AVSEC/FAL/RG/4 — WP/02
07/05/14

FOURTH MEETING OF THE AVIATION SECURITY AND FACILITATION REGIONAL GROUP (AVSEC/FAL/RG/4)

ICAO NACC Regional Office, Mexico City, Mexico, 3 to 5 June 2014

Agenda Item 2:   **Previous Meeting Conclusions**
                          2.1   AVSEC/FAL/RG/3 Meeting

ICAO/LACAC NAM/CAR/SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP (AVSEC/FAL/RG)

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This information paper presents the progress of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) projects.

Action:	Action is presented in Section 3.
Strategic Objectives:	• Security and Facilitation
References:	• State Letter, EMX0225, dated 2 April 2014, on the Fourth ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group Meeting (AVSEC/FAL/RG/4) to be held in Mexico City, Mexico, 3-5 June 2014 • State Letters, EMX1012, EMX0003 and EMX0070, dated 2, 6 and 28 January 2014, on the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) - Strategic Plan Working Group Meeting to be held in Buenos Aires, Argentina, March 10 - 14, 2014 • Final Report of the Third ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group Meeting (AVSEC/FAL/RG/3), ICAO SAM Regional Office, Lima, Peru, 19-21 June 2013, and State Letter, EMX0559, dated 27 August 2013 (http://bit.ly/1n57w77) • State Letter, EMX0111, dated 19 February 2013, on the ICAO/LACAC Regional Workshop on Detection of Passengers with Suspicious Conduct Course held in Lima, Peru, 8-12 April 2013 • State Letter, EMX0124, dated 21 February 2013, on the ICAO Regional Facilitation (FAL) Workshop held in Mexico City, Mexico, 14-17 May 2013 • State Letter, EMX0684, dated 26 July 2012, on the Model National Air Cargo Security Programme • State Letter, EMX0529, dated 7 June 2012, on the Manual on Threat Assessment and Risk Management Methodology

1.　　Introduction

1.1　　　　The AVSEC/FAL/RG/3 Meeting was held at the ICAO SAM Regional Office, Lima, Peru, from 19 to 21 June 2013. Among the 21 participant States, 52 delegates from the NAM/CAR and SAM Regions and three International Organizations (ALTA, ECCAA and IATA) attended this event. An AVSEC Regional Seminar was conducted prior to the meeting, from 17 to 18 June 2013, where the Secretariat discussed important issues related to ICAO AVSEC and FAL activities and future programmes.

1.2　　　　The Secretariat pointed out the importance of aviation security and facilitation in regard to the transport of passengers and cargo, and highlighted the importance of establishing clear goals and a work programme to achieve AVSEC/FAL/RG attainable objectives within a reasonable period of time. Meeting delegates were asked to commit to active participation to reach the objectives for the benefit of all AVSEC/FAL/RG member States.

1.3　　　　Based on the progress and results of project implementation and deliberations and agreements of the Meeting, the Terms of Reference, Work Programme and Projects were updated. The establishment of a Strategic Plan for the group was also agreed, and a separate working group was created to this end which was led by Argentina.

1.4　　　　After coordination with the Latin American Civil Aviation Commission (LACAC), a State Letter was issued by the ICAO/LACAC Secretariat on 27 August 2013, urging States to take note, review the AVSEC/FAL/RG/3 Meeting report, and comment and approve the conclusions included therein by 13 September 2013. The approved conclusion list is provided in the **Appendix** to this information paper.

2.　　Progress Achieved since the AVSEC/FAL/RG/3 Meeting

2.1　　　　It was identified that not many States had taken action on AVSEC/FAL/RG/2 Conclusion 2/4 regarding establishment of national legislation and regulations for unruly or disruptive behaviour at aviation facilities and onboard aircraft, which can affect civil aviation safety and security. Therefore, Conclusion 3/1 was agreed, which urged States to establish a legal framework dealing with this increasing trend so that offenders can be prosecuted accordingly by the appropriate authorities.

