Ninth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/9)

Port-of-Spain, Trinidad and Tobago, 25 to 27 June 2019

Agenda Item 7:   **NAM/CAR Regional Aviation Security/Facilitation Implementation**

7.2   **Aviation Security/Facilitation Implementation Matters**

CONCLUSIONS AND DECISIONS ADOPTED AT THE NINTH MEETING OF THE ICAO/LACAC NAM/CAR AND SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP (AVSEC/FAL/RG/9)

(Presented by Secretariat)

EXECUTIVE SUMMARY
This working paper presents the conclusions and decisions adopted at the Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9) held in Santo Domingo, Dominican Republic, from 27 to 29 March 2019, as presented in the final report issued on 11 April 2019.

Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	• Security & Facilitation
References:	• Global Aviation Security Plan (GASeP) • Annex 9 - *Facilitation* • Annex 17 – *Security*

1.   Introduction

1.1.   The Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9) was held in Santo Domingo, Dominican Republic, hosted by CESAC (*Cuerpo Especializado en Seguridad de la Aviación Civil*) from 27 to 29 March 2019.

1.2.   The meeting was also combined with a Cybersecurity and Unmanned aerial vehicle and the civil aviation Workshop (C/UAVW), in which participants were able to acquire common understanding of potential threats to civil aviation in these specific areas and to share experiences and best practices.

2.   **Conclusions and decisions of the meeting**

2.1   At AVSEC/FAL/RG/9 participants conducted a thorough review on the different programmes and projects established in Aviation Security and Facilitation, and States presented their different initiatives in these areas.

2.2   After the intense exchange of information and discussions maintained at the meeting, the group achieved a set of decisions and conclusions highly oriented towards the implementation of the ICAO Global Plan for Aviation Security (GASeP), whose objectives are adjusted to the NAM/CAR and SAM Regions through the NAM/CAR and SAM Aviation Security Regional Roadmap.

2.3   The conclusions and decisions adopted, which directly or indirectly concern all the States within the NAM/CAR and SAM Regions are presented in the **Appendix** to this WP.

3.   **Participation of States**

3.1   In order to comply with the agreed actions and the ambitious programme established at AVSEC/FAL/RG/9, it is important to encourage States' collaboration and to foster the participation of relevant State experts in planned activities.

3.2   At the same time, States should not disregard the completion within their territories of their regular aviation security and facilitation plans. The update of the National Civil Aviation Security Programme (NCASP) and the National Air Transport Facilitation Programme (NATFP); the activation of the National Aviation Security Committee (NCASC) and the National Air Transport Facilitation Committees (NATFC); and the establishment of monitoring activities to observe AVSEC/FAL measures implementation are key to improve compliance in the region and passengers' experience.

3.3   Finally, ICAO articulates and develops its activities based on the feedback received from Member States. Replies to ICAO State Letters on AVSEC and FAL matters are an important source for this feedback, and they help in calculating statistics and shape ICAO's programme. Therefore, States are urged to reply ICAO State Letters on due time.

4.   **Suggested Actions**

4.1   The Meeting is invited to:

   a)   strongly continue the support to participate in the aviation security and facilitation activities in the region; and

   b)   do the utmost to coordinate, within the respective national entities, the answer to ICAO requests and communications regarding AVSEC and FAL issues.

— — — — — — — — — —

APPENDIX

CONCLUSIONS AND DECISIONS ADOPTED AT THE NINTH MEETING OF THE ICAO/LACAC NAM/CAR AND SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP (AVSEC/FAL/RG/9)

