



INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)
ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL (OACI)

COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL (CLAC)
LATIN AMERICAN CIVIL AVIATION COMMISSION (LACAC)



AVIATION SECURITY AND FACILITATION REGIONAL GROUP MEETING
REUNIÓN DEL GRUPO REGIONAL SOBRE SEGURIDAD DE LA AVIACIÓN Y FACILITACIÓN
(AVSEC/FAL/RG)

Asunción, Paraguay, 25 to 27 May 2011 / Asunción del Paraguay, 25 al 27 de mayo de 2011

AVSEC/FAL/RG — NE/08
04/05/11

Cuestión 3

del Orden del Día

Seguridad de la Aviación (AVSEC)

3.1 Anexo 17, Grupo de Expertos AVSEC, *Manual de Seguridad para la protección de la aviación civil contra los actos de interferencia ilícita* Doc 8973, ICASS

**CONFERENCIAS REGIONALES SOBRE LA APLICACIÓN
DE LA DECLARACIÓN SOBRE SEGURIDAD DE LA AVIACIÓN**

(Nota presentada por la Secretaría de la OACI)

RESUMEN

Se prevé celebrar una serie de conferencias regionales sobre seguridad de la aviación en 2011 y 2012, a fin de elaborar hojas de ruta que guíen a los Estados en la aplicación de la Declaración sobre Seguridad de la Aviación adoptada por unanimidad en el 37º período de sesiones de la Asamblea de la OACI en octubre de 2010. Las conferencias propuestas se basan en los resultados positivos obtenidos por las conferencias regionales a nivel ministerial celebradas en 2010 con el objetivo de definir los aspectos críticos señalados en la Declaración de la Asamblea.

Se invita a los Estados miembros a acoger las conferencias de aplicación de la Declaración en sus regiones respectivas. La primera, acogida por la India, concluyó en Nueva Delhi el 15 de febrero de 2011, con la adopción de una declaración conjunta sobre el fortalecimiento de la seguridad de la aviación. Un objetivo clave de las conferencias posteriores a la Asamblea consiste en alcanzar consenso antes la conferencia mundial de alto nivel sobre seguridad de la aviación que posiblemente se celebre en el segundo semestre de 2012.

Las medidas recomendadas al Grupo Regional sobre Seguridad de la Aviación y Facilitación figuran en el párrafo 4.

Referencias:

A37 Declaración sobre Seguridad de la Aviación

Objetivos estratégicos

Esta nota de estudio está relacionada con el Objetivo estratégico B.

1. Introducción

1.1 A raíz de las amenazas continuas y cambiantes que enfrenta la aviación civil, durante el 37º período de sesiones de la Asamblea de la OACI, celebrado en octubre de 2010, se adoptó por unanimidad la Declaración sobre Seguridad de la Aviación, en la que se reafirma el compromiso de los Estados miembros de fortalecer la seguridad de la aviación mundial.

1.2 Dio forma a la Declaración de la Asamblea una serie de conferencias regionales a nivel ministerial que tuvieron lugar en el primer semestre de 2010 y cuya organización estuvo, principalmente, a cargo de la OACI. En las conferencias, celebradas consecutivamente en Ciudad de México, Tokio y Abu Dhabi, se alcanzó consenso internacional sobre prioridades y cuestiones críticas relacionadas con la seguridad de la aviación. Si bien las conferencias tuvieron lugar en distintas regiones, en ellas se expresaron preocupaciones comunes y se formularon declaraciones similares centradas en la necesidad de reforzar la seguridad aumentando la cooperación internacional en diversos ámbitos. La Declaración de la Asamblea incorporó los elementos principales de las declaraciones de esas conferencias regionales, particularmente el interés especial en mejorar y fortalecer la recopilación y el intercambio de información, la cooperación tecnológica, las normas internacionales y las iniciativas para ayudar a los Estados a resolver deficiencias en materia de seguridad.

