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Agenda Item 6: NAM/CAR Regional Aviation Security/Facilitation Implementation

DEVELOPMENT THE DOMINICAN REPUBLIC IN THE MATTER OF CIVIL AVIATION SECURITY

(Presented by Dominican Republic)

EXECUTIVE SUMMARY	
This information note shows a summary of the advances of the Dominican Republic in all aspects of regulation, technology, quality control, instruction in terms of AVSEC, and the cooperation that we have provided to the civil aviation security world system, as well as the intention of support to the ICAO Initiative “no country left behind” (NCLB) reflected in the conclusion of this note.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none">• A39-WP/15 Establishment of a world plan on Civil Aviation Security.• A39- WP/23 Initiative “no country left behind” (NCLB).• A39-WP/28 Report on ICAO’S Technical Assistance Program in the