CONCLUSION AVSEC/FAL/RG/9/1	EFFECTIVE PARTICIPATION OF STATES IN REGIONAL ACTIVITIES AND REPLIES TO COMMENTARIES REQUEST ON AVSEC/FAL MATTERS BY ICAO	
What: That, a) Civil Aviation Authorities of the NAM/CAR and SAM States extend their commitment at the interior of their States for implementing the endorsed NAM/CAR and SAM Regional Roadmap derived from the ICAO GASeP, including their aviation security stakeholders, from airports and airlines, among others, to reach an efficient and effective implementation of the security standards, and to achieve the agreed increment of the regional percentage of the effective implementation planned in the AVSEC NAM/CAR and SAM Regional Roadmap; b) NAM/CAR and SAM States' Civil Aviation Authorities establish or update internal mechanisms and procedures to ensure timely and appropriate answers to ICAO AVSEC and FAL requests; and c) in order to accomplish the above mentioned, the Aviation Security (AVSEC) and Facilitation (FAL) appropriate authorities of the NAM/CAR and SAM Regions support their AVSEC and FAL personnel for achieving an active and committed participation in the AVSEC/FAL/RG's activities.		**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To ensure their commitment of participation in the AVSEC/FAL/RG activities, and to ensure their timely response with to ICAO AVSEC and FAL request of comments.		
When: Whenever required	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:	NAM/CAR and SAM States	

CONCLUSION		
AVSEC/FAL/RG/9/2	**WORKING PAPER FOR FALP/11**	

What:	**Expected impact:**
That, States develop a working paper for FALP/11 explaining challenges and barriers faced by persons with disabilities when accessing to air transport in the NAM/CAR/SAM Regions and suggesting potential Annex 9 SARPs on this subject.	☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:		
The drafting of SARPs on this subject will help to harmonize the assistance to persons with disabilities worldwide.		
When: For FALP/11 (draft for comments at AVSEC/FAL/RG/10).	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☐ ICAO ☐ Other:		

CONCLUSION		
AVSEC/FAL/RG/9/3	**PREPARATION OF DOCUMENTATION ON CYBERSECURITY FOR THE THIRTIETH MEETING OF THE AVIATION SECURITY (AVSEC) PANEL**	

What:	**Expected impact:**
That, the Secretariat submit the lessons learned on cybersecurity as an information paper to the next Aviation Security Panel AVSECP/30 (Montreal, 13-17 May 2019).	☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:		
This contribution to the AVSECP could help other Member States in implementing cybersecurity SARPs and will foster dialogue and share the best practices on the subject.		
When: For AVSECP/30 (draft for comments by 5 April 2019).	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☒ ICAO ☐ Other:		

CONCLUSION AVSEC/FAL/RG/9/4	PROGRESS ON THE PROJECT TO DESIGN A SYSTEM TO MEASURE THE LEVEL OF COMPLIANCE OF THE GASeP

What	**Expected impact:**
That, a) the National Action Plan templates be approved, presented in Appendix A to WP/06, as a GASeP measurement tool for its voluntary use by States while developing their work plans; b) a Working Group meeting on the Project to design a system to measure the GASeP implementation level be held, jointly with a Quality Control Workshop, for which the ICAO ISD-SEC would analyse funding possibilities; and c) the ICAO Regional Offices study the way to carry out at least five annual visits to the States of the Regions to measure GASeP effective implementation to further enhance aviation security thru implementation of SARPs, and build the necessary capacity for their implementation, according to a need assessment by the corresponding Regional Offices.	☐ Political / Global ☒ Inter-regional ☒ Economic ☐ Environmental ☒ Operational/Technical

Why:
In order to comply with the NAM/CAR and SAM Regional Roadmap guidelines for the implementation of the ICAO Global Aviation Security Plan (GASeP).

When: Before 2020	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Others	

CONCLUSION AVSEC/FAL/RG/9/5	CONSOLIDATION AND STRENGTHENING OF STRATEGIC APPROACHES OF THE CIVIL AVIATION SECURITY MANAGEMENT (SeMS)

