateral and multilateral agreements should be considered in order to implement the LAGs and STEBs recommendation, in order to harmonize the security requirements and procedures.

3.16 The Meeting took note of the proposal and concluded the following:

**DRAFT  
CONCLUSION 6/2                      DEVELOPMENTS FOR IMPROVEMENT OF AVIATION  
SECURITY**

That States take action to:

- a) contribute to the ICAO Plan of Action on aviation security, and provide Short Term Instructors/Experts for instruction as well as assistance;
- b) ensure that personnel from their administrations participate in the instruction activities sponsored by ICAO;
- c) send information to ICAO Aviation Security and Facilitation Branch regarding their Points-of-Contact on Facilitation (FAL) as well as Aviation Security (AVSEC), if not already done so;
- d) maintain recommended guidelines for security controls for the inspection of liquids, aerosols and gels; and
- e) comply with ICAO notification in case your State has been affected by an attempt or act of unlawful interference.

**DRAFT  
CONCLUSION 6/3                      IMPLEMENTATION OF A SECURITY SURVEY**

That ICAO conduct a survey to verify State implementation of recommendations for liquids, aerosols and gels (LAGs) and security tamper evident bags (STEBs) by **31 October 2008**.

3.17 The Meeting was briefed by the Secretariat regarding the activities and results of the development of the Universal Security Audit Programme (USAP) in the CAR/SAM Regions, and the progress of implementation of corrective action plans by States for complying with the Standards and Recommended Practices of Annex 17, and the findings regarding approval and implementation of the National Civil Aviation Security Programme (NCASP); National Civil Aviation Security Training Programme (NCASTP); National Civil Aviation Security Quality Control Programme (NQCP); Contingency Plan, National Civil Aviation Security Committee (NCASC); Airport Security Programme (ASP); and Aircraft Operator Security Programme (AOSP).

3.18 After some proposals presented by the Representatives from Mexico, COCESNA, TSA, and IATA, it was agreed that it is important for civil aviation authorities to comply with their commitment to the Convention on International Civil Aviation, and that ICAO requests State information regarding the status of the eight critical elements within their States in preparation for the USAP Second Cycle audit. The Meeting took note of the proposal and concluded the following:

**DRAFT**

**CONCLUSION 6/4**

**GENERAL REVIEW OF STATE CORRECTIVE ACTION PLANS  
FOR DEFICIENCIES IN AVIATION SECURITY**

That the States take action to:

- a) ensure the backup and support for AVSEC entities within their administration for the establishment, approval and effective implementation of their AVSEC National Civil Aviation Security Programmes and the activation of their National Civil Aviation Security Committees or similar arrangements;
- b) ensure effective completion and implementation of their corrective action plans regarding recommendations of the USAP audit report before receiving the follow-up visit, and at the most before the USAP Second Cycle Audit, notifying ICAO of the progress of their action plans; and
- c) officially notify ICAO should any differences identified during the audit remain unaddressed, under Article 38 of the Convention on International Civil Aviation.

**DRAFT**

**CONCLUSION 6/5**

**IMPLEMENTATION OF A SECURITY SURVEY ON THE EIGHT  
CRITICAL ELEMENTS**

That ICAO conduct a survey requesting State information regarding the status of the eight critical elements within their State, in preparation for the USAP Second Cycle Audit **by 31 November 2008.**

3.19 The Meeting took note of the initiative concerning the adoption of a safe AVSEC network based on information technology platforms, which basically involves the development of a technological platform to support the network of State PoCs, to have timely and effective information to expedite the distribution of security information related to civil aviation threats. On behalf of GEASSA, Colombia presented information regarding this initiative and the benefits of having a Shared Information Network (SIN), which includes improved access and effective dissemination of information on threats to the global aviation system, through activities aimed at developing crisis information management capabilities and adoption of immediate regional level actions in response to imminent threats information provided by a State of the Region; and to awareness-raising regarding civil aviation risks in the NAM, CAR, and SAM States. Technical information is presented in **Appendix E** to this part of the Report.

3.20 The Representative from Mexico asked if this network would be compatible with other systems, such as the ones Mexico has with Chile or Canada. The Representative from LACAC stated that there are other existing networks than can be used like REDDIG, and considering that a dedicated line will involve some costs to States, it might not be feasible to duplicate efforts.

3.21 The Representative from COCESNA asked to refer to the technical information. The Representative from Transport Security Administration (TSA) informed that TSA has created a page where States can share information; however, this channel is usually only one way only, from TSA to States. The Meeting determined that in order to properly address this network, information review and consultation has to occur. Therefore, the Meeting agreed on the following decision:

**DRAFT**  
**DECISION 6/6**    **IMPLEMENTATION OF A SECURITY SHARED**  
**INFORMATION NETWORK**

That States review the technical content presented by GEASSA and analyze the economic and any other implications involving implementation of the Shared Information Network and inform the Secretariat of the AVSEC/COMM by **31 October 2008**, of their position regarding that network.

3.22 The Meeting acknowledged the GEASSA initiative presented by Colombia regarding certification or licensing of civil aviation authority inspectors and/or auditors and the need to have guidelines on the specific requirements for this personnel.

3.23 The Representative from COCESNA mentioned that having a license or certificate will not be the solution for empowering CAA inspectors and/or auditors, and that this has to be inserted in the national law of the States. Likewise, the Representative from Mexico reminded that civil aviation involves many areas, which are all very important, such as safety and security, and mentioned that it is important that ICAO consider the implementation of a requirement and a standard in Annex 1.

3.24 Considering the importance of this issue, the Representatives from Chile, Mexico and Venezuela supported the motion and the plenary agreed to send this issue to the ICAO AVSEC Panel.

**DRAFT  
CONCLUSION 6/7**

**CERTIFICATION OR LICENSING FOR CIVIL AVIATION  
AUTHORITY INSPECTORS AND/OR AUDITORS**

That:

- a) ICAO review the feasibility of establishing a requirement in Annex 1 for certification or licensing of civil aviation authority inspectors and/or auditors and establish guidelines regarding the minimum requirements for these inspectors/auditors; and
- b) States insert the minimum requirements that inspectors and auditors from civil aviation authorities should have in order to perform security oversight tasks into their national law and regulations.





International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 (514) 954-6130

Ref.: SP 48/1-06/19

24 March 2006

**Subject:** Aviation Security Point of Contact (PoC)  
Network

**Action required:** To reply by 30 June 2006

Sir/Madam,

1. I have the honour to inform you that pursuant to the views expressed by the G8 Roma-Lyon Crime and Terrorism Group, an ICAO-wide Aviation Security Point of Contact (PoC) Network has been established for the communication of imminent threats to civil air transport operations. The objective of the PoC is to provide a network of international aviation security contacts within each State, who are designated as the appropriate authority to send and receive communications, at any time of the day or night, concerning imminent threat information, security requests of an urgent nature, and/or guidelines to support security requirements in the case of countering an imminent threat. Points of contact need to be available at all times, engaged in the threat assessment process and close to the decision-making process for aviation security procedures.

2. Due to the sensitivity of the information to be contained in the Network, strict control must be exercised as failure to do so may compromise efforts and future security implementation endeavours. Consequently, in order to maintain control over this information, participating States should take into account the following:

- a) access to the ICAO Aviation Security PoC Network will be confined to those States that have placed their own contact details in the database and have been issued a password by ICAO;
- b) Aviation Security PoC Network participants will have an obligation to ensure that their contact details are kept up to date;
- c) participating States will be required to ensure physical protection of access to the PoC Network, confining access to those with genuine need for it in order to discharge their duties;

- d) participating States will commit to having internal procedures for ensuring that contacts made via the PoC Network are handled expeditiously, consistent with their urgency; and
- e) participation in the PoC Network will be made conditional on the State agreeing to abide with the above directives.

3. Should you wish to participate in the ICAO Aviation Security PoC Network, please complete the attached form and send it directly to the Chief, Aviation Security and Facilitation Branch, ICAO, fax: + 1 (514) 954-6408, e-mail: [avsec@icao.int](mailto:avsec@icao.int).

Accept, Sir/Madam, the assurances of my highest consideration.



Taïeb Chérif  
Secretary General

**Enclosure:**

Aviation Security Point of Contact  
(PoC) Network Sign-up Form

**AVIATION SECURITY POINT OF CONTACT (PoC) NETWORK**

**Sign-up Form**

Please complete the following form and ensure that the contact-point is not only knowledgeable but that he or she is available on a 24-hour basis.

1. CONTACT, TELEPHONE NUMBER, FAX and E-MAIL (*Example: "Country: Command Centre, Aviation Security Department, City, Country, Telephone: 1 - 555 - 555- 1212, Fax: 1 -555 - 555-1212, E-mail "*)

Contact Person (s) (up to 3 persons)

Name: \_\_\_\_\_

Position/Department: \_\_\_\_\_

Address: \_\_\_\_\_

Tel.: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

2. DESCRIPTION OF POINT OF CONTACT (*Example: "Country: Aviation Security Department is a telecommunications centre that is open 24 hours a day. Its personnel can immediately connect the caller to an appropriate investigator or expert. The Command Centre itself does not have electronic evidence investigators or experts."*)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. LANGUAGE CAPABILITIES OF CONTACT (*Example: "Country: Command Centre personnel speak English only."*)

\_\_\_\_\_  
\_\_\_\_\_

4. PLEASE PROVIDE E-MAIL CONTACT FOR DISTRIBUTION OF UPDATES TO CONTACT POINT LIST (*Example: "COUNTRY: Johndoe@xxx.gov and Marydoe@xxx.gov "*)

\_\_\_\_\_

— END —



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Ref.: NR 7, NR 3 – **EMX0336**

27 March 2008

<p>To:</p> <p>Permanent Secretary, Antigua and Barbuda J. A. Maduro, Aruba Cyril Saunders, Bahamas Irvine Best, Barbados Anthony Archer, Barbados J.A. Contreras, Belize</p> <p>Robert Shuter, Canada Jeff McDonald Colmore S. Christian, Dominica Benoit Bardouille Pierre Dubois, French Antilles Philippe Guivarc'h, French Antilles Arlene Buckmire-Outram, Grenada Jean-Lemerque Pierre, Haiti Torrance Lewis, Jamaica S.J. Francisco, Netherlands Antilles Rosemond James, Eastern Caribbean Civil Aviation Authority Oaklyn Peets, Saint Kitts and Nevis Darrel Montrope, Saint Lucia Godfred Pompey, Saint Vincent and the Grenadines Ramesh Lutchmedial, Trinidad and Tobago Ray Pusey, DfT, United Kingdom Roland Zilz, United Kingdom Cassandra Jordan, United States</p> <p>cc:</p> <p>Larry Franklin, Anguilla Thomas Dunstan, Bermuda Margaret Wilson, British Virgin Islands P. Richard Smith, Cayman Islands D. Frederick, CI Airports Authority, Cayman Islands Jeremy Jackson, Cayman Islands Alric Taylor, Montserrat Thomas Swann, Turks and Caicos</p>	<p>Through ECCAA dca@aruba.gov.aw cyril.saunders@gmail.com intertransport@sunbeach.net civilav@sunbeach.net <a href="mailto:dcabelize@btl.net">dcabelize@btl.net</a>; rmanzanerozb@civilaviation.bz whitenj@tc.gc.ca macdjef@navcanada.ca <a href="mailto:pstelecommunications@cwdom.dm">pstelecommunications@cwdom.dm</a> <a href="mailto:daspa@cwdom.dm">daspa@cwdom.dm</a> pierre.dubois@aviation-civile.gouv.fr philippe.guivarch@aviation-civile.gouv.fr <a href="mailto:tourism@gov.gd">tourism@gov.gd</a> ; <a href="mailto:mot@spiceisle.com">mot@spiceisle.com</a> lpierre@ofnac.org jcivav@jcaa.gov.jm civilair@gov.an Rosemond James, Eastern Caribbean Civil Aviation Authority oecs.dca@candw.ag mincwpu@caribsurf.com; transp@caribsurf.com <a href="mailto:mot@candw.lc">mot@candw.lc</a>; <a href="mailto:llewis@gosl.gov.lc">llewis@gosl.gov.lc</a>; <a href="mailto:eucherry@gosl.gov.lc">eucherry@gosl.gov.lc</a> pmosvg@caribsurf.com tcaa@tsst.net.tt <a href="mailto:ray.pusey@dft.gsi.gov.uk">ray.pusey@dft.gsi.gov.uk</a> <a href="mailto:roland.zilz@caa.co.uk">roland.zilz@caa.co.uk</a> cassandra.jordan@faa.gov larryf@gov.ai tdunstan@gov.bm margaret.wilson@caribairsafety.aero Richard.smith@caacayman.com <a href="mailto:david.frederick@caymanairports.com">david.frederick@caymanairports.com</a> Jeremy.jackson@caacayman.com mcw@gov.ms <a href="mailto:civilaviation@gov.tc">civilaviation@gov.tc</a>; <a href="mailto:pforbes.caa@tcwayway.tc">pforbes.caa@tcwayway.tc</a></p>
---	---

Subject: **AVSEC and Facilitation Points of Contact**

Your reply by: 28 April 2008

Dear Sir/Madam:

Considering that ICAO Council approved with the highest priority a comprehensive Plan of Action to strengthen aviation security worldwide, and that the plan's success requires an intensive and continuous commitment from Contracting States to ensure the achievement of concrete results within an acceptable time-frame, it is important that coordination to adopt actions or to transmit information concerning Annex17—*Security*, be done in an efficient and timely manner.

.../2

Therefore, it is urgent to count with updated Aviation Security (AVSEC) and Facilitation (FAL) Points of Contact (PoCs) lists in order to fulfil the aforementioned objectives. In this regard, please find enclosed the foregoing PoCs lists. Please review them and send to this Regional Office the updated data on name, address, e-mail and telephone of persons in charge of these fields (AVSEC-FAL) of your Administration, if applicable.

Accept, Sir/Madam, the assurances of my highest consideration.

