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WORKING PAPER

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Agenda Item 9   **Other Business**

NATIONAL CIVIL AVIATION SECURITY TRAINING PROGRAMME – NCASTP
(BRAZILIAN CIVIL AVIATION REGULATION № 110 AND SUPPLEMENTARY DIRECTIVE № 110)

(Presented by Brazil)

EXECUTIVE SUMMARY
This working paper presents the initiative of the Brazilian Civil Aviation Authority to develop and implement a new model National Civil Aviation Security Programme, through the publication of two regulations: the Brazilian Civil Aviation Regulation № 110, containing AVSEC training requirements, and Supplementary Directive № 110, containing examples of how training centres (private schools authorised by ANAC) can meet the requirements of the regulation.

Action:	Suggested actions are presented in Section 5.
Strategic Objectives:	• Security & Facilitation
References:	• Annex 17

1.   Introduction

1.1   Annex 17 to the Chicago Convention (1944), in Chapter 3 (National organization and appropriate authority), standard 3.1.1, establishes that each contracting State shall establish and implement a written national civil aviation security programme to safeguard civil aviation operations against acts of unlawful interference, by means of regulations, practices and procedures which take into account the safety, regularity and efficiency of flights.

1.2 In order to ensure implementation of the security programme, professionals need to be capable of performing security tasks. Accordingly, Annex 17, in standard 3.1.6, establishes that each State shall require the appropriate authority to ensure the development and implementation of a national training programme for personnel of all entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme. This training programme shall be designed to ensure the effectiveness of the national civil aviation security programme.

1.3 In order to comply with Annex 17, the civil aviation authority of Brazil implemented its NCASTP in 2005. The NCASTP was created through Civil Aviation Directive (IAC) № 144-1002, which was after replaced in 2008 with Resolution № 63. Taking into account airport modernisation and the new training requirements, the National Civil Aviation Agency (ANAC), which is the Brazilian aviation authority, started conducting surveys with a view to drafting a new training regulation. This new Brazilian Civil Aviation Regulation (RBAC) № 110 was published on 16 July 2015.

1.4 RBAC 110 applies to airport and air carriers, training centres authorised by ANAC, cargo agents, and all AVSEC professionals. The regulation establishes requirements for selection procedures for the performance of security activities, and for AVSEC training.

1.5 The purpose of this working paper is to present to the AVSEC/FAL Regional Group the Brazilian experience with regard to the development and implementation of the new NCASTP, describe the issues identified in the previous regulation, show the evolution of the current regulation, and share knowledge on this topic in order to promote an exchange of experiences in the Latin American region.

2. Issues identified in the previous regulation and proposed improvements of the new rules

2.1 Resolution № 63 had too many procedures, since it did not focus on requirements, that is, on what was mandatory, and contained many recommendations, technological limitations and extremely detailed procedures that did not require regulation.

2.2 Another important difference in terms of training with respect to the previous regulation is the distance that air and airport carriers kept with the qualifications of their employees, especially those conducting X-ray screening. In the RBAC 110, carriers have greater responsibility for continuous training of their employees, since they need to accompany and frequently assess their work at the airport. Consequently, the "Recycling" and "On the Job Training - OJT" activities were created as mandatory measures to maintain a valid professional certification.

2.3 "Recycling" is a practical training activity that seeks to address a security deficiency of a professional involved in security screening, as identified in a quality control activity, such as an AVSEC inspection or test.

2.4   OJT is a practical training activity conducted while professionals are at work performing security screening activities, and is carried out in two cases:

a)   following the professional training course, in which the entity responsible for the security measure (air or airport carrier) assesses skills and whether or not they are adequate for the performance of security activities, by means of an evaluation form.

b)   prior to updating courses, in which the professional must submit an evaluation form signed by the entity responsible for security measures in order to update his/her certification.