2.2　　　　Regarding Conclusion 3/2, all projects being implemented by the AVSEC/FAL/RG are aimed at harmonizing security procedures and assisting States with future mutual recognition of AVSEC measures; however, this cannot be achieved while States have neither approved nor established an aviation security legal framework.

2.3   Concerning Conclusion 3/3, LACAC will coordinate with its international counterparts to develop a communication mechanism for sharing and receiving AVSEC information from other regions, and present results at the AVSEC/FAL/RG/4 Meeting.

2.4   Regarding Conclusion 3/4 and the implementation of Machine Readable Travel Documents (MRTDs), not all States have replied to the ICAO questionnaire. It was also identified that not all States have established communication channels between the Civil Aviation Authority (CAA) and the passport issuing authority within their States. However, it was verified that all States issue machine readable passports in the NAM/CAR and SAM Regions.

2.5   Additionally, in a joint effort, ICAO and OAS/CICTE have been assisting NAM/CAR States since 2012 by conducting regional seminars regarding best practices in travel document security and identity management, specifically addressed to the appropriate authorities issuing identity and/or travel documents in the States of these regions.

2.6   Under Conclusion 3/5, States were urged to establish, approve, and implement a National Air Transport Facilitation Programme (NATFP) in accordance with ICAO Annex 9 - *Facilitation* provisions. As facilitation was identified and declared by the 38th Assembly as one of the ICAO five strategic objectives, special attention should be given by the CAA Directors to this issue by updating their regulations and ensuring compliance with Annex 9 provisions in their States. Further guidance can be found in Doc 9957 - *Facilitation Manual.*

2.7   Based on Conclusion 3/6, the joint Secretariat will invite member States to a Regional Facilitation Seminar scheduled from 9 to 12 September 2014, to be held at the ICAO Regional Office in Lima, Peru, since the previous one was conducted in the NACC Regional Office in May 2013. States are urged to send facilitation experts to benefit from this training.

2.8   The AVSEC/FAL/RG shared the Guidance on National and Airport Facilitation Committees and formulated Conclusion 3/7, which asked States to provide comments on this guidance material by the end of October 2013. No comments were received and the Secretariat expects that this guidance material will be implemented by the AVSEC/FAL/RG member States.

2.9   The AVSEC/FAL/RG developed a National Cargo Security Model as well as a procurement framework for the purchase of AVSEC equipment that was promulgated by LACAC. Conclusion 3/8 set a deadline for comments by mid-September 2013. The Secretariat did not receive any comments, and it is expected that these worthwhile documents developed by the Group are being considered by the States.

2.10   Regarding Conclusion 3/9, ICAO appreciated the continuous support of States by providing experts for the AVSEC assistance programme, training, and assessments, and encouraged States to continue this support for the benefit of other States in need.

2.11   Under Conclusion 3/10, LACAC is working with its Group of Experts on Air Transport Policy, Economic and Legal Matters (GEPEJTA) in order to develop legal and technical instruments to adopt necessary preventive measures for incidents related to delinquency and trafficking of illegal substances transported by air to help States with prevention.

2.12　　　　　Finally, based on a decision adopted by the AVSEC/FAL/RG/3 for the development of a Strategic Plan, through State Letters EMX1012, EMX0003 and EMX0070, dated 2, 6, and 28 January 2014, respectively, States were invited to send their AVSEC/FAL experts to finalize the Strategic Plan for this Group to Buenos Aires, Argentina, from 13-16 May 2014. The results will be presented to the AVSEC/FAL/RG/4 at the NACC Regional Office from 3-5 June 2014. States are urged to participate and ensure representation at this important yearly meeting that assists States with ICAO Annex 9 and Annex 17 *Standards and Recommended Practices* compliance.