Original signed by



for  
Loretta Martin  
Regional Director  
ICAO NACC Office

**Enclosure:** as indicated



International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 (514) 954-6130

Ref.: AS 8/11-06/100 Confidential

1 December 2006

**Subject:** Recommended security control guidelines for screening liquids, gels and aerosols

**Action required:** To note and implement not later than 1 March 2007

Sir/Madam,

I have the honour to draw to your attention the fact that the United Kingdom authorities reported on 10 August 2006 they had succeeded in disrupting an alleged terrorist plot against civil aircraft over the North Atlantic. The terrorist attack, judged to be imminent, would have involved the component parts of an Improvised Explosive Device, including a home-made liquid explosive, being taken through the passenger and cabin baggage security checkpoint for assembly airside, probably on the aircraft. The device would have been detonated aboard the aircraft whilst in flight, in an act of suicide.

On 10 August 2006, very tight controls were imposed by the United Kingdom Department of Transport on what passengers were able to take through the central screening point at United Kingdom airports. In the days and weeks which followed, some of these controls were eased, in line with a lessened threat. However, at mid-October there remained in place a ban on all but essential liquids, and a limit on the size of the single cabin bag passengers were allowed to carry through the screening point. Items purchased beyond the screening point were unaffected by the new rules as all goods sold in these areas of United Kingdom airports are subjected to separate security controls.

In response to the new threat, the ICAO Council convened a Special Session on 17 August 2006, at which it recognized the seriousness of the terrorist threat and requested the Aviation Security Panel to study it with the highest priority, and recommend possible action to mitigate such actions in the future.

The Aviation Security Panel, at its eighteenth meeting held in Montreal from 11 to 15 September 2006, considered the events in the United Kingdom and their wider implication for aviation security. The Panel stressed that the events in the United Kingdom had reconfirmed the terrorists' intent and capability to mount a spectacular, mass-fatality attack upon civil aviation. Whilst this particular threat had arisen in the United Kingdom, the *modus operandi* was not "home-grown" by those

apprehended, and such an attack could be mounted anywhere in the world, which poses a very serious challenge to global air transport. The use of components of innocuous appearance, including a peroxide-based liquid explosive element, carried through the screening checkpoint by one or more persons for subsequent assembly on board an aircraft, would be very unlikely to have been detected by any of the existing screening technologies and procedures.

The Panel concluded that an urgent reassessment of the existing world-wide aviation security regime had become necessary, and that the new threat needed to be reflected in augmented global security practices and procedures. The Panel underlined that any new arrangements should be effective, practicable and sustainable, and should take into account as far as possible the practices of other States, as well as facilitation issues. In this regard, the Panel identified the actions to be taken in the short-, medium- and longer-term.

The Council, at the ninth meeting of its 179th Session on 22 November 2006, considered the report of the eighteenth meeting of the Aviation Security Panel and agreed that security control guidelines for screening liquids, gels, aerosols, etc., as presented in the attachment to this letter, should be recommended to States for their implementation not later than 1 March 2007.

The Council also advised on enhancing the effectiveness of the security system by removing large electrical items from cabin baggage for separate screening. However, it also cautioned that new measures should not result in the improper placing of dangerous goods in the hold, thereby compromising aircraft safety. It has therefore been proposed that ICAO undertakes further work to revise the overall List of Prohibited Items for the consideration of the Council during its 181st Session.

I would further bring to your attention that work is under way towards the development of technologies and operational procedures for the detection of liquid, gel or aerosol explosives, within the framework of the mandate of the Ad Hoc Group of Specialists on the Detection of Explosives. Work is also being carried out by the Panel Working Group on Training to develop new interim guidance material for screeners and others which will be incorporated into the Security Manual (Doc 8973).

Success for mitigating and eliminating **all** threats to civil aviation can only be achieved through the concerted effort of everyone concerned and a close working relationship between national agencies and aviation security regulators of all Contracting States. To this end, I would like once again to bring to your attention the establishment of the Aviation Security Point of Contact (PoC) Network. The main objective of the PoC is to provide a network of international aviation security contacts within each State who are designated as the appropriate authority to send and receive communications, at any time of the day or night, concerning an imminent security threat. If your State has not yet provided ICAO with the necessary information to participate in the PoC Network (State letter SP 48/1-06/19 refers), I strongly request you that you provide me, as a matter of urgency, with the contact details of persons authorized to send and receive security-related communications on behalf of your State.

Accept, Sir/Madam, the assurances of my highest consideration.



Taïeb Chérif  
Secretary General

**Enclosure:**

Security control guidelines for screening liquids, gels, aerosols, etc. recommended as interim measures by the ICAO Council

**SECURITY CONTROL GUIDELINES FOR SCREENING  
LIQUIDS, GELS, AEROSOLS, ETC. RECOMMENDED  
AS INTERIM MEASURES BY THE ICAO COUNCIL**

The following security control guidelines for screening liquids, gels, aerosols, etc. are recommended to States for implementation not later than 1 March 2007:

- a) All liquids should be required to be carried in containers with a capacity not greater than 100 ml (or the equivalent in other volumetric measurements, e.g. fluid ounces). Liquids carried in containers larger than 100 ml are not to be accepted, even if the container is only part-filled;
- b) Containers should be placed in a transparent re-sealable plastic bag of a maximum capacity not exceeding 1 litre. The containers must fit comfortably within the transparent plastic bag, which should be completely closed;
- c) The plastic bag should be presented for visual examination at the screening point. Only one transparent plastic bag per passenger should be permitted; and
- d) Exemptions should be made for medications, baby milk/foods and special dietary requirements. An appropriate and proportionate means of verifying the nature of such liquids will need to be available.

In addition, States may also wish to consider exemptions in respect of liquids purchased either at airport duty free shops, or on board aircraft, on the condition that the liquid is packed in a sealed plastic bag that is both tamper-evident and displays satisfactory proof of purchase at airport duty free shops, or on board aircraft, on the day(s) of the journey for departing as well as transfer passengers.

To facilitate screening and avoid a cluttered x-ray image, such plastic bags containing liquid containers should be presented apart from other cabin baggage, coats and jackets or laptops for separate x-ray screening.

— END —





International  
Civil Aviation  
Organization

Organisation  
de l'aviation civile  
internationale

Organización  
de Aviación Civil  
Internacional

Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدني الدولي

国际民用  
航空组织

Tel.: +1 (514) 954-8219 ext. 6130

Ref.: AS 8/11-07/26 Confidential

30 March 2007

**Subject:** Recommended security control guidelines for screening liquids, gels and aerosols

**Action required:** To note and implement as soon as possible


Sir/Madam,

I have the honour to refer to State letter AS 8/11-06/100 Confidential, dated 1 December 2006 which contained security control guidelines for screening liquids, gels and aerosols, recommended to States for implementation not later than 1 March 2007. In order to further develop operational aspects of security controls for liquids, gels, and aerosols particularly exemptions to be implemented worldwide for liquids purchased either at airport retailers or on board aircraft and carried by transfer passengers, a Secretariat Study Group on the Carriage and Screening of Liquids, Gels and Aerosols was established.

The Council, at the sixteenth meeting of its 180th Session, on 16 March 2007, considered the recommendations of the Secretariat Study Group. It was agreed that these recommendations, including the specifications for tamper-evident bags, as presented in the Attachment to this letter, be sent to States for their immediate implementation as interim security measures until new detection technology is available.

The Council also agreed that further work by the Study Group is urgently needed to develop guidelines for harmonized procedures for validation of compliance with liquids, gels and aerosols carried by passengers during transfer.

Accept, Sir/Madam, the assurances of my highest consideration.



Taïeb Chérif  
Secretary General

**Enclosure:**

Security Control Guidelines for Screening  
Liquids, Gels and Aerosols recommended  
as interim measures by ICAO

**SECURITY CONTROL GUIDELINES FOR SCREENING LIQUIDS, GELS AND AEROSOLS  
RECOMMENDED AS INTERIM MEASURES BY ICAO****1. PROPOSED SECURITY MEASURES FOR THE  
CONTROL OF LIQUIDS, GELS AND AEROSOLS**

1.1 All liquids, gels and aerosols (LAGs)<sup>1</sup> should be handled in accordance with ICAO's recommendations contained in State letter AS 8/11-06/100 dated 1 December 2006:

- a) All LAGs should be carried in containers with a capacity not greater than 100 ml each (or the equivalent in other volumetric measurements, e.g. fluid ounces);
- b) Any LAGs carried in a container larger than 100 ml are not to be accepted, even if the container is only part-filled;
- c) Containers<sup>2</sup> with LAGs should be placed in a transparent re-sealable plastic bag<sup>3</sup> of a maximum capacity not exceeding 1 litre. The containers must fit comfortably within the transparent plastic bag, which should be completely closed;
- d) Each passenger is permitted to carry only one such bag which is to be presented separately for screening;
- e) All conventional security controls and checks, including random hand searches of passengers and cabin bags, are applicable;
- f) Flight crew in uniform and on duty the day(s) of the journey are exempted from these restrictions; and
- g) Exceptions are allowed for medications, baby milk/foods and special dietary or other medical requirements as enumerated in paragraph 2 of this document.

1.2 LAGs, in any volume, purchased at airport retail outlets or on board aircraft during the day(s) of the journey should not be allowed through security screening points unless they:

- a) are carried in a Security Tamper-Evident Bag (STEB); and
- b) have been protected from unlawful interference by a process of supply chain security, including the application of appropriate security measures at manufacturers and warehouses, during the delivery process for both LAGs and STEBs from the warehouse to the airport retail outlets and aircraft outlets, and while in stock/on display at those outlets.

---

<sup>1</sup> For the purpose of this document, liquids, gels and aerosols are referred to as LAGs and include but are not limited to: water and other drinks, soups, syrups, jams, stews, sauces and pastes; foods in sauces or containing a high liquid content; creams, lotions, cosmetics and oils; perfumes; sprays; gels including hair and shower gels; contents of pressurized containers, including shaving foam, other foam and deodorants; pastes including toothpaste; liquid-solid mixtures; mascara; lip gloss or lip balm; and any item of similar consistency at room temperature.

<sup>2</sup> Empty containers with a capacity greater than 100 ml are permitted.

<sup>3</sup> Indicative size of the 1 litre re-sealable plastic bag: 20.5 cm x 20.5 cm or 25 cm x 15 cm, or equivalent.

1.3 ICAO's security guidelines, available in the ICAO *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973) may be adopted for the development of specific measures and incorporated, if needed, into the relevant airport and airline security programmes, regulated agent regimes and quality control measures. A set of minimum security principles for manufacturers and retailers of LAGs and STEBs is in paragraph 5 of this document.

1.4 A harmonized validation template will be available on the ICAO AVSECNET<sup>4</sup> secure website for use by States. Ensuring compliance with the security measures applied to LAGs and STEBs within a State is a matter for the State concerned. Recognition of the robustness of LAGs and STEBs security in another State (or States) could be conducted via bilateral, multilateral or other arrangements as appropriate, which could include on-site verification.

## 2. EXEMPTIONS FOR MEDICATIONS AND SPECIAL DIETARY REQUIREMENTS, INCLUDING BABY FOODS

### 2.1 Passengers

2.1.1 Liquids, aerosols and gels of any kind carried in containers with a maximum volume of 100 ml should be placed in the 1 litre bag. However exemptions may be granted for LAGs which cannot be so carried, but which are needed during the journey, either for essential medical purposes or to meet special and essential dietary needs. When required to do so, the passenger or staff member should provide proof of authenticity of the exempted liquid.

2.1.2 This paragraph describes procedures which airports and airlines should follow in order to establish whether LAGs claimed to be essential may be taken by passengers through search points. Persons may be sensitive about medicines they are carrying, and so will need similarly sensitive handling. If, having followed the procedures in this guidance, doubts remain about the provenance of a LAG, the person in question should be told that they cannot take it into the cabin of the aircraft. It follows that, since the LAG was regarded as essential, he or she should also be advised not to fly.

- a) **Journey:** The liquid is to be used during the journey refers to the journey of the person and so should not, per se, be linked to the length of the flight. A passenger may only be taking a one-hour flight, but may be taking medicine greater than 100 ml. If the medicine is being carried in a container of more than 100 ml, whether or not it fits into the litre bag is irrelevant. He or she should be asked why the medicine is needed in this amount, and whether it could not be carried in the aircraft hold. Only if the responses give the necessary assurance should the LAG's carriage in the cabin be permitted.
- b) **Medical purposes:** Liquids required for medical purposes should be interpreted as meaning liquid medicines, both prescribed by a doctor and bought over-the-counter. In determining if medicine with a total volume of over 100 ml is indeed essential to be carried in the cabin, and that the amount being carried is no more than is necessary for the trip, the passenger should be questioned on the nature of the medicine; the reasons why it is claimed as essential; the dosage; and the frequency of dose necessary. However, in principle, derogations for over-the-counter medicines (e.g. nose sprays, cough medicines, contact lens solution) should be more restrictive in the quantity of liquid that is permitted since these are not "life-or-death" medicines. In addition, liquids that are not medicines but are used for medical

<sup>4</sup> <http://icaoasec.icao.int/> (registration required, conditions applicable) and template available by June 2007.

## Appendix D to the Report on Agenda Item 3

purposes are permitted, examples of which include ice (if used to maintain the temperature of, for example, a transplant organ), blood or blood products, and even “normal” liquids if their use is justified on medical grounds (e.g. an autistic traveller that “needs” to have a particular brand of drink).