2.5   With all the advantages of the new regulation, note was taken of another achievement of ANAC in the professional certification process, since the new regulation prescribes the implementation of theoretical and practical exams to certify an AVSEC professional, as an activity shared between the agency and the training centres. Thus, ANAC has more human and material resources available for drafting and reviewing regulations and also for conducting quality control activities: audits, inspections, tests, and studies.

2.6   A chart summarising some of the differences between Resolution Nº 63 and RBAC Nº 110 is shown below:

Resolution Nº 63	RBAC Nº 110
Its target audience was not clearly defined, and thus addressed activities of other entities that were many times unrelated to civil aviation.	Clearly defines the applicability of the norm.
There was lack of participation by air and airport carriers in the qualification of their employees.	Air and airport carriers are responsible for accompanying and frequently assessing the performance of the personnel that conducts activities on their behalf.
Many human and material resources of the authority were used for taking certification exams.	The human and material resources of the authority are being used for drafting and reviewing regulations and also for increased supervision of airports, airlines, and AVSEC training centres.
The certification process was very slow, since ANAC did not have enough employees to be all over Brazil taking exams.	The certification process has been expedited, since the training centre itself takes the exams and people can be certified in shorter time.
Classes could only be given by entities related to civil aviation, which restricted market development.	Possibility of increasing the supply of courses by specialised educational institutions, promoting competition and helping to improve the quality of the courses.

Resolution Nº 63	RBAC Nº 110
The process of authorising training centres was slow and contained requirements technically unrelated directly with aviation security, which resulted in many corrections made by training centres.	The authorisation process is simpler and thus faster, allowing ANAC to focus its efforts and resources on supervision.
Compliance with requirements was very restrictive and training centres had no freedom to create their own procedures.	Training centres have more flexibility to comply with the regulation, since the supplementary directive only contains models and allows the institution to adopt what best suits its reality.
Unclear rules as to the possibility of providing distance learning.	Clear rules and more possibilities of providing distance-learning courses.

3. Supplementary Directive Nº 110 (IS 110)

3.1 In order to show one way of complying with the regulation, ANAC drafted a document entitled Supplementary Directive Nº 110, which contains a model procedural handbook for training centres (MPCI). It is a document that all training centres must produce and submit to the authority in order to get permission to operate. This document contains all the information concerning the training centre, such as courses to be provided, equipment to assist in student learning, course schedule, professionals working in the training centre (instructors, technical and educational directors, administrative staff, and others), and course registration forms, frequency of classes, quality improvement forms, etc.

3.2 The IS 110 was published on 29 October 2015 and, at present, there are 2 training centres authorised under the new regulation. What may be readily noted is the agility in the analysis of the documentation for the approval of a training centre. With Resolution Nº 63, the analysis could take a long time.

3.3 In the new regulation, for a company to request an authorisation, it must pay a fee that covers the cost of three analyses by ANAC. This saves significant time of employees, who can then take care of other activities and provide a better service.

3.4 Another advantage of having an MPCI is that everything that the authority needs to examine in order to approve a training centre in a standard manner is compiled in a single document. This is also an advantage when conducting quality control activities, like audits, since the inspector has the possibility of knowing more about the entity to be audited before starting the activity.

4.   **Conclusion**

4.1   The development of a more modern regulation that could solve the issues of the previous one was an important step for the Brazilian civil aviation authority. Many studies and surveys were conducted to make sure that the proposed regulation was the best model our country needed.

4.2   The publication of regulations RBAC 110 and IS 110 introduced very important improvements for all AVSEC-related entities, especially air and airport carriers, AVSEC training centres, professionals in general, and the civil aviation authority, which is still responsible for training, but shares training activities more efficiently.

5.   **Suggested action**

5.1   Submit the Brazilian case to the consideration of the other States, in order to identify similarities and challenges in the implementation of this model National Civil Aviation Security Programme, analysing the advantages and disadvantages of this methodology, as well as the possibility of applying regional directives to standardise the NCASTPs. The complete regulations are available in ANAC's website: http://www.anac.gov.br/assuntos/legislacao

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