1.3 En vista de los buenos resultados obtenidos en las conferencias regionales sobre seguridad de la aviación celebradas en 2010 y reconociendo que la aplicación de la Declaración de la Asamblea sobre Seguridad de la Aviación garantizará el éxito a largo plazo, la OACI está llevando a cabo una segunda serie de conferencias regionales sobre la materia. Esas conferencias posteriores a la Asamblea tienen por objeto promover la aplicación efectiva de la Declaración sobre Seguridad de la Aviación mediante la promoción de la cooperación internacional a nivel regional, especialmente coordinando iniciativas de asistencia. Brindan la oportunidad de revisar las medidas adoptadas o planificadas por los Estados para reforzar la seguridad de la aviación, o aquellas que están en marcha, conforme a la Declaración. Se prevé que cada conferencia adopte una declaración/hoja de ruta relativa a la mejora de la seguridad de la aviación regional y, en conjunto, ayuden a alcanzar consenso antes de que se celebre una conferencia mundial de alto nivel sobre seguridad de la aviación, posiblemente en 2012.

2. Resultado de la conferencia de Nueva Delhi

2.1 La primera de la nueva serie de conferencias regionales sobre seguridad de la aviación concluyó en Nueva Delhi el 15 de febrero de 2011 con la adopción de una declaración conjunta por los Estados participantes relativa a mejoras en la seguridad de la aviación, cuya copia se incluye en el **Apéndice** de esta nota. A la conferencia, acogida por la India con el apoyo y la participación de la OACI, asistieron representantes de varios Estados de la región, como también organizaciones y Estados observadores. También intervinieron en las deliberaciones el Secretario General de la OACI y diversos representantes de la industria.

3. Conferencias regionales futuras en materia de AVSEC

3.1 La OACI está promoviendo activamente la organización de conferencias regionales futuras sobre seguridad de la aviación con miras a establecer hojas de ruta para mejorar la seguridad de la aviación en todas sus regiones. La Organización propone trabajar en estrecha cooperación con los Estados anfitriones a fin de garantizar que esas actividades tengan resultados satisfactorios. Cada Estado anfitrión se encargaría de encontrar un lugar de reunión adecuado, ocuparse de la logística y financiar la participación de la OACI. Para que ningún Estado que necesite asistencia en materia de seguridad de la aviación quede excluido, se alienta a los Estados donantes interesados y a otros interesados a financiar la participación de aquellos a los que, de otro modo, les resultaría imposible asistir. Por su parte, la OACI está dispuesta a apoyar todas las conferencias proporcionando asistencia, según corresponda, en la elaboración del programa y la declaración/hoja de ruta de la conferencia, y aportando oradores principales y expertos.

3.2 Al patrocinar una conferencia regional se promueve la cooperación internacional y se demuestra el firme compromiso del Estado anfitrión con la seguridad de la aviación. Las delegaciones estarían encabezadas por directores generales o autoridades de rango equivalente para facilitar los debates sobre cuestiones relativas a la aplicación. Se está haciendo la coordinación necesaria con algunos Estados en otras regiones para llevar a cabo eventos futuros.

4. Acción sugerida

4.1 Se invita a la Reunión a:

- a) tomar nota de la información relativa a una nueva serie de conferencias regionales sobre seguridad de la aviación centradas en la aplicación de la Declaración sobre Seguridad de la Aviación y;
- b) alentar a los Estados miembros a examinar la posibilidad de acoger una actividad futura en las Regiones Norteamérica, Centroamérica, Caribe y Sudamérica más adelante en el año.

APÉNDICE

Disponible en inglés únicamente

JOINT STATEMENT OF THE REGIONAL AVIATION SECURITY CONFERENCE

New Delhi, India

15 February 2011

We, senior State officials from Afghanistan, Bangladesh, Bhutan, India, Maldives, Malaysia, Mauritius, Nepal, Pakistan, Saudi Arabia, Singapore, Sri Lanka, Thailand, United Arab Emirates, observer States (Australia, United Kingdom and the United States of America), the European Commission on behalf of the European Union as an observer, the Secretary General of the International Civil Aviation Organization (ICAO), and representatives of the International Air Transport Association and Airports Council International, met in New Delhi, India on 14-15 February 2011 to consider progress toward strengthening aviation security in accordance with the Declaration on Aviation Security adopted unanimously by the ICAO Assembly at its 37th Session in Montréal, Canada in October 2010.