- c) **Dietary needs:** Liquids as a special dietary need should be interpreted as meaning those foods without which the passenger’s health is threatened. Examples include baby food (provided, of course, that a baby is travelling), or foods such as special diets for lactose-intolerant passengers, or gluten-intolerant passengers. Where the volume of baby food is deemed excessive for the length of the journey, it is not to be allowed through the screening point. Baby products may include: baby milk; sterilised water; baby juice; baby food in liquid, gel or paste form; and wet wipes.
- d) **Proof of authenticity:** When requested to do so, the passenger should provide proof of authenticity of the exempted liquids. It should be established that the name on the label of the prescription medication matches the name on his/her boarding pass. Where the medication is non-prescription, a determination on reasonable amounts is required. Reasonable amounts include what is required for length of the flight taking into account possible delays and flight diversions. If doubts are felt about the quantity of liquid being carried by a passenger, or that the liquids are for medical purposes or special dietary needs, then a plausibility check should be performed. The passenger could be invited to sample the items or rub them on their skin to prove they are safe (hydrogen peroxide-based explosives are caustic, and thus could not be safely tasted or rubbed onto the skin). For medicine prescribed by a doctor, the passenger should be able to show that it is for his/her own use, for example by having their name on the label of the medicine or a note from a doctor. When verifying the proof of authenticity, the following should be taken into consideration:
- 1) A passenger should not be asked to taste their medication if the dosage/usage instruction or advice from their doctor indicates that it would be dangerous to do so;
  - 2) Passenger should not be made to taste any medication, either their own or their child’s, against their wishes;
  - 3) For children’s prescription medication, the accompanying adult passenger should not be asked to taste the medicine, verification should instead be sought through questioning;
  - 4) If a container is marked in grams, it may be assumed that 100g corresponds to 100 ml; and
  - 5) Where a passenger has been asked to rub a small amount of the LAG onto their skin, the passenger’s skin should be monitored for at least two minutes to see if a reaction occurs.

## 2.2 Airport Staff

2.2.1 The personal items of airport staff entering a security restricted area and on board an aircraft (i.e. beverages, perfumes, cosmetics, medications and other similar items) should be subjected to the same restrictions and exemptions as passengers. However, tools of the trade are exempt from LAGs

restrictions. Tools of the trade are defined as articles in a person's possession which are required for the lawful purpose for which he or she is in the sterile area. Tools of the trade may include items such as cleaning products, sealants, degreasers, glues, paints and oils.

### 2.3 Exempt Persons

2.3.1 The State may decide to exempt from LAGs restrictions (e.g. law enforcement officers and emergency personnel responding to a crisis).

## 3. TECHNICAL SPECIFICATIONS FOR STEBS

### 3.1 Material to be used

- transparent (high impact low density polyethylene (LDPE) or equivalent);
- recyclable and environment-friendly products if possible; and
- size and thickness (minimum of 50 microns) to be adjusted to the needs.

### 3.2 On the top face of the STEB

#### 3.2.1 Closure:

- red tamper evident tape (minimum 30 mm tape with 40 mm release liner);
- high tack pressure sensitive self adhesive; and
- integral security device/hidden graphic to show if tampered with.

#### 3.2.2 Border:

- side and bottom weld be no less than 15 mm width in red; and
- printed border of minimum 5 mm with “DO NOT OPEN”, airport name, or any other continuous message or design which may bleed over the edge of the bag.  
(Optional - integral security device/hidden graphic to show if borders are tampered with.)

#### 3.2.3 Message:

- security sign<sup>5</sup> in green in the middle of the security box; and
- box in red at bottom stating “Do not open until final destination – contents may be confiscated if bag is tampered with”.

#### 3.2.4 Confirmation/identification features:

- Receipt space (*or jacket, optional*) inside the bag visible in the top left of the security box.

The receipt should contain the following information:

---

<sup>5</sup> Available in different formats, free of charge, upon request to ICAO Aviation Security and Facilitation (S&F) Branch at <http://www.icao.int/atb/sfbranch>

- a) date of purchase (dd/mm/yy or dd/mm/yyyy);
- b) place of purchase (State, airport, airline) using international codes;
- c) flight number(s) and name of passenger, if possible;
- d) number and list of items purchased and placed in the STEB.

3.2.5 Origin of the bag:

- State three-letter code<sup>6</sup> to determine the State of origin where the STEB was provided to the passenger, or airline international code (for duty free sales on board) to determine the origin of the STEB;
- Manufacturer name (in full pending ICAO's registration number); and
- Inventory code and security code or device to protect STEB at retailers and shops.

3.3 **On the back face of the bag**

- Individual airport/retailers/other branding or logos.

4. **OPERATIONAL CONSIDERATIONS FOR THE USE OF THE STEB**

4.1 Ideally, and in order to facilitate the visual inspection, only LAGs purchased at airport shops, and potentially subjected to security screening at a later stage of the journey, should be placed in the STEB. Other items which might not be confiscated should either be placed in another (regular) bag or, if placed inside the STEB, should not compromise the visual inspection performed at security screening points during the journey. No items other than those purchased at the airport shop should be placed in the STEB.

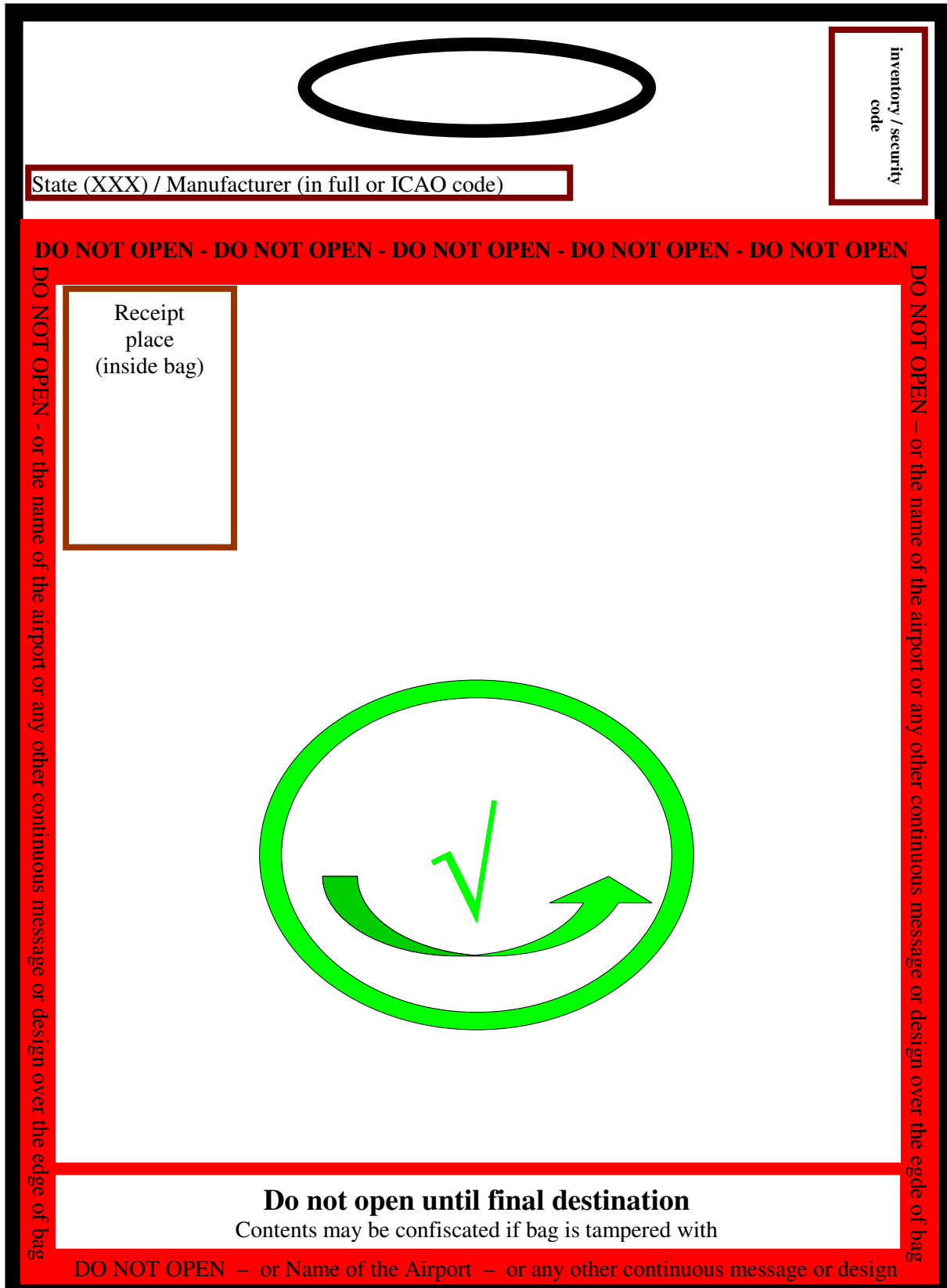
4.2 Receipts should be inside the STEB, face visible from outside, and securely placed in the left top of the security box (either with a jacket inside the bag, or fixed accordingly). If the receipt has moved and is not visible for security screening purposes, the bag will have to be opened and its contents may be confiscated (or placed in a new STEB by security staff at the security screening point).

4.3 State or airline and manufacturer codes are placed by the manufacturers. Inventory and security codes are the responsibility of the retailers. STEBs should be distributed to authentic parties only.

---

<sup>6</sup> *Machine Readable Travel Documents*, Part 1 — Machine Readable Passports (Doc 9303)

**Example of design of the ICAO Security Tamper-Evident Bag (STEB)**





## 5. **PROPOSED SECURITY PRINCIPLES FOR RETAIL LIQUID, AEROSOL AND GEL ITEMS FOR AIRPORT RETAILERS AND MANUFACTURERS**

### 5.1 **Security measures during manufacture and warehousing**

5.1.1 In order to ensure the security integrity of LAGs and STEBs, the following security measures are recommended for implementation at the warehouse where retail LAGs and STEBs are consigned:

- a) Access control system, including screening procedures, allowing only authorized personnel into the premises, including verification of staff and visitors' identities (*for airport staff, Standard 4.2.6 of Annex 17, Eighth Edition, is applicable*);
- b) Surveillance systems (i.e. CCTV or equivalent) to monitor activities in the warehouse for preventing intrusion, tampering with and thefts of goods, or interference in processes; and
- c) Access control system upon exit from the warehouse so that nothing could be substituted or used to prepare an act of unlawful interference (*for airport staff, exit control measures could be carried out when exiting the Security Restricted Area*).

### 5.2 **Security measures during shipments**

5.2.1 Only sealed bins/containers and/or trucks should be used for shipments of LAGs or STEBs to airport shops or airline outlets. Any LAGs or STEBs taken out of the warehouse must be accompanied by appropriate documentation and a delivery manifest, which should be retained for possible future audit. Security tamper-evident bags at airport shops or airline outlets should always be protected and under surveillance before being used by authorized staff. Staff at airports with access to LAGs and/or STEBs should be subjected to appropriate background checks and physical search regime.

### 5.3 **Quality control**

5.3.1 All security measures for LAGs and STEBs should normally be incorporated into relevant security programmes (retailer security programme if considered as regulated agent according to Standard 4.6.3 of Annex 17, Eighth Edition, airport security programme and operator security programme for airline outlets). In addition, technical assessments/tests of the security measures on premises should be conducted in order to maintain an adequate level of protection. Retailers are encouraged to discuss such assessments/tests with the Appropriate Security Authority or Airport Authority. If a security breach is detected, security/duty supervisors, and the Appropriate Security Authorities or the police should be immediately alerted so that appropriate actions are taken. Any suspicious parcels should be dealt with under standard operating procedures.

5.3.2 Details on the implementation of the above-mentioned principles are being developed in the ICAO Security Manual, Seventh Edition, Volume IV.

**APPENDIX E**  
**LETTER OF COMMITMENT BETWEEN CANADA AND**  
**(NAME OF THE STATE INTERESTED)**

**CONCERNING THE PROVISION OF ASSISTANCE IN DESIGN AND TESTING OF THE**  
**GEASSA INFORMATION SHARING NETWORK**

**WHEREAS**, the need to increase the sharing of aviation security information amongst member states of the Western Hemisphere's Group of Experts on Aviation Safety and Security Assistance (GEASSA) was initially identified at their 6<sup>th</sup> annual meeting; and,

**WHEREAS**, Transport Canada subsequently secured the technical expertise of contractor to conduct a feasibility study and provide recommendations on how to address the identified need; and,

**WHEREAS**, the results of the feasibility study with recommendations were shared with GEASSA member states during presentations at their 7<sup>th</sup> annual meeting in Panama.

**NOW, THEREFORE**, the undersigned agree as follows:

**ARTICLE I**

**Parties**

This Letter of Commitment (herein referred to as "LOC") is made and entered into by and between Canada, (Name of state interested), herein referred to as "the Parties".

**ARTICLE II**

**Purpose**

1. LOC has as its purpose the promotion of cooperation between the Parties and their agents during the design, testing and implementation phases of the GEASSA Shared Information Network.

2. This LOC is not a contract and neither participant intends that the understanding contained herein represent a binding agreement, however future developing for this initiative and the successful implementation of the Network will require that the roles and responsibilities contained herein are fulfilled by the Parties.

### **ARTICLE III**

#### **Term of LOC**

This LOC is effective upon the day and date last signed and executed by the duly authorized representatives of the Parties to this LOC and shall remain in effect during the development and testing phases leading up to the final implementation and beyond into the fully operational phase of the GEASSA Shared Information Network.

### **ARTICLE IV**

#### **Technical Cooperation**

Technical cooperation will be in operational and management disciplines and will require the Parties work collectively during the various phases of design, testing and acceptance of the shared information network system. Roles, responsibilities and activities include, but are not limited to, the following:

- Establish a 'Terms of Use' agreement.
- Provide contact information and role for every person participating in the project.
- Ensure and confirm that participating users are properly equipped to use the ISN such as minimum workstation configuration and INTERNET connectivity.
- Ensure that participants can communicate with network developers by e-mail, or other means.
- Participate in User Interface definition (look and feel, page flow, etc.).
- Assist in defining desired business rules for various system processes.
- Clarify and/or confirm ambiguous or additional business rules that may come up during the development phase of the initial product.
- Post sample documents.
- Post sample point of contact information.
- Test sending of e-mails and broadcasts to Points of Contact (PoCs).
- Review translation and provide feedback to assist in verifying terminology used.
- Participate in user training session.
- Post actual PoC information.
- Keep posted PoC contact information and relevant aviation security information current.
- Commit to long-term participation in necessary ongoing development and system enhancement.
- Work to ensure the future viability, sustainability and enhancement of the network with the approval of GEASSA.