What:	**Expected impact:**

That,
 	
a) all actions suggested in this WP were approved as follows, and that States:
 	
   i.   move forward in the implementation of SeMS in close cooperation and continuous dialogue between the authorities and the industry.
   ii.   provide the means for easy and safe reporting of civil aviation security incidents. This will produce trends and statistics to improve performance and help reduce security system vulnerabilities.
   iii.   ensure cooperation at all levels within service provider organizations (transport operators, airports, and other related organizations), to consolidate an increasingly participatory and comprehensive security culture.
   iv.   reinforce theoretical-practical academic processes to strengthen the entire civil aviation security management system (SeMS), and continue holding periodic academic meetings, such as the workshop held in Bogota, Colombia, for the exchange of best practices in NAM/CAR and SAM States.
   v.   encourage the development of civil aviation security management systems (SeMS), creating a standard model for the collection and analysis of security-related data.
 	
b) a meeting/workshop of the Working Group on Consolidation and strengthening of the strategic approach of the civil aviation security management system (SeMS) be held, with the participation of the industry, to share the progress in the development of a SeMS standard model for the compilation and analysis of aviation security data for the Region interested States.
	☐ Political / Global
	☒ Inter-regional
	☒ Economic
	☐ Environmental
	☒ Operational/Technical

Why:
With the purpose of counting with a tool for the quality control in the States, and comply with one of the GASeP task

When:	Before 2022	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☒ ICAO ☒ Other:		

CONCLUSION AVSEC/FAL/RG/9/6	RESULTS OF THE CIVIL AVIATION CYBERSECURITY WORKSHOP, BUENOS AIRES, ARGENTINA 19 TO 22 FEBRUARY 2019
What: That, a) the AVSEC/FAL/RG took note that ICAO logo should not be used in the future in the material of this workshop, and b) ICAO continue and expedite the development of a standardized training cybersecurity workshop that can be delivered at the regional level.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:		
To cover the need to develop training material on cybersecurity.		
When: Before 2020	**Status:** ☒ Approved/☐ Superseded / ☐ Completed	
Who: ☒ States ☒ ICAO ☒ Other:	Industry	

CONCLUSION AVSEC/FAL/RG/9/7	TRAINING MATERIAL FOR A TRAIN THE TRAINERS PROGRAMME ON FACILITATION
What: That, a) Bolivia produce the train the trainers FAL training and guidance material; and b) once produced, the Secretariat submit the training material for the Train the trainers on Facilitation to the Facilitation Section at ICAO Headquarters, and upload it into the AVSEC/FAL/RG Secure Site once the site is operative.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:		
The training material will help other NAM/CAR/SAM States to develop their own train the trainers programme on Facilitation.		
When: As soon as feasible.	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☒ States ☒ ICAO ☐ Other:	Bolivia	

CONCLUSION AVSEC/FAL/RG/9/8	REGULATION OF AVIATION SECURITY AND FACILITATION ASPECTS OF NON-REGULAR FLIGHTS – CHARTERS AMONG STATES	
What: That, the Working Group on Cooperation and Support a) continue analyzing the referred issue to provide an analysis of the legal status on the Regulation Assessment of Aviation Security and Facilitation Aspects of non-regular commercial flights – charters among States; and b) consult GEPEJTA to learn about the legal analysis of this Group.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical	
Why: Because it is necessary to understand the regulatory scope that States have reached on the commercial flight classification in order to obtain a harmonized legislation.		
When: For the next meeting	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☐ ICAO ☒ Other:	Working Group on Cooperation and Support	

CONCLUSION AVSEC/FAL/RG/9/9	PROCEDURES FOR THE IMPLEMENTATION OF ONE STOP SECURITY SYSTEM (OSS)	
What: That, the OSS Project Working Group: a) hold the second meeting, in order to analyse and discuss the procedures develop by this group and to prepare a plan for its implementation in accordance with the needs of interested States; and b) present the missing documents of the works developed, which will serve as guidance material for interested States.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☒ Economic ☐ Environmental ☒ Operational/Technical	
Why: In order to improve connectivity on a Regional level.		
When: Before 2020	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☒ ICAO ☒ Other:	OSS Project Working Group	