We held constructive discussions to exchange information on important developments affecting aviation security at the global, regional and State levels, encompassing: the international nature of security threats to the safe, orderly and efficient development of civil aviation; the evolving economic/commercial and operational aspects of civil aviation; the steps we are taking and plan to take to mitigate risks to civil aviation; and the mechanisms established at the regional level to promote collaboration.

We stressed our support for the ICAO Declaration on Aviation Security as a comprehensive global framework of policy priorities for: strengthening civil aviation security through international cooperation and the individual actions of States; promoting collaboration between State authorities responsible for aviation security and other State authorities to optimize collective capabilities to prevent and respond to acts of unlawful interference against civil aviation; encouraging States to engage the aviation industry in the on-going development of national civil aviation security programmes, aircraft operator security programmes and airport security programmes.

We recognized the global and regional leadership role of ICAO in strengthening aviation security.

We agreed, to the extent possible, to commit ourselves to the full and comprehensive implementation of the Declaration and its nine key elements, to the following roadmap of actions and to prepare State-level action plans to guide our progress to be presented at the high-level aviation security meeting of all ICAO Member States planned by ICAO for the second half of 2012.

Declaration Commitment 1

Strengthen and promote the effective application of ICAO Standards and Recommended Practices, with particular focus on Annex 17 — Security, and develop strategies to address current and emerging threats;

Actions:

1. Assure continuous, uniform and consistent compliance with the Standards and Recommended Practices of Annex 17 — *Security* and the security-related Standards of Annex 9 — *Facilitation*.
2. In collaboration with appropriate security and intelligence authorities, continuously assess the level of threat to civil aviation security and adjust security measures to counter known and emerging threats.

3. Promote an aviation security culture that seeks continuous improvement of effectiveness and efficiency in the design and implementation of security measures and related organizational arrangements.
4. Take into account any measures that may be recommended by ICAO from time to time to address changes in the threat.
5. Establish a process to achieve a balance between aviation security and facilitation objectives, provided that security is not compromised.
6. Work with the ICAO Regional Office to establish a regional aviation security information exchange mechanism.

Declaration Commitment 2

Strengthen security screening procedures, enhance human factors and utilize modern technologies to detect prohibited articles and support research and development of technology for the detection of explosives, weapons and prohibited articles in order to prevent acts of unlawful interference;

Actions:

1. Ensure that aviation security professionals are appropriately trained, qualified and equipped to competently carry out their duties and responsibilities.
2. Explore the establishment of cooperative arrangements with partner agencies and/or States in offering training facilities, and to research and develop new detection technologies and methodologies.
3. Develop and implement plans for the life-cycle replacement of detection equipment with modern technologies.
4. Develop and implement, as appropriate, a quality control process to ensure rectification of any deficiencies.

Declaration Commitment 3

Develop enhanced security measures to protect airport facilities and improve in-flight security, with appropriate enhancements in technology and training;

Actions:

1. Conduct risk and vulnerability assessments of airport facilities to identify and assess gaps and inadequacy in performance in access control and other measures, and take all appropriate remedial measures, including the use of modern technologies to enhance the protection of airport facilities.
2. Establish and implement training programmes to ensure the competency of flight crew in security matters.
3. Establish means to enhance the security of landside areas of airports.
4. Engage the views of stakeholders when developing new security measures.

Declaration Commitment 4

Develop and implement strengthened and harmonized measures and best practices for air cargo security, taking into account the need to protect the entire air cargo supply chain;

Actions:

1. Develop and implement supply chain security programmes in accordance with Amendment 12 to Annex 17 — *Security*.
2. Work with Customs/border control authorities and to use Customs measures, such as the World Customs Organization SAFE Framework of Standards¹, to strengthen air cargo security.
3. Promote the use of the regulated agent system to ensure that cargo shipments transported on board aircraft are accounted for and subject to adequate security controls.