**ARTICLE V**

**Principal Contacts**

In order to facilitate the efficient flow of information during project development each of the Parties have identified the following principal operational contacts, as well as an alternate:

<b>Canada</b>	<b>Colombia Civil Aviation Authority- UAEAC</b>
<b>Principal Contact:</b>	<b>Principal Contact:</b>
<b><u>Alternate:</u></b>	<b><u>Alternate:</u></b>

The names of the officers cited above may be changed by simple notification without formal amendment to this LOC.

**ARTICLE VI**

**Amendments**

This LOC may be amended by mutual consent of the Parties and formalized through written communications which specify the date on which such amendments are to take effect.

**APPROVALS**

The effective date of this LOC is the date of the signature last affixed to this page.

**For Canada:**

\_\_\_\_\_  
Name and title

\_\_\_\_\_  
Date

**For the Name of the State Interested:**

\_\_\_\_\_  
Name and title

\_\_\_\_\_  
Date

---

**Agenda Item 4      Development of the AVSEC/COMM Work Programme and its Future Functions**

**4.1      Passenger/Cabin Baggage Screening Task Force Developments (AVSEC/PAX-BAG/TF)**

**4.1.1      Passenger/Cabin Baggage Screening Seminar**

4.1.1.1      The Meeting was briefed by the Secretariat regarding the results from the Passenger/Cabin Baggage Screening Seminar-Workshop (AVSEC/PAX/BAG) for the NAM/CAR/SAM Regions held in Montego Bay, Jamaica, 28 to 30 January 2008, which included the following syllabus: passenger screening equipment walk - through metal detectors; other screening equipment; cabin baggage screening systems; operational testing and calibration; best practices by States and international organizations on recruitment, training and certification of AVSEC personnel. Eighty five representatives of 19 NAM/CAR/SAM States, 4 International Organizations and 8 AVSEC industry companies participated in this event.

4.1.1.2      The Meeting was invited to take note of the information and States were encouraged to implement all the different issues presented during that Seminar into their national aviation security systems.

**4.1.2      Final Report of the AVSEC/PAX-BAG/TF/1 Meeting and Action Plan**

4.1.2.1      The Meeting took note of the results and proposal of the AVSEC/PAX-BAG/TF/1 Meeting and Action Plan presented by the Rapporteur of the Task Force and concluded the following:

4.1.2.2      The Meeting discussed several issues regarding the size recommended for cabin baggage, including many comments regarding tunnel size (60 cm x 40 cm) for conventional x- ray equipment and aircraft operators implementing charges for passenger hold baggage due to rising fuel prices. This situation will cause passengers to overload cabin baggage to avoid that charge and congest security check points making screening and analysis by AVSEC operators difficult, which does not even consider the safety effects that overweight and oversize cabin baggage loaded in the overhead bins of aircraft could cause. The Meeting decided:

**DRAFT**

**DECISION 6/8**

**CABIN BAGGAGE**

That, where NAM/CAR/SAM States/Territories choose to establish a recommended size, quantity or weight restriction of cabin baggage, they should consider using IATAs recommend guidance of 56 cm x 45 cm x 25 cm for baggage size.

4.1.2.3      The Meeting noted that advanced technology image x-ray (ATIX) is still in the development, testing and certification stage. The Meeting decided:

**DRAFT  
DECISION 6/9**

**ADVANCE TECHNOLOGY IMAGE X-RAY (ATIX)**

That as new technology is still in the development and testing stage, it is recommended that NAM/CAR/SAM States/Territories conduct a cost benefit analysis when considering purchasing such equipment.

4.1.2.4 The Meeting was briefed by the Rapporteur that during the Task Force Meeting, Brazil shared information regarding its AVSEC personnel certification. Nicaragua informed that they also implemented three categories of certification and could share information on request. The Meeting concluded:

**DRAFT  
CONCLUSION 6/10**

**CERTIFICATION OF AVSEC PERSONNEL**

That:

- a) NAM/CAR/SAM States/Territories include professional AVSEC personnel certification by category of function performed in their National AVSEC Training Programme; and
- b) the AVSEC/COMM establish regional training programme guidelines for professional AVSEC personnel certification **by 31 December 2008**.

4.1.2.5 The Meeting also noted the importance for States to complete, develop, approve and implement their National Civil Aviation Security Training Programme (NCASTP) and their National Civil Aviation Quality Control Programme (NCAQCP) for improving their oversight mechanism within their States. The Meeting concluded:

**DRAFT  
CONCLUSION 6/11**

**NATIONAL CIVIL AVIATION SECURITY TRAINING PROGRAMME (NCASTP) AND NATIONAL CIVIL AVIATION QUALITY CONTROL PROGRAMME (NCAQCP) AS OVERSIGHT MECHANISMS WITHIN NAM/CAR/SAM STATES**

That NAM/CAR/SAM States/Territories finalize, approve and implement their National Civil Aviation Security Training Programme (NCASTP) and National Civil Aviation Quality Control Programme (NCAQCP) before the follow-up audit or the USAP Second Cycle Audit.

4.1.2.6 The Meeting noted the importance of harmonizing the calibration for Walk-Through Metal Detectors (WTMD) considering risk assessment. The Meeting decided:

**DRAFT**

**DECISION 6/12**

**WALK-THROUGH METAL DETECTORS (WTMD)**

That NAM/CAR/SAM States/Territories consider calibrating the Walk-Through Metal Detector (WTMD) based on the following three level risk assessments:

- Level 1- 70 grams (in normal conditions);
- Level 2- 20 grams;
- Level 3 –20 grams plus 100% Physical Search.

4.1.2.7 The Meeting noted that although certain restrictions have affected air transportation, the volume of passengers to be screened throughout the Security Check Point (SCP) had increased, and it becomes mandatory to implement certain procedures for avoiding long lines incrementing the waiting line for passengers at the SCP.

4.1.2.8 The Representative from Mexico mentioned that when States design their SCP, they should consider airport infrastructure, technology, human factors and implement well balanced procedures that will avoid long waiting lines. The Representative from LACAC stated that time should be managed in order to avoid having security inspections become another formality among other processes that passengers must go through when using air transportation. After some discussions the Meeting concluded:

**DRAFT**

**CONCLUSION 6/13**

**SECURITY CHECKPOINT WAITING LINES**

That NAM/CAR/SAM States/Territories,

- a) adopt best practices in order to reduce waiting lines at security checkpoints (from 30 minutes (acceptable) to 10 minutes (ideal)) as soon as possible (**Appendix A** to this part of the Report); and
- b) where the workforce is skewed to a single gender, facilitate same gender screening should a passenger request it.

4.1.2.9 The Meeting took note that although Standard 3.2.4 of Annex 17 establishes that architectural and infrastructure requirements should consider that security measures be integrated into the design and construction of new facilities and alterations to existing facilities at airports, not many States have established means to verify and ensure that this requirement is complied with by airport administrators.

4.1.2.10 The Representative from LACAC mentioned that it would be important to relay this concern to the GREPECAS AGA/AOP Subgroup to ensure that documents like the Airport Design Manual include this requirement to assist with compliance of this Standard. The Meeting decided:

**DRAFT  
DECISION 6/14**

**ENFORCEMENT OF AVIATION SECURITY REGULATIONS IN  
CASE OF LACK OF CONSIDERATION FOR SECURITY  
REQUIREMENTS IN AIRPORT PLANNING AND  
DEVELOPMENT**

That NAM/CAR/SAM States/Territories consider applying sanctions and fines where security considerations in airport planning and development have not been implemented, notably at passenger screening checkpoints.

4.1.2.11 The Meeting noted that it is essential that law enforcement at many government administration levels have knowledge of aviation security matters and that they be prepared if an act of unlawful interference occurs. The Meeting concluded:

**DRAFT  
CONCLUSION 6/15**

**KNOWLEDGE OF AVIATION SECURITY MATTERS BY LAW  
ENFORCEMENT**

That NAM/CAR/SAM States/Territories ensure that law enforcement:

- a) receives adequate, relevant and effective aviation security training; and
- b) has the capability to deal with unruly passengers, crowd control, and crisis management at the airport and national level before the follow-up audit or the next USAP Second Cycle Audit.

4.1.2.12 The Meeting took note that coordination among governmental entities involved in the response of an act of unlawful interference is also essential. The Meeting concluded:

**DRAFT  
CONCLUSION 6/16**

**CONTINGENCY PLANS AGAINST ACTS OF UNLAWFUL  
INTERFERENCE**

That NAM/CAR/SAM States/Territories:

- a) conduct partial AVSEC exercises and full scale drills intermittently every two years ensuring the implementation of Standard 5.1.4 of Annex 17; and
- b) establish MOUs with relevant agencies required to respond to acts of unlawful interference to aviation.



4.1.2.13 The Meeting also noted the need to implement appropriate signage for passengers at SCPs regarding Liquids, Aerosols and Gels (LAGs) restrictions. The Representative from Cuba mentioned that this should be a State decision. The Meeting decided:

**DRAFT**

**DECISION 6/17**

**GRAPHIC SIGNAGE OF THE AVIATION SECURITY PROCESS  
AND LIQUIDS, AEROSOLS AND GELS (LAGs) RESTRICTIONS**

That NAM/CAR/SAM States/Territories, which have LAGs restrictions, should ensure that appropriate graphic signage of the security process and LAGs restrictions are posted before entering the security checkpoints by **31 December 2008**, in order to facilitate and achieve optimal screener performance at the security checkpoints.

4.1.2.14 The Representative from IATA briefed the Meeting on benefits that an Advanced Passenger Information System (APIS) could bring to States. When implemented, the information could be shared by Customs, Immigration and any other entity involved. Those benefits will only be achieved if standard and globally harmonized APIS process based on World Customs Organization (WCO)/ICAO/IATA guidelines for APIS are implemented. After some discussions, the Meeting decided:

**DRAFT**

**DECISION 6/18**

**ADVANCED PASSENGER INFORMATION SYSTEM (APIS)**

That NAM/CAR/SAM States/Territories should consult with the recommended World Customs Organization (WCO)/ICAO/IATA guidelines on Advanced Passenger Information(March 2003 ) when implementing APIS.

4.1.2.15 The Meeting noted the need for having harmonized criteria and procedures for passenger behavioral pattern recognition; therefore, the Meeting concluded:

**DRAFT**

**CONCLUSION 6/19**

**PASSENGER BEHAVIOURAL PATTERN RECOGNITION**

That ICAO develop guidelines for Passenger Behavioral Pattern Recognition as soon as possible.

4.1.2.16 The Meeting took note of the importance of designing SCPs considering environmental and ergonomic factors related to AVSEC activities in order to obtain optimum results from personnel assigned to the SCPs. The Meeting concluded:

**DRAFT**

**CONCLUSION 6/20**

**AVSEC-RELATED ENVIRONMENTAL AND ERGONOMIC FACTORS**

That NAM/CAR/SAM States/Territories consider including environmental and ergonomic factors when designing screening checkpoints and security posts into their National Civil Aviation Security Programme (NCASP) in order to enhance AVSEC personnel performance.

4.1.2.17 The Meeting noted the draft conclusion presented by the PAX/BAG/TF/1 on the importance of classifying airports based on passenger flow when designing security check points. The Representative from Mexico suggested considering other factors besides the number of passengers, such as available equipment, technology, and transiting and transferring passengers. The Meeting decided:

**DRAFT**

**DECISION 6/21**

**AVSEC CLASSIFICATION OF AIRPORTS BASED ON PASSENGER FLOW**

That NAM/CAR/SAM States/Territories, when determining the quantity of screening checkpoints and the methodology for aviation security screening, should adopt a classification of airports based on passenger throughput during peak hours included in **Appendix B** to this part of the Report.

4.1.2.18 The Meeting noted that not many States have developed Standard Operating Procedures (SOPs) for different normal and emergent situations. The Representative from Cuba suggested that no matter what the entity, whether governmental or privately hired that is involved in the screening of passengers and cabin baggage should develop their own SOPs. The Meeting concluded:

**DRAFT**

**CONCLUSION 6/22**

**STANDARDS AND OPERATING PROCEDURES (SOPs) FOR SCREENING PASSENGERS/CABIN BAGGAGE**

That NAM/CAR/SAM States/Territories develop Standards and Operating Procedures (SOPs) for screening passengers/cabin baggage during both normal operations and contingency situations as soon as possible, but not later than **31 December 2008**.

4.1.2.19 The Meeting took note that the PAX/BAG/TF/1 analyzed the importance of having detailed information and procedures available for the implementation of LAGs restrictions, in order to have a clear understanding of the 100ml (3.4 oz.) restriction. Due to the problem experienced by some States regarding the cost of using re-sealable bags, it is important to have more clarification on this issue from the appropriate group of experts. The Meeting concluded:

**DRAFT**

**CONCLUSION 6/23**

**LIQUIDS, AEROSOLS AND GELS (LAGs) RESTRICTIONS**

That ICAO:

- a) develop and disseminate detailed information and procedures for the implementation of liquids, aerosols and gels (LAGs) restrictions in order to improve training of AVSEC personnel;
- b) provide additional clarification in order to harmonize the 100ml. liquids, aerosols and gels (LAGs) restrictions as soon as possible; and
- c) provide additional guidance on defining sealed or resealable bags as soon as possible and additional guidance on the implementation of Specifications for Security Tamper Evident Bags (STEBs).

4.1.2.20 The Meeting noted that the PAX/BAG/TF/1 also concluded the importance of having a database with information on implementation of LAGs restrictions by States in the NAM/CAR/SAM Region as necessary to harmonize procedures regarding these restrictions, considering domestic, regional, and international operations. The Meeting concluded:

**DRAFT**

**CONCLUSION 6/24**

**LIQUIDS, AEROSOLS AND GELS (LAGs) RESTRICTIONS FOR DOMESTIC, REGIONAL AND INTERNATIONAL TRAVEL**

That NAM/CAR/SAM States/Territories, through the AVSEC/COMM, conduct a study to determine the level of implementation of the liquids, aerosols and gels (LAGs) restrictions on domestic, regional and international travel by **September 2008** and States implement it by **July 2009**.