3.　　　　　Conclusion

3.1　　　　　The Meeting is invited to support participation of the NAM/CAR and SAM States AVSEC and FAL units in ICAO training activities, especially those activities related to the AVSEC/FAL/RG, in order to share information and obtain benefits from the successful results achieved, which will enhance their own national aviation security and facilitation systems.

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APPENDIX
LIST OF CONCLUSIONS ADOPTED BY THE THIRD MEETING OF THE ICAO/LACAC
NAM/CAR/SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP
(AVSEC/FAL/RG/3)

CONCLUSION 3/1   **STATE NATIONAL LEGISLATION AND REGULATIONS FOR UNRULY OR DISRUPTIVE BEHAVIOUR IN AVIATION FACILITIES AND ON-BOARD AIRCRAFT**

States are urged to review and, if necessary, update their legislation and regulations in order to establish legal implications and include clear procedures to control unruly or disruptive behaviour at aviation facilities and on-board aircraft.

CONCLUSION 3/2   **MUTUAL RECOGNITION OF AVIATION SECURITY MEASURES AMONG STATES**

That the AVSEC/FAL/RG continues to assess the impact of establishing an agreement on mutual recognition of aviation security measures, and that the points-of-contact from NAM/CAR and SAM States update their information and refer to the aviation security equipment database contained in the AVSECpaedia.

CONCLUSION 3/3   **COMMUNICATION MECHANISM WITH OTHER INTERNATIONAL GROUPS**

The LACAC Secretariat contact other international organizations (European Civil Aviation Conference (ECAC), African Civil Aviation Commission (AFCAC) and Arab Civil Aviation Commission (ACAC)) using existing channels in order to make available information provided by the other AVSEC/FAL groups and, if possible, to obtain the information in a summary table format.

CONCLUSION 3/4   **REPORT ON MACHINE READABLE TRAVEL DOCUMENTS (MRTDs)**

That, those States that have not yet answered the questionnaire on MRTD implementation provide their response no later than 19 July 2013.

CONCLUSION 3/5   **IMPLEMENTATION OF A NATIONAL AIR TRANSPORT FACILITATION PROGRAMME (NATFP)**

That States that have not yet developed, approved and implemented their NATFP coordinate the application of the NATFP requirements with their National Aviation Security (AVSEC) Programmes and involve all appropriate State entities and organizations in this coordination.

CONCLUSION 3/6   **FACILITATION SEMINAR/WORKSHOP**

That States consider participating in a Facilitation Seminar/Workshop, which is not limited to participation from civil aviation authorities and airports by extending participation to government entities and authorities performing tasks at airports, as well as industry (aircraft operators, airport operators, cargo operators, etc.).

CONCLUSION 3/7   **REPORT ON PROJECT - GUIDANCE ON NATIONAL AND AIRPORT FACILITATION COMMITTEES**

That, States note the information presented in the Draft Regulations for the operation of National Air Transport Facilitation Committees, and send their comments to the Secretariat within 45 days.

CONCLUSION 3/8   **AVIATION SECURITY (AVSEC) AND FACILITATION (FAL)**

That the LACAC promulgate a decision for States to use the procurement framework for the purchase of aviation security equipment and the National Cargo Security Programme Model as guidance material. A 30-day deadline is established for the States to provide comments to the Secretariat.

CONCLUSION 3/9   **AVIATION SECURITY ASSISTANCE**

That, the Meeting support the work done by the ICAO ISD-SEC Section and agree to continue supporting assistance and training activities in the regions by participation of its personnel in activities sponsored by ICAO.

CONCLUSION 3/10   **INFORMATION EXCHANGE AMONG STATES ON CIVIL AVIATION ISSUES**

States are urged to:

a) consider the necessary legal instruments and adopt necessary preventive measures through corresponding security entities; and

b) request the LACAC Secretariat to present this issue to GEPEJTA in order that legal and technical instruments are considered to deal with this sensitive issue affecting civil aviation in the Region.

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