Declaration Commitment 5

Promote enhanced travel document security and the validation thereof using the ICAO Public Key Directory (PKD) in conjunction with biometric information, and the commitment to report on a regular basis, lost and stolen passports to the INTERPOL Lost and Stolen Travel Documents Database to prevent the use of such travel documents for acts of unlawful interference against civil aviation;

Actions:

1. Work with passport and border control authorities to assure the implementation of secure and unique-identification travel documents, including ePassports, and participation in the ICAO-led PKD Directory.
2. Ensure the establishment of arrangements at the State level to collect and report to the information on lost and stolen travel documents and this information to the INTERPOL Lost and Stolen Travel Documents Database.
3. Identify to ICAO, a single point of contact for communications with States on secure travel documents.

Declaration Commitment 6

Improve Member States' ability to correct deficiencies identified under the Universal Security Audit Programme (USAP) by ensuring the appropriate availability of audit results among Member States, which would enable better targeting of capacity building and technical assistance efforts;

Actions:

1. Consider arrangements under which the results of USAP audits may be shared with other States.
2. Encourage States to share their USAP audit results with other States, consistent with their national laws, in order to promote mutual assurance and support for the correction of deficiencies.

¹ Framework of Standards to Secure and Facilitate Global Trade

Declaration Commitment 7

Provide technical assistance to States in need, including funding, capacity building and technology transfer to effectively address security threats to civil aviation, in cooperation with other States, international organizations and industry partners;

Actions:

1. Establish appropriate mechanisms to provide in-kind and/or financial assistance to States in need, either directly or through ICAO programmes.
2. Coordinate with ICAO on aviation security assistance projects through the Implementation Support and Development Assistance List – AVSEC (ISDAL).
3. Recommend experts (e.g., legal advisers, auditors, trainers, project managers, technology specialists, etc.) who could be assigned by ICAO, under appropriate arrangements, to assistance projects in States.
4. Using established regional bodies or on a bilateral basis, consider means by which partnerships could foster benefits (e.g., bulk purchases of security equipment).
5. Promote the sharing and understanding of reliable information on the performance of aviation security equipment, while observing appropriate safeguards to protect sensitive information.

Declaration Commitment 8

Promote the increased use of cooperation mechanisms among Member States and with the civil aviation industry, for information exchange on security measures in order to avoid redundancy, where appropriate, and for early detection and dissemination of information on security threats to civil aviation, including through the collection and transmission of advance passenger information (API) and passenger name record (PNR) data, as an aid to security, whilst ensuring the protection of passengers' privacy and civil liberties; and

Actions:

1. Ensure participation in the ICAO Aviation Security Point of Contact (PoC) Network.
2. Establish appropriate bilateral and regional mechanisms to promote the urgent exchange of time-sensitive aviation security information between States.
3. Establish appropriate administrative arrangements for the exchange of security information with the aviation industry, while observing appropriate safeguards to protect sensitive information.
4. Promote the use of API and PNR data as an aid to security through, for example, cooperation programmes between authorities responsible for aviation security and authorities responsible for API-PNR.
5. Encourage liaison between authorities responsible for API-PNR programmes and appropriate privacy and civil liberty advocates.
6. Ensure that API and PNR data requirements conform to international standards adopted by relevant United Nations Agencies.

Declaration Commitment 9

Share best practices and information in a range of key areas, such as: screening and inspection techniques, including assessments of advanced screening technology for the detection of weapons and explosives; document security and fraud detection; behaviour detection and threat-based risk analysis; screening of airport employees; the privacy and dignity of persons; and aircraft security.

Actions:

1. Recognize, document, promote and continually review best practice techniques and methods in aviation security.
2. Actively seek out best practice information that can support improvements to the effectiveness and efficiency of aviation security measures. This information may address such issues as privacy concerns surrounding the introduction of advanced screening technology and the implementation of behaviour detection programmes.
3. Review legal and administrative practices to identify and act on opportunities to realize continuous improvement.
4. Adopt the ICAO Prohibited Items List, to promote harmonization of passenger and carry-on baggage screening methods.
5. Use the proposed regional aviation security information exchange mechanism to collect and disseminate best practices and information in key areas to assist in the uniform application of security measures.

We concluded that we should support further action at an international level, through the auspices of ICAO, to ensure consistent and mutually recognized development of the action items. To this end, the high-level aviation security meeting of all ICAO Member States planned by ICAO for the second half of 2012 would ensure that the Declaration is implemented to the fullest extent possible.