**4.2 Development of the AVSEC Cargo Security Task Force**

**4.2.1 Progress Report on the AVSEC/Cargo/TF**

4.2.1.1 The Meeting noted that due to economic restrictions, the Rapporteur of the AVSEC/Cargo/TF from Bolivia could not attend the Meeting and that all coordination for concluding the assigned task was accomplished by e-mail among the members from Argentina, Bolivia, Chile, Peru and IATA. The Meeting took note of the work presented by this task force in Spanish regarding development of the Cargo Security Programme Model (**Appendix C and D** to this part of the Report), for consideration of States. The Meeting concluded:

**DRAFT**

**CONCLUSION 6/25**

**CARGO SECURITY PROGRAMME MODEL**

That States analyze the Cargo Security Programme model presented by the AVSEC/Cargo/TF and provide their comments to the Secretariat by **31 October 2008**, in order to forward that information for consideration by the AVSEC Panel.

**4.3 Separation of AVSEC/COMM from GREPECAS and the future regional mechanism for addressing and sharing information on threats to civil aviation**

4.3.1 The Meeting took note of the activities performed by the AVSEC/COMM since its creation and of the ICAO Council resolution to maintain the terms of reference of the Planning and Implementation Regional Groups (PIRGs), except for the regional groups of Africa (AFI) and the CAR/SAM Regions (GREPECAS), whose terms will be amended to exclude aviation security issues as the Air Navigation Commission (ANC) is not the appropriate body to manage those issues.

4.3.2 The Regional Director of the ICAO NACC Regional Office informed the Meeting that the reason for separating the AVSEC/COMM from the GREPECAS mechanism is that GREPECAS is an air navigation focused entity and the ANC is not responsible for security issues. It is important to clarify that ICAO is not abandoning the issue of security in the region.

4.3.3 The Representatives from Mexico, Chile and COCESNA supported the idea of continuing with the work of the AVSEC/COMM as an independent entity. The LACAC Representative suggested that ICAO authorities and LACAC should meet to evaluate the job accomplished by the LACAC FAL/AVSEC Group of experts and other entities. The Regional Director of the ICAO NACC Office clarified that it is not the intention of ICAO to disband the AVSEC/COMM and that a comparison of regional efforts could be considered as an agenda item at a future meeting. Furthermore, the Regional Director informed that ICAO will continue to support and assist the AVSEC/COMM through the Regional AVSEC Officer, and that the main objective is to create a multi-regional forum to harmonize and efficiently unify the efforts of smaller regional groups in order to avoid duplicating efforts and exhausting the limited resources of States. The Meeting concluded:

**DRAFT**

**CONCLUSION 6/26**

**AVIATION SECURITY COMMITTEE FUTURE MECHANISM**

That:

- a) ICAO continue as Secretariat providing support and guidance for civil aviation security issues through a multi-regional mechanism that will assist States with compliance of the Standards and Recommended Practices of Annex 9 and Annex 17 to the Convention on International Civil Aviation;

- b) NAM/CAR/SAM States continue to provide input to the ICAO AVSEC Plan of Action and ensure the participation of their aviation security and facilitation experts in order to maintain continuous improvement and sustainability of AVSEC measures and procedures for the protection of international civil aviation;
- c) the name of the AVSEC/COMM be changed to AVSEC/FAL/COMM
- d) NAM/CAR/SAM States/Territories/International Organizations support hosting future meetings of the AVSEC-FAL/COMM.

## APPENDIX A

### CENTRALIZED SECURITY CHECK NUMBER RULES OF THUMBS

The centralized security check system is also designed to process the check-in maximum throughput to ensure overall capacity balance.

The rule of thumb is used to determine the number of security servers required. The following procedure is used:

- A) Calculate the peak 10-minute check-in counters throughput.
- B) Calculate the number of security check servers.
- C) Calculate the maximum number of passengers queuing (Max # Q) assuming a single (bank) queue.

**Step A)** Calculate the peak 10-minute check-in counters throughput.

$$\text{Peak 10-minute demand} = \#CIY * (600 / PTci) + \%J$$

Where:

- #CIY = number of economy class check-in servers assuming common use
- PTci = average processing time at check-in in seconds
- %J = % of business class passengers

**Step B)** Calculate the number of security check servers

$$\#SC = \text{Peak 10-minute demand from A) } \times (PTsc / 600)$$

Where:

- #SC = number of security servers
- PTsc = average processing time at security check in seconds

**Step C)** Calculate the maximum number of passenger queuing (Max # Q) assuming a single queue:

$$\text{Max \# Q} = (\text{MQT} \times \#SC \times 60) / PTsc$$

Where:

- MQT = Maximum queuing time in minutes
- #SC = number of security servers
- PTsc = average processing time at security check in seconds

**Example**

A) Peak 10-minute check-in throughput

Previously calculated, the 38 economy class desks plus the business class desks generate a peak 10-minute demand of 175 originating passengers. The average processing time is 12 seconds.

$$\text{Peak 10-minute demand} = \#CIY \times (600 / PT_{ci}) \times (1 + \%J)$$

$$\text{Peak 10-minute demand} = 38 \times (600/150) \times (1.15)$$

$$\text{Peak 10-minute demand} = \mathbf{175 \text{ passengers}}$$

B) Number of security check servers

$$\#SC = \text{Peak 10-minute demand from A) } \times (PT_{sc} / 600)$$

$$\#SC = 175 \times (12/600)$$

$$\#SC = 3.5 = \mathbf{4 \text{ servers}}$$

C) Maximum number of passenger queuing (Max # Q) assuming a single queue at a maximum queuing time of 3 minutes

$$\text{Max \# Q} = (MQT \times \#SC \times 60) / PT_{sc}$$

$$\text{Max \# Q} = (3 \times 4 \times 60) / 12$$

$$\text{Max \# Q} = \mathbf{60 \text{ passengers}}$$

## **APPENDIX B**

### **CLASSIFICATION OF AIRPORTS BASED ON PAX THROUGHPUT DURING PEAK HOURS**

#### Airport Classification

1. Fewer than 5 million passengers
2. 5-15 million passengers
3. 15 – 25 million passengers
4. 25-49 million passengers
5. Over 40 million passengers.



**APPENDIX C**  
Available Only in Spanish  
**COMPONENTES ESCENCIALES QUE DEBERIAN SER CONSIDERADOS COMO GUIA  
GENERAL PARA EL DESARROLLO DE UN PROGRAMA MODELO DE SEGURIDAD DE LA  
CARGA.**

Título  
Propósito  
Definiciones y acrónimos  
Generalidades  
Antecedentes normativos  
Autoridad competente  
Actores involucrados  
Funciones y responsabilidades  
Contenido de los planes (Agente acreditado y explotadores)  
    Plan de seguridad  
    Plan de Continencia  
    Plan de Emergencia

**Procedimiento de evaluación y aprobación de programas. Evaluación de amenazas al transporte de la carga aérea. Medidas y controles de seguridad (excepciones)**

Preparación  
Transporte  
Procedimientos de Aceptación (Documentación exigible)  
Clasificación de la carga

- Expedidor conocido
- Carga de agente acreditado
- Carga de expedidor no reconocido
- Categorías especiales de carga

Almacenaje

Manipuleo de la carga

Procedimientos de inspección embarque

Correo y mensajería

Agente acreditado  
    procedimientos de acreditación  
    registro de agente acreditado

Capacitación

Fiscalización

Régimen de Sanción.

**APPENDIX D**  
**Available Only in Spanish**  
**PROGRAMA NACIONAL MODELO DE SEGURIDAD DE LA CARGA**

**INDICE**

1. INTRODUCCIÓN Y ANTECEDENTES	3
2. DEFINICIONES	4
3. OBJETIVOS	9
4. NORMATIVA APLICABLE	10
4.1. Normativa internacional	10
4.2. Normativa nacional	10
5. PROCEDIMIENTOS	12
5.1. El procedimiento	12
5.2. Conceptos fundamentales en los procedimientos de seguridad de la carga aérea	13
5.3. Funciones del explotador de la aeronave	14
5.4. Funciones del Agente Acreditado	15
5.5. Registros documentales	16
5.6. Depósito	16
5.7. Transporte. Controles de acceso	16
5.8. Verificación de antecedentes	17
5.9. Formación	17
6. REQUISITOS QUE DEBE CUMPLIR EL AGENTE DE CARGA ACREDITADO	18
7. REGISTRO DE AGENTES DE CARGA ACREDITADOS	21
8. REQUISITOS QUE DEBE CUMPLIR LA ADMINISTRACIÓN POSTAL ACREDITADA.	23
9. PROGRAMA DE SEGURIDAD	25

## CAPITULO 1. INTRODUCCIÓN Y ANTECEDENTES

Las medidas excepcionales de seguridad que actualmente se aplican a todos los pasajeros y su equipaje tanto de mano como facturado, son de una alta eficacia de forma general, ello puede representar que los terroristas dirijan sus ojos a otras opciones menos protegidas, como pudiera ser la carga aérea, donde sería más fácil llevar a cabo un acto de interferencia ilícita.

El volumen de carga aérea que se esta moviendo en el mundo es enorme y su evolución sigue siendo positiva, los sistemas de carga son públicamente conocidos, hasta el punto de que hoy podemos enviar una mercancía por vía aérea sabiendo con antelación cual es el vuelo que la transportara (Transporte de Carga con Reserva Previa), por lo tanto los terroristas son capaces de apuntar a determinados vuelos como objetivo de sus planes.

Por otra parte debemos reconocer la dificultad de inspeccionar algunos envíos, y a ello se unirá el hecho de que en los ataques perpetrados por el terrorismo contra la carga aérea, los riesgos para los terroristas han sido mínimos.

Basamos las medidas preventivas en que si el paquete o el envío ha sido empaquetado con seguridad inicialmente, y se han custodiado con seguridad de allí en adelante, el requisito fundamental de inspeccionar, se reduce de forma considerable, pero para ello será necesario que contemos con la seguridad absoluta de que esto ha sido así.

## CAPITULO 2. DEFINICIONES

Para este documento emplearemos las siguientes definiciones:

- Actos o tentativas, destinados a comprometer la seguridad de la aviación civil y del transporte aéreo, es decir:
  - Apoderamiento ilícito de aeronaves en vuelo;
  - Apoderamiento ilícito de aeronaves en tierra;
  - Toma de rehenes a bordo de aeronaves o en los aeródromos;
  - Intrusión por la fuerza a bordo de una aeronave, en un aeropuerto o en el recinto de una instalación aeronáutica;
  - Intrusión a bordo de una aeronave o en un aeropuerto de armas o de artefactos( o sustancias) peligrosos destinados a fines criminales;
  - Comunicación de información falsa que compromete la seguridad de una aeronave en vuelo o en tierra, o la seguridad de los pasajeros, tripulación, personal de tierra publico en un aeropuerto o en una instalación de aviación civil.
- **Agente Acreditado.**- Agente, expedidor de carga o cualquier otra entidad que mantiene relaciones comerciales con un operador y proporciona controles de seguridad, que están aceptados o son exigidos por la autoridad competente con respecto a la carga, las encomiendas de mensajería y por expreso o correo.
- **Auditoria de Seguridad.** Examen en profundidad del cumplimiento de todos los aspectos del Programa Nacional de Seguridad de la Aviación Civil.
- **Accidente.**- Cualquier ocurrencia originada en la prestación de los servicios especializados aeroportuarios que ocasionan lesiones graves o mortales a alguna persona o daños de consideración a la propiedad.
- **Almacenaje.**- acto por el cual se almacenan mercancías en una Terminal de almacenamiento durante un tiempo determinado y en un lugar adecuado según el tipo de mercancía de que se trate.
- **Aeronave.**- Toda maquina que puede sustentarse en la atmósfera por reacciones del aire que no sean las reacciones de la misma contra la superficie de la tierra.

- **Aeropuerto.-** Es el aeródromo de uso público que cuenta con edificaciones, instalaciones, equipos y servicios destinados de forma habitual a la llegada, salida y movimiento de aeronaves, pasajeros y carga en la superficie.
- **Aeródromo.-** Área definida de tierra o agua (que incluye todas sus edificaciones, instalaciones y equipos) destinada total o parcialmente a la llegada, salida y movimiento en la superficie de aeronaves.
- **Aprobado.-** Acto por el cual, previo a su estudio, análisis y/o revisión, la AAC le acepta su uso o empleo.
- **Administrador Aeroportuario.-** (u Operador Aeroportuario). Empresa que administra y opera un aeropuerto, para lo cual cuenta con la debida autorización y certificación de la AAC.
- **Aviso de llegada.-** Salvo estipulación en contrario, el transportista debe avisar al destinatario de la llegada de la carga, tan pronto como esta llegue.
- **Carga.-** Es el conjunto de bienes que se transportan en una aeronave excepto el correo, los suministros y el equipaje acompañado.
- **Contrato de transporte aéreo.-** es aquel celebrado entre un expedidor o remitente con un transportista, mediante el cual el transportista se compromete a trasladar de un lugar a otro, por vía aérea y en aeronave, determinadas mercancías, para su entrega al destinatario o consignatario, previo cumplimiento de las disposiciones de la Ley General de Aduanas y su Reglamento; el transporte aéreo abarca desde la aceptación de la carga en la Terminal de carga de origen hasta su entrega al destinatario en la Terminal de carga del explotador aéreo o transportista en destino.
- **Carga.-** Acción de colocar mercancías, correo, equipaje o suministros a bordo de una aeronave para ser transportados en un vuelo.
- Carga Consolidada
- Carga Agrupada.-Envío que incluye varios paquetes remitidos por mas de una persona cada una de las cuales hizo un contrato para el transporte aéreo de los mismos con una persona que no es transportista regular.
- **Correo.-** Es todo despacho de correspondencia y otros objetos que las administraciones postales presentan a los explotadores aéreos con el fin de que los entreguen a otras administraciones postales.
- **Carta de Porte Aéreo.-** Air Waybill. Guía Aérea. Ver definición Conocimiento Aéreo.
- **Certificación de la AAC.-** Autorización técnica concedida por la AAC a operadores y explotadores que se encuentran regulados a la RAB.
- **Carga agrupada.-** Envío que incluye varios paquetes remitidos por más de una persona, cada una de las cuales hizo un contrato para el transporte de los mismos con una persona que no es transportista regular.
- **Condiciones de transporte.-** Son los términos y condiciones generales establecidas por un transportista para su propio transporte.
- **Conocimiento Aéreo.-** Es un título que se emite por o por cuenta del expedidor y que prueba el contrato entre el transportista y el expedidor para el transporte de mercancías por las rutas del transportista.
- **Control de Seguridad.** Medios para evitar que se introduzcan armas, explosivos u otros objetos o sustancias peligrosas que puedan utilizarse para cometer actos de interferencia ilícita.
- **Destinatario.-** La persona cuyo nombre figura en la carta de porte (guía aérea o conocimiento de embarque) como aquella a la que el transportista debe entregar las mercancías.
- **Despacho de mercancías.-** Realización de las formalidades aduaneras necesarias a fin de que las mercancías puedan ser importadas para el consumo interior, exportadas o colocadas al amparo de otro régimen aduanero.
- **Dispositivo unitario de carga.-** Cualquier tipo de contenedor en el cual se puede transportar una expedición sin importar que el contenedor sea o no considerado como equipo de la aeronave.