DECISION	
AVSEC/FAL/RG/9/01	**BEIJING CONVENTION**

What:	**Expected impact:**
The Study Group chaired by Chile and integrated by Argentina, Guatemala and Panama drafted and presented a Manual of basic knowledge on biological, chemical and radiological agents. The Manual is aligned with the modernization of the Convention for the Suppression of Unlawful Acts against the Civil Aviation Security (Montreal Convention, 1971) undertaken by the Beijing Convention and its Protocol (2010). The Manual and the training material developed were considered valuable documents that could assist States to better implement the Convention and to harmonize procedures, and the group consequently decided to make it available in the secure site of the Regional Group. The Secretariat will present both documents to the AVSECP/30 so that the Guidance Material and Training Task Forces (WGGM and WGT) of the AVSECP may consider them.	☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:	
The drafting of recommendations in order to align inspection procedures with the Beijing Convention will serve States to better implement it and to harmonize procedures.	

When:	Immediately	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☐ States ☒ ICAO ☐ Other:		

DECISION	
AVSEC/FAL/RG/9/02	**EXPLOSIVE DETECTION DOGS (EDD-K9) GUIDELINES**

What:	**Expected impact:**
The Study Group on Cooperation and Support will address the development of Explosive Detection Dogs (EDD-K9) guidance material establishing minimum requirements for the certification and use of this method of inspection. The Dominican Republic will act as a Coordinator State and Rapporteur for this task.	☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:	
The development of guidelines on Explosive Detection Dogs (EDD) would help Member States in harmonizing certification procedures and foster EDD use.	

When:	For AVSEC/FAL/RG/10	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☐ States ☐ ICAO ☒ Other:	Argentina, Bolivia, Brazil, Dominican Republic (Coordinator State), Jamaica, Panama and COCESNA	

DECISION AVSEC/FAL/RG/9/3	ESTABLISHMENT OF WORKING GROUPS AND PARTICIPATING STATES

What:

The ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group decided to create the following Working Groups in order to progress with the agreed tasks:

1) *Group on risk awareness and response* – Coordinator State: Canada; Member States: Argentina, Brazil, Panama and Venezuela.
2) *Group for the development of a security culture and human capability* – Coordinator State: Argentina; Member States: Bolivia, Chile, Colombia, Jamaica, Panama and Uruguay.
3) *Group on technological resources and innovation* – Coordinator State: United States; Member States: Argentina and Jamaica.
4) *Group on oversight and quality assurance* – Coordinator State: Brazil; Member States: Jamaica, Panama, Uruguay and Venezuela.
5) *Group on cooperation and support* – Coordinator State: Dominican Republic, Member States: Argentina, Jamaica and United States.
6) *Group on Facilitation* – Coordinator State: Bolivia, Member States: Brazil, Dominican Republic and Panamá.

Expected impact:

☐ Political / Global
☒ Inter-regional
☐ Economic
☐ Environmental
☒ Operational/Technical

Why:

To follow-up on tasks established by the AVSEC/FAL/RG.

When:	Immediately	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☒ ICAO ☐ Other:		

DECISION	
AVSEC/FAL/RG/9/04	**REGIONAL CONTINGENCY PLAN EXERCISE**

What:	**Expected impact:**
Argentina presented a proposal for the organization of a regional contingency plan exercise with the aim of harmonizing protocols and better coordinating assistance. The exercise would be conducted in Buenos Aires in coordination with ICAO ISD-SEC Section, and the participation of other States is absolutely welcome. The AVSEC/FAL/RG took note and agreed: a) to nominate experienced specialists to participate in the organization of the contingency plan exercise; and b) to task the Secretariat for coordinating the participation of ICAO ISD-SEC Section, prevent duplicities on the resources and assistance offered by the States and coordinate logistics.	☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical

Why:	
Standard 5.1.4 of Annex 17 establishes for States to ensure the drafting of contingency plans that are verified on a regular basis, and that resources made available to safeguard civil aviation against acts of unlawful interference. Various meetings of AVSEC Authorities recently held in the Region identified the need to share best practices related regional contingency plans.	

When:	Immediately	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☒ ICAO ☐ Other:		Argentina, Chile, Paraguay, Uruguay and ACI.

— END —