- **Descarga.-** Acción de sacar las mercancías, correo, equipaje o suministros de una aeronave después del aterrizaje.
- **Edificio de Mercancías.-** Edificio por el cual pasan las mercancías hasta que se efectúa su transferencia al transporte aéreo o terrestre.
- **Equipaje no Identificado.** El equipaje que se encuentra en un aeropuerto con o sin etiqueta que ningún pasajero recoja en el aeropuerto o cuyo propietario no pueda ser identificado.
- **Estudio de Seguridad** Evaluación de las necesidades en materia de seguridad, incluyendo la identificación de los puntos vulnerables, que podrían aprovecharse para un acto de interferencia ilícita y la recomendación de las medidas correctivas.
- **Flete.-** La cantidad a pagar por el transporte de mercancías.
- **Incidente de aviación.-** Es todo suceso relacionado con la utilización de una aeronave, que no llegue a ser un accidente, que afecte o pueda afectar la seguridad de las operaciones.
- **Inspección.** La aplicación de medios técnicos o de otro tipo, destinados a identificar y/o detectar armas, explosivos u otro artefacto, objetos o sustancias peligrosas que puedan utilizarse para cometer un acto de interferencia ilícita.
- **Inspección de Seguridad.** Examen de la aplicación de los requisitos pertinentes del Programa Nacional de Seguridad de la Aviación Civil, por una línea aérea, un aeropuerto u otro organismo encargado de la seguridad de la aviación.
- **Operadores de Servicios Especializados Aeroportuarios.-** Personas naturales y jurídicas que prestan servicios aeroportuarios especializados, certificadas por la AAC.
- **Operación de Transporte Aéreo Comercial.** Operación de de aeronave que supone el transporte de pasajeros, carga o correo por remuneración o arrendamiento.
- **Pertenencia.-** cualquier tipo de carga embalada
- **Plataforma.-** Área definida en un aeródromo terrestre, destinada a dar cabida a las aeronaves a los fines de embarque o desembarque de pasajeros, correo o carga, equipaje, abastecimiento de combustible, estacionamiento o mantenimiento.
- **Peso bruto.-** El peso de una expedición incluyendo todos sus componentes (paquetes, piezas, etc.) También se incluyen, si fuera requerido, el peso de la plataforma, amarras especiales, etc.
- **Peso neto.-** El peso de las mercancías excluyendo el embalaje.
- **Prueba de Seguridad.** Prueba secreta o no de una medida de seguridad de la aviación en la que se simula un intento de cometer un acto de interferencia ilícita.
- Seguridad. Protección de la aviación civil contra los actos de interferencia ilícita. Este objetivo se logra mediante una combinación de medidas, recursos humanos materiales.
- **Servicios Especializados Aeroportuarios.-** Servicios prestados dentro y fuera de la plataforma, por operadores de servicios aeroportuarios nacionales e internacionales vinculados a servicios prestados directamente a aeronaves o con ocasión del transporte aéreo, cuando para su ejecución se utilizan equipos e infraestructura especializada.
- **“Master Air Waybill” (MAWB).-** Es una Carta de Porte Aéreo que cubre una expedición consolidada, indicando al consolidador como expedidor.
- **“House Air Waybill” (HAWB).-** Es el documento que acredita cada envío individual en una mercancía consolidada. Es emitido por el consolidador y contiene instrucciones para el agente desconsolidador.
- **Transportista.-** Es el Operador Aéreo.
- **Terminales de carga del explotador aéreo o transportista aéreo.-** Es la Terminal de carga del transportista o encargado por este, para recibir y entregar la mercancía debidamente individualizada al destinatario o su agente. Le corresponde realizar las actividades necesarias para la entrega de la mercancía al destinatario o su representante.
- **Terminal de almacenamiento.-** Almacenes destinados a depositar la carga y correo que se transporta por vía aérea.

- **Zona de mercancías.**- Todo el espacio y las instalaciones en tierra proporcionados para la manipulación de mercancías. Incluye las plataformas, los edificios y almacenes de mercancías, los estacionamientos de vehículos y los caminos relacionados con estos fines.

### **CAPITULO 3. OBJETIVO**

El objetivo que se pretende alcanzar con estas “Medidas de Seguridad Apropriadas a la Carga Aérea”, es disponer las reglas de operación a las que deben someterse, tanto los transportistas aéreos como los agentes acreditados y administradores postales, a fin de proteger cualquier envío de carga, correo y encomiendas por vía aérea, de cualquier acto de interferencia ilícita, con el objetivo final de lograr un transporte aéreo seguro y eficaz.

Estas medidas aquí estipuladas son acordes tanto con la Legislación Internacional como con la Nacional, todo ello al margen de otras legislaciones específicas, como las aduaneras, policiales, etc.

### **CAPITULO 4. NORMATIVA**

#### **4.1. NORMATIVA INTERNACIONAL**

El Anexo 17 al Convenio de Aviación Civil Internacional, en su edición de Abril de 2.006, establece:

4.6.1 Cada Estado contratante asegurará que la carga y el correo se sometan a controles de seguridad antes de cargarlos en una aeronave que realice operaciones de transporte aéreo comercial de pasajeros.

4.6.2 Cada Estado contratante asegurará que la carga y el correo que se transporten en una aeronave comercial de pasajeros estén protegidos de interferencias no autorizadas desde el punto en que se aplican los controles de seguridad hasta la salida de la aeronave.

4.6.3 Cada Estado contratante establecerá un proceso para la aprobación de agentes acreditados, si dichos agentes participan en la aplicación de controles de seguridad.

4.6.4 Cada Estado contratante asegurará que los explotadores no acepten transportar carga ni correo en una aeronave que realiza operaciones del transporte aéreo comercial de pasajeros a menos que un agente acreditado confirme y demuestre que se aplican controles de seguridad, o que el envío se someta a controles de seguridad apropiados.

#### **4.2. NORMATIVA NACIONAL**

Se deberá promulgar las leyes nacionales que ponen en vigor los convenios Internacionales, es fundamental que el Estado promulgue la legislación que establece la autoridad legal básica para el desarrollo de las actividades de seguridad de la aviación en el Estado. Dicha legislación debería nombrar la autoridad competente del Estado designada responsable de la seguridad de la aviación y asignarle poderes y facultades legales apropiadas para hacer cumplir normas, reglamentos y procedimientos de seguridad de la aviación civil. Los Estados deberán enumerar las leyes nacionales pertinentes que dan vigencia al Programa Nacional de Carga.

Determinar claramente la normativa nacional que establece: “Responsabilidades del transportista aéreo y agente acreditado”

- a) Todo transportador aéreo deberá :

- 1.- Presentar y llevar a delante su Programa de Seguridad
- 2.- Decidir el nivel de control de seguridad que ha de aplicarse a cualquier envío.
- 3.- Aplicar los controles de seguridad adecuados al nivel requerido.
- 4.- Proteger el envío frente a interferencia ilícita, cuando este bajo custodia de la línea aérea.
- 5.- Garantizar que todos los envíos han sido asegurados a un nivel apropiado antes de colocarse en la aeronave.
- 6.- Debe garantizar que todos los envíos colocados a bordo de la aeronave han sido anotados en el manifiesto de la aeronave.
- 7.- Debe elaborar y aplicar medidas para asegurarse de que la carga, los paquetes de mensajería y por expreso y el correo se someten a controles de seguridad. Estos controles deberían de incluir el requisito de que la carga se someta a inspección tecnológica.

b) Todo Agente Acreditado deberá:

- 1.- Presentar y llevar a delante su Programa de Seguridad
- 2.- Decidir el nivel de control de seguridad que ha de aplicarse a cualquier envío determinado.
- 3.- Aplicar los controles de seguridad adecuados al nivel requerido
- 4.- Demostrar que el nivel de inspección es aceptable
- 5.- Proteger el envío frente a interferencia ilícita, cuando este bajo su custodia.

## **CAPITULO 5. PROCEDIMIENTOS**

La expresión “**Carga Aérea**” en lo que se refiere a la seguridad de la Aviación Civil, comprende, las mercancías normales, las expediciones refundidas, los transbordos de carga, los artículos de mensajería no acompañados, el correo, la valija diplomática, las piezas de repuesto de las compañías y el equipaje no acompañado que se envía como carga en una aeronave que transporte pasajeros.

La carga aérea debe de estar protegida frente a interferencias ilícitas y debe de saberse donde se encuentra exactamente en cada etapa de su viaje.

### **5.1. EL PROCEDIMIENTO**

En términos generales, el procedimiento es el siguiente:

- El Expedidor de las mercancías empaquetará las mismas en un entorno seguro
- Se certificará que las mercancías han sido sometidas a controles de seguridad y que se han remitido a la Línea Aérea o Agente Acreditado por conducto de vehículos seguros.
- Al recibir los envíos el transportista aéreo verificará los envíos y la documentación para demostrar que no ha habido interferencia, se anotará que se han recibido con seguridad y se almacenarán en una zona segura.
- En su momento, se remitan al siguiente expedidor, si existe, o encargado de integrarla o al transportista y se certificará que se recibe en condiciones seguras.

### **5.2. CONCEPTOS FUNDAMENTALES EN LOS PROCEDIMIENTOS DE SEGURIDAD DE LA CARGA AEREA**

#### **EXPEDIDOR**

Se considera que es:

- El originador de las mercancías

- El lugar donde se preparan las mercancías para su transporte
- El lugar donde se reconocen las mercancías como carga aérea.

#### EXPEDIDOR CONOCIDO

Un Agente Acreditado o una Línea Aérea puede reconocer a un cliente o expedidor como expedidor conocido, estableciendo y anotando la identidad y dirección del expedidor y la del agente autorizado para transportarla en su nombre y exigiendo que el remitente declare que:

- Se han preparado los envíos en locales seguros.
- Tiene personal fiable que prepara los envíos
- Ha protegido los envíos frente a interferencias
- Ha aceptado las inspecciones por motivos de seguridad
- Certifica que el envío no contiene ninguna mercancía prohibida

#### AGENTE ACREDITADO

Es el Agente, expedidor de carga o cualquier otra entidad que mantiene relaciones comerciales con un explotador y proporciona controles de seguridad, que son precisamente los exigidos y aceptados por la Autoridad competente para la carga, las encomiendas y el correo.

#### CARGA CONOCIDA Y DESCONOCIDA

La expresión “CARGA CONOCIDA” significa:

“Un envío de carga aérea de un Expedidor Conocido o de un Agente Acreditado al que se han aplicado los adecuados controles de seguridad”.

“Un envío de carga desconocida que ha sido subsiguientemente sometido a controles adecuados de seguridad”

Los envíos recibidos de Agentes No Acreditados

- Se consideran Carga Desconocida
- Han de someterse a medidas de seguridad adecuadas.

### 5.3. FUNCIONES DEL EXPLOTADOR DE LA AERONAVE

El explotador de la aeronave tiene como funciones:

- Decidir el nivel de control de seguridad que ha de aplicarse a los envíos
- Aplicar los controles de seguridad adecuados
- Proteger el envío frente a interferencias ilícitas
- Garantizar que los envíos han sido asegurados antes de su colocación en la aeronave
- Garantizar que todos los envíos colocados a bordo están reflejados en el manifiesto de carga

Si los envíos se aceptan como “carga desconocida” han sido sometidos al nivel apropiado de seguridad y por lo tanto se han convertido en “Carga Conocida”.

### 5.4. FUNCION DEL AGENTE ACREDITADO

El Agente Acreditado tiene como funciones:



- Decidir el nivel de control de seguridad que ha de aplicarse a cualquier envío
- Aplicar los controles de seguridad adecuados al nivel requerido
- Mostrarse satisfecho de que los niveles de inspección de seguridad son aceptables
- Proteger el envío frente a interferencias ilícitas, cuando esta bajo su custodia, principalmente cuando ha sido clasificado como “Mercancía Conocida”.
- Si cualquier envío de carga no satisface los criterios precedentes, debe de entregarse a la Línea Aérea o a otro Agente Acreditado como “Carga Desconocida”

### **5.5. REGISTROS DOCUMENTALES**

Debe seguirse la pista a la “**Carga Conocida**”, desde el momento en que se designa como tal, hasta que la recibe el Agente Acreditado o el Transportista Aéreo.

Este Registro debe de incluir:

- Declaración de Seguridad del envío firmada por el remitente conocido.
- Verificación de identidad de la persona que entrega la “carga conocida”.

### **5.6. DEPOSITO**

Todos los envíos de carga, tanto “conocida” como “desconocida” en trámites de ser asegurados, deben custodiarse en almacenes o locales seguros

### **5.7. TRANSPORTE. CONTROLES DE ACCESO**

La carga aérea deberá únicamente ser transportada por:

- Vehículos de transporte propios del remitente, del Agente Acreditado o del Explotador de la aeronave
- Transportistas con procedimientos de seguridad aprobados por el Agente Acreditado o por el Explotador.
- El conductor del vehículo deberá presentar el pase de seguridad o el documento de identidad de la empresa.
- Control de Seguridad antes de ser cargado el vehículo, y precintado una vez terminada esta
- El conductor no deberá abandonar el vehículo sin cerrarlo ni deberá hacer paradas no programadas.

Control de acceso:

- Es conveniente realizar un control de acceso en puntos determinados de control y no deberá de existir otro punto de acceso más que el controlado.
- Debe de existir personal de seguridad en cada control de acceso.
- Debe de realizarse control de personal y visitantes mediante un sistema adecuado bien sea manual o automático

### **5.8. VERIFICACIÓN DE ANTECEDENTES**

Todo el personal empleado en la preparación y entrega de la carga aérea deberá ser objeto de verificación de antecedentes policiales, para establecer verdaderamente su identidad y antecedentes criminales

## 5.9. FORMACIÓN

El personal encargado de la preparación y entrega de la carga deberá de recibir la suficiente formación que le faculte para comprender y desempeñar adecuadamente su trabajo y sus responsabilidades en materia de seguridad.

La formación siempre será previa al momento en que se permita al trabajador acceder a la carga aérea

## CAPITULO 6. REQUISITOS QUE DEBE CUMPLIR EL AGENTE DE CARGA ACREDITADO

El Agente de Carga Acreditado cumplirá los requisitos siguientes, para su acreditación para el transporte de carga, mensajería y correo por vía aérea.

1. Establecerá y mantendrá un registro de la identidad y dirección del expedidor y comprobará las credenciales de la persona que realiza la entrega. El registro se mantendrá hasta que el envío llegue a su destino.
2. Requerirá del expedidor una declaración del contenido del envío.
3. Se asegurará que, mediante los controles adecuados, los envíos no contienen objetos o productos prohibidos.
4. Se asegurará de que los envíos están protegidos contra interferencia ilícita desde su recepción hasta su entrega.
5. Seleccionará y formará adecuadamente a todo el personal.
6. Responsabilizará a todo el personal del cumplimiento de todas las normas de seguridad.
7. Garantizará que los siguientes tipos de envíos:
  - Equipajes no acompañados transportados como carga aérea.
  - Envíos de agentes no acreditados
  - Envíos entregados por expedidores desconocidos
  - Envíos entregados por persona distinta al expedidor conocido o persona autorizada por este.
  - Envíos cuyo contenido no coincide con la descripción proporcionada.
  - Envíos en los que el expedidor conocido no asegura que no contengan objetos prohibidos.SERAN SOMETIDOS A ALGUNA DE LAS SIGUIENTES MEDIDAS DE SEGURIDAD:
  - Inspección por rayos x
  - Inspección por cámaras de simulación
  - Inspección manual
  - Otras medidas como detectores de explosivos o perros.
8. Se asegurará de que cada envío que se entrega a una Línea Aérea, se acompaña de documentación con la información siguiente:
  - Nombre y dirección del Agente de Carga Acreditado
  - Nombre y dirección del expedidor
  - Contenido del envío
  - Declaración expresando que se han llevado a cabo las medidas de seguridad exigidas a los Agentes de Carga Acreditados.
9. Dotará a la persona que realiza la entrega en el Aeropuerto de un documento que manifieste su pertenencia a la empresa.
10. Informará al expedidor que la carga puede ser sometida a inspección aleatoria de seguridad.
11. Dará todas las facilidades a la Autoridad Aeroportuaria para efectuar las inspecciones que considere adecuadas.
12. Establecerá los procedimientos adecuados relacionados con la seguridad del Transporte de Animales Vivos.

13. Establecerá los procedimientos operativos y de emergencia y el adecuado programa de instrucción sobre estos puntos.

14. Presentará a la Autoridad competente su propuesta de Programa de Seguridad

### **CAPITULO 7.- REGISTRO DE AGENTES DE CARGA ACREDITADOS**

La Autoridad Competente en materia de Seguridad de la Aviación Civil publicará el “REGISTRO DE AGENTES DE CARGA ACREDITADOS DEL ESTADO”, en la que incluirá a todos aquellos de los que se ha constatado mediante adecuada certificación, el cumplimiento de los requisitos que hemos estipulado en el anterior Capítulo 6.

Para ello la Empresa dirigirá la solicitud a La Máxima Autoridad de Aviación Civil, con los siguientes datos:

- Razón Social
- Domicilio
- Número de Identificación Fiscal
- Teléfonos, Fax y Celulares
- Número de empleados
- Volumen de carga transportada el año anterior.
- Descripción del tipo de mercancía que transporta habitualmente
- Nombre y cargo del responsable de seguridad
- Nombre y cargo del firmante de la solicitud

Junto con la solicitud, el solicitante remitirá:

1. Datos de los almacenes:

- Dirección
- Teléfonos etc.
- Superficie aproximada
- Nombre y cargo del responsable de Seguridad
- Breve descripción de sus medidas de seguridad

2. Nombre de las Líneas Aéreas con las que mantiene una relación comercial más habitual.

3. Fotocopia del Acta Notarial de la Inscripción de la Empresa

### **CAPITULO 8. REQUISITOS QUE DEBE CUMPLIR LA ADMINISTRACIÓN POSTAL ACREDITADA.- CONFORMIDAD DE LA OPERACIÓN**

La Administración Postal Acreditada, deberá cumplir los requisitos siguientes:

- a) Deberá asegurarse de que el correo de expedidores no conocidos no contiene objetos prohibidos.
- b) Se asegurarán de que el correo esta protegido contra actos de interferencia ilícita desde su recepción hasta su entrega.
- c) Deberá seleccionar y formar adecuadamente al personal contratado.
- d) Responsabilizar a todo el personal que trabaja en sus dependencias del cumplimiento de las medidas de seguridad.
- e) Designar un responsable de seguridad en la empresa.
- f) Asegurarse de que los siguientes tipos de correo:
  - Correo de Autoridades o Administraciones Postales NO Acreditadas.

- Correo entregado por Expedidores Postales NO Conocidos
- Correo en el que el Expedidor Conocido no asegura que el envío no contiene objetos prohibidos.

NO SON ENTREGADOS A LA COMPAÑÍA PARA SU TRANSPORTE A MENOS QUE SEAN SOMETIDOS A ALGUNA DE LAS SIGUIENTES MEDIDAS:

- Controles de Rayos X.
  - Registro Manual
  - Otras técnicas como olfateadores de explosivos, perros etc.
- g) Asegurarse de que cada expedición de correo se entrega a la Compañía Aérea acompañada de la documentación en la que consta el nombre de la Administración Postal Acreditada.
- h) Dotará a la persona que realiza la entrega en el Aeropuerto de un documento en el que conste su pertenencia a la empresa o administración.
- i) Facilitará las inspecciones que la Autoridad competente considere adecuadas.
- j) Presentará a la Autoridad competente su propuesta de Programa de Seguridad.

## **CAPITULO 9. PROGRAMA DE SEGURIDAD**

De conformidad con lo dispuesto en la Normativa Nacional se exige tanto a los Explotadores de Aeronaves como a los Agentes de Carga Acreditados, que presenten para su aprobación por parte de la Autoridad Aeronáutica un “Programa de Seguridad “.

El Programa de Seguridad determinará los medios para prevenir el ingreso no autorizado de cualquier tipo de explosivo o dispositivo incendiario en el interior de un envío por vía aérea.

El Programa de Seguridad deberá también:

- Señalar las medidas de seguridad que permitan que la carga no sea manipulada por personas ajenas y que el acceso a la carga sea restringido.
- Señalar las medidas de protección cuando la carga aérea es transportada por vehículos terrestres.
- Estar propuesto y firmado por el representante autorizado en la empresa transportadora o Agente Acreditado.
- Incluir un sistema de salvaguardas de seguridad aceptadas por la Autoridad Aeronáutica.

**APPENDIX E**

**AVIATION SECURITY COMMITTEE (AVSEC/COMM)**

**1. Terms of Reference**

- a) To foster regional cooperation among States, international organizations and industry in order to facilitate the successful implementation of ICAO Standards and Recommended Practices (SARPs) related to aviation security (AVSEC) and facilitation (FAL);
- b) to encourage the participation of States in the ICAO AVSEC Mechanism and Implementation Programmes to include their provision of voluntary funding and personnel when requested by ICAO;
- c) to actively support the approved ICAO AVSEC Plan of Action and other regional AVSEC initiatives; and
- d) to promulgate AVSEC awareness within the region through sponsorship of and participation in related training activities and seminars, as well as other facilitation aspects.

**2. Work Programme**

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/1	Identify and analyse shortcomings in the implementation of ICAO AVSEC provisions which are common in many States/Territories of the CAR/SAM Regions and develop regional initiatives and measures which will encourage and facilitate their resolution.	A	AVSEC/COMM/1	Continuous
AVSEC/1-1	Conduct periodic surveys to identify difficulties in shortcomings from States in the implementation of AVSEC/Facilitation Standards.	A	AVSEC/COMM/2	Continuous
AVSEC/1-1.1	Encourage States/Territories to implement USAP Audit Corrective Action Plan, and National Civil Aviation Security Programmes.	A	AVSEC/COMM/6	Continuous
AVSEC/1-1.2	Establishment of Hold Baggage Screening (HBS) Task Force to examine new and emerging threats; new and emerging technology; to provide States with technical information guidance to States in order to implement Annex 17 Standard in conjunction with LACAC.	A	AVSEC/COMM/4	Completed
AVSEC/1-1.4	Finalize HBS Task Force report with recommendation (90%).	A	3 December 2005	Completed
AVSEC/1-1.5	Review HBS report and validate HBS action plan by the Ad Hoc Group and make recommendations (90%).	A	AVSEC/COMM/5	Completed

AVSEC/COMM/6  
Appendix E to the Report on Agenda Item 4

4E - 2

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/1-1.6	Conduct a survey of the States in the CAR/SAM Regions to validate five conclusions regarding the implementation of Annex 17 standards.	A	AVSEC/COMM/5	Superseded
AVSEC/1-1.7	Conduct a survey of the States/Territories in the NAM/CAR/SAM Regions to verify implementation of ICAO recommendations for liquids, aerosols, and gels (LAGs), the respective signage, and the status of the eight critical elements of USAP within their States.	A	AVSEC/COMM/6	31 October 2008
AVSEC/1-1.8	Obtain information from States in the NAM/CAR/SAM regarding the GEASSA proposal for the implementation of a Security Shared Information Network.	A	AVSEC/COMM/6	31 October 2008
AVSEC/1-2	Establish Cargo Security Programme Model.	A	AVSEC/COMM/5	Completed
AVSEC/1-2.1	Establish Cargo Security Task Force to develop a Cargo Security Programme Model.	A	AVSEC/COMM/5	Continuous
AVSEC/1-2.2	Obtain information from States in the NAM/CAR/SAM regarding the Cargo Security Programme Model in order to forward that information for consideration by the AVSEC Panel.	A	AVSEC/COMM/6	31 October 2008
AVSEC/2	Monitor existing and develop new regional AVSEC training programmes	A	AVSEC/COMM/2	Continuous
AVSEC/2-1	Establish a Training Task Force to coordinate AVSEC training activities and information	A	AVSEC/COMM/4	Continuous
AVSEC/2-1.1	To maintain database of qualified AVSEC Instructors available to States/Territories in the CAR/SAM Regions for use in regional training events	B	AVSEC/COMM/4	Continuous
AVSEC/2-1.1.1	Contribute to the ICAO Plan of Action on Aviation Security, and provide Short Term Instructors/Experts for instruction as well as assistance.	B	AVSEC/COMM/6	Continuous
AVSEC/2-1.1.2	Encourage NAM/CAR/SAM States to participate in ICAO instruction activities/seminars/workshops.	A	AVSEC/COMM/6	Continuous
AVSEC/2-1.1.3	Verify the insertion of minimum requirements that inspectors and auditors from civil aviation authorities should have, and requirements and procedures for AVSEC personnel certification with NAM/CAR/SAM States/Territories.	A	AVSEC/COMM/6	Continuous
AVSEC/2-1.1.4	Verify, as applicable, the establishment, enactment, and enforcement of legislation against unruly/disruptive passengers based in the model provided in ICAO Circular 288/2002 with NAM/CAR/SAM States/Territories.	A	AVSEC/COMM/6	Continuous
AVSEC/2-1.2	Establish Passenger/Cabin Baggage Screening guidance to provide States with current information on screening techniques and advance technology to meet new and emerging threats to civil aviation.	A	AVSEC/COMM/5	Continuous
AVSEC/2-1.3	Establish Passenger/Cabin Baggage Screening Task Force to coordinate a Passenger Screening Seminar/Meeting and provide States with guidance material.	A	AVSEC/COMM/5	Completed

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/2-1.4	That the Passenger/Cabin Baggage Screening Task Force establish a Passenger/Cabin Baggage Seminar/Meeting from 13-17 November 2006 in coordination with the ICAO NACC Office.	A	AVSEC/COMM/5	Completed
AVSEC/2-1.5	Verify the adoption of best practices to reduce waiting lines at security checkpoints and consider calibration of security equipments based on a risk assessment with NAM/CAR/SAM States/Territories.	A	AVSEC/COMM/6	Continuous
AVSEC/6	Review all proposals for Amendments to Annexes 9 and 17.	A	AVSEC/COMM/3	Continuous
AVSEC/8	Coordinate with the LACAC Group of AVSEC Experts on all AVSEC activities and initiatives in the CAR/SAM Regions.	B	AVSEC/COMM/3	Continuous
AVSEC/9	Establish a Facilitation Task Force to work with the Annex 9 provisions.	B	AVSEC/COMM/5	Continuous
AVSEC/10	Establish an evaluation Task Force regarding the threat to aviation security from narcotics and contraband trafficking and its effects on security, regularity, and efficiency of civil aviation.	A	AVSEC/COMM/6	Continuous
AVSEC/10-1	That the Civil Aviation Narcotics and Contraband Evaluation Task Force investigate, assess, analyze, and establish guidance material to provide States/Territories with information on countermeasures they should adopt jointly with their appropriate authority for the prevention of narcotics and contraband trafficking via commercial air transport.	A	AVSEC/COMM/6	30 June 2009

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Brazil, Canada, Chile, Costa Rica, Cuba, Guatemala, Guyana, Haiti, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, ACI, COCESNA, IATA, IFALPA and LACAC.

5. **Chairperson**

Chairman – Oscar Derby (Jamaica)  
Vice-Chairman – Eduardo Cerda Gómez (Chile)



---

**AVIATION SECURITY COMMITTEE (AVSEC/COMM)**

**COMPOSITION**

Argentina, Brazil, Canada, Chile, Costa Rica, Cuba, Guatemala, Guyana, Haiti, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, ACI, COCESNA, IATA, IFALPA and LACAC.

**MEMBER STATE/ORGANISATION**

**REPRESENTATIVE**

Argentina	César Vergara
Brazil	Mauro Ribeiro de Assis
	Leonardo Boszczowski
Canada	Debra Normoyle
Chile (Vice chairman)	Eduardo Cerda
Costa Rica	Nelson Pérez Meneses
Cuba	Julián Rodríguez Ramos
Guatemala	Jorge R. Perusina
Guyana	Abraham Dorris
Haiti	Bouchard Theramene
Jamaica (Chairman)	Oscar Derby
Mexico	Aarón Salvador Villar Bernal
Nicaragua	Guillermo Guido Yesca
Panama	Arístides Aldeano
Paraguay	Cándido Méndez
Peru	César Matos Díaz
Spain	José Manuel Puente
Trinidad and Tobago	Anthony Frederick
United States	Richard Stein
Venezuela	Carlos González Ashby
ACI	Juan Salas Rivera
ACSA (COCESNA)	Roy Vásquez Vásquez
IATA	Yannick Lachapelle / Mauricio Morán
IFALPA	Adrián Martínez
LACAC	Marco Ospina

## AVIATION SECURITY COMMITTEE (AVSEC/COMM)

### TASK FORCES

#### AVSEC Training Task Force (AVSEC/TRAIN/TF)

##### Terms of Reference:

- a) analyze Training needs and improve the effectiveness of AVSEC Courses, Workshops and Seminars in the CAR/SAM Regions;
- b) develop discussion papers during Meetings to resolve States in need of AVSEC programmes;
- c) maintain coordination with the LACAC Training Task Force;
- d) coordinate training activities;
- e) maintain AVSEC database information; and
- f) respond to States in need of the AVSEC database information.

##### Tasks:

- a) develop an appropriate Evaluation Review Form as working document for reviewing Participants Workshop / Seminar Evaluation Forms;
- b) develop an appropriate survey questionnaire as a working document for collecting data on training from member States;
- c) conduct a training needs analysis for the CAR/SAM Regions;
- d) obtain and review Evaluations (feedback) from ICAO Workshops and Seminars with a view of improving the effectiveness of AVSEC Workshops/Seminars;
- e) maintain database of qualified AVSEC instructors available in the CAR/SAM Regions for use in Regional Training events;
- f) develop model passenger security screening training programme discussion;
- g) coordinate Passenger screening seminar to provide States with current information on screening techniques and advanced technology to meet new and emerging threats; and
- h) present the results of items a), b), c), and d) above to the AVSEC/COMM/6 Meeting.

##### Composition:

Anthony Frederick (Trinidad and Tobago) – **Rapporteur**  
Avery Henry (Antigua and Barbuda)  
Rogério Benevides Carvahlo (Brazil)  
Nelson Pérez Meneses (Costa Rica)  
Judith Goodison (Jamaica)  
Aarón Salvador Villar Bernal (México)  
Anselma O'Neil (ECCAA)

**Cargo Security Task Force (AVSEC/CARGO/TF)**

**Terms of Reference**

- a) establish Meetings if necessary to research and analyze best practices on Cargo Security Programs;
- c) prepare report to discuss findings; and
- d) respond to States in need of the Cargo Security Program information.

**Tasks:**

- a) develop main components of a Cargo Security Program Model;
- b) research and Analyze best practices on Cargo Security Program; and
- c) develop and Review a Final Report making recommendations regarding their findings.

**Composition:**

Milenka Vega (Bolivia) – **Rapporteur**  
Cesar Vergara (Argentina)  
Ricardo Sferco (Argentina)  
Eduardo Cerda Gómez (Chile)  
Yannick Lachapelle (IATA)

**Passenger/Cabin Baggage Screening Task Force (AVSEC/PAX/BAG/TF)**

**Terms of Reference**

- a) coordinate Passenger/Cabin Baggage Seminar to assist States in need of current information on screening techniques and advance technology to counter new and emerging threats to civil aviation.;
- b) establish Passenger/Cabin Baggage Meeting to research and analyze best practices on screening systems related to new and emerging technology and develop guidance material;
- c) prepare report to discuss findings; and
- d) respond to States in need of Passenger/Cabin Baggage Screening information.

**Tasks:**

- a) assess the availability of equipment and capabilities;
- b) develop Cost and benefit analysis of equipment;
- c) identify the applicability for different types of airports; and
- d) review the Report and make recommendations regarding their findings.

**Composition:**

Althea Bartley (Jamaica) – **Rapporteur**  
Jean Barrette (Canada)  
Carlos Gonzalez (Venezuela)  
Jose Villaverde (Venezuela)  
Yannick Lachapelle (IATA)  
United States (TBD)

---

**Facilitation Task Force (AVSEC/FAL/TF)**

**Terms of Reference**

- a) establish Meetings as directed by ICAO to research and analyze best practices on Facilitation Programs;
- c) prepare report if necessary to discuss findings; and
- d) respond to States in need of the Facilitation Program information.

**Tasks:**

- a) develop Facilitation initiatives as directed by ICAO;
- b) research and Analyze best practices on Facilitation Programs; and
- c) review reports being developed making recommendations on their findings.

**Composition:**

Cesar Matos (Peru) – **Rapporteur**  
Fabian Moriera (Argentina)  
Milenka Vega (Bolivia)  
Eduardo Cerda Gómez (Chile)  
Aristides Domínguez Gutter (Paraguay)  
Carlos Cairet Noguera (Paraguay)  
Yannick Lachapelle (IATA)

**Civil Aviation, Narcotics and Contraband Threat Evaluation Task Force (AVSEC/ASSESS/TF)**

**Terms of Reference**

- a) establish Meetings as necessary to research, assess, and analyze best practices to avoid the threat to aviation security from narcotics and contraband trafficking and its effects on security, regularity, and efficiency of civil aviation;
- b) prepare report to discuss findings; and
- c) respond to States in need of the best practices to avoid the narcotics and contraband and trafficking via commercial air transport information.

**Tasks:**

- a) research and analyze best practices to avoid the narcotics and contraband and trafficking via commercial air transport information.;
- b) develop guidance material regarding the threat to aviation security from narcotics and contraband trafficking and its effects on security, regularity, and efficiency of civil aviation; and
- c) develop and review a Final Report making recommendations regarding their findings.

**Composition:**

**Group 1**

Cesar Vergara (Argentina)  
Mauro de Assis (Brazil)  
Eduardo Cerda (Chile) - **Rapporteur**  
Cándido Méndez (Paraguay)  
Roy Vasquez (COCESNA)

**Group 2**

Bouchard Theramene (Haiti)  
Althea Bartley (Jamaica)  
Aaron Villar Bernal (Mexico) - **Rapporteur**  
Yannick Lachapelle (IATA)

---

**Agenda Item 5      Other Business**

5.1            The Representative from LACAC provided a presentation on the legal, economic and political activities of that Commission and its future activities. Activities in training agreements and fellowships with the Singapore Aviation Training Centre, as well as the advances that its FAL-AVSEC Group have achieved during the past years and future activities for supporting its member States were also presented.

5.2            The Meeting took note of the concerns presented by the Representative from IATA regarding the need for all GREPECAS Contracting States to ensure that they have enacted and fully enforce disruptive/unruly passenger legislation. Despite an overall decrease in acts of unlawful interference, there continues to be an increase in disruptive/unruly passenger incidents. There is a need to prevent these incidents from happening and strong legislation in certain States has proven to be a good deterrent. Also mentioned was that due to jurisdictional issues, it is important that common definitions of unruly/disruptive behavior be determined and that co-operation should exist among Contracting States to ensure effective prosecution for all incidents.

5.3            The Representative from Mexico briefed the Meeting on his administration's developments with certain regulations regarding disruptive/unruly passengers. However, he requested the support of IATA members in identifying those passengers and for the establishment of a mechanism for crew members to complete the process of prosecution of those passengers.

5.4            The Representative from IATA mentioned that he recognizes that it is a shared responsibility, and that denied boarding of those passengers remains the right of the airlines. However, it was urged that States develop Memorandums of Understanding among its governmental entities, and that IATA will support any State initiatives regarding legislation for disruptive/unruly passengers, reminding that ICAO issued Circular 288 – *Guidance Material on Legal Aspects of Unruly/Disruptive Passengers* (June 2002), and ICAO Doc. 9811 – *Manual Implementation of the Security Provisions of Annex 6* (2002), that States can use as reference. The Meeting accepted the initiative from IATA regarding this issue and concluded:

**DRAFT**

**CONCLUSION 6/27**

**UNRULY/DISRUPTIVE PASSENGER LEGISLATION**

That NAM/CAR/SAM States:

- a)            as applicable, develop, enact and enforce legislation against unruly/disruptive passengers based on the model provided in ICAO Circular 288/2002;
- b)            ensure that through national laws, as well as bilateral and multilateral agreements, all cases of unruly/disruptive passengers are prosecuted for any offence occurring in its territorial and/or flag jurisdiction;
- c)            inform ICAO of action taken in adopting national legislation on unruly/disruptive passengers; and

- d) develop a mechanism for collection of unruly/disruptive passenger incident data by the AVSEC/COMM.

5.5 The Representative from IATA briefed the Meeting on the Security Management System (SeMS) for all its member airlines to adopt in their operations. This considers the role of management systems in the aviation security environment and identifies the benefits of a Security Management System-type approach endorsed by all stakeholders for security regulation and operational delivery of security controls. The benefits that such an approach can provide in supporting the ongoing development and maintenance of a secure and effective aviation transport system and in meeting the International Civil Aviation Organization (ICAO) requirements of Annex 17- *Security*, to the Convention on International Civil Aviation were highlighted.

5.6 The Representative from Mexico reminded that SeMS adoption was discussed at the AVSEC Panel/19, and that there are certain other urgent issues awaiting further action of that Panel.

**DRAFT**

**DECISION 6/28**

**IMPLEMENTATION OF SECURITY MANAGEMENT SYSTEM  
(SEMS)**

That NAM/CAR/SAM States/Territories consider, at their convenience, the benefit of implementing the IATA Security Management System (SeMS) by their national aircraft operators.

5.7 The Representative from IATA briefed the Meeting on the Secure Freight Programme with the objective that all its member airlines adopt that Programme. The purpose of the Secure Freight Programme is to set industry standards and procedures to secure cargo at the first point of entry within the supply chain where cargo can be identified as intended for carriage by air and thereafter to protect it from unlawful interference until it has been loaded onto the aircraft. For this purpose, reference is made to Annex 17, Chapter 3.4 *Quality Control* and Chapter 4.6 *Measures relating to cargo, mail and other goods*. Likewise, the Representative from IATA mentioned that there is a close relationship between airlines, governmental entities and regulatory agents that requires coordinated action in view that this activity is also under a global threat.

5.8 During the discussion, IATA clarified that it does not have enforcement powers and, therefore, the Programme will be voluntary. However, IATA's experience with the disciplines of industry standard setting and auditing are established. The IATA Operational Safety Audit (IOSA) is now recognized by an increasing number of regulatory authorities; indeed, some States require air carriers operating into their territory to be IOSA certified. It was also informed that this Programme does not interfere with airline compliance State regulations. Finally, the support of aviation authorities that regulate aviation security was requested.



**DRAFT  
DECISION 6/29**

**IATA SECURE FREIGHT PROGRAMME INITIATIVE**

That NAM/CAR/SAM States consider the convenience and benefits of implementing the IATA Secure Freight Programme by their national aircraft operators without prejudice to comply with national regulated agent requirements and develop their own Cargo Security Programme.

5.9 The Representative from IATA briefed the Meeting on narcotics and contraband trafficking in a regional context highlighting the fact that for many Contracting States it represents the most potent risk against civil aviation. Because of the potential negative effects on the security and safety of international civil aviation, there is a need for the appropriate security authority to develop and enforce certain countermeasures against illicit trafficking to ensure prevention of entrance into the civil aviation environment.

5.10 The Meeting also noted that this illegal activity could be associated with terrorism or organized crime accessing civil aviation by taking advantage of aviation security deficiencies in airports resulting in catastrophic damage to civil aviation. Therefore, it is necessary that security countermeasures should not only consider the detection of arms, explosives and other dangerous articles but should also include the detection of narcotics while screening passengers, baggage and cargo.

5.11 Numerous comments presented by many representatives to the Meeting all recognized that this illegal activity poses a serious threat to the safety, regularity, and efficiency of civil aviation, and that in coordination with the appropriate State authorities, certain countermeasures must be developed for the prevention of narcotics and contraband trafficking, principally at the point of origin.

**DRAFT  
DECISION 6/30**

**SECURITY IMPLICATIONS OF NARCOTICS AND  
CONTRABAND TRAFFICKING**

The AVSEC/FAL/COMM create an ad-hoc Task Force to analyze this threat and present the next Meeting with relevant information to establish conclusions for submission to the ICAO AVSEC Panel by the end of the first quarter of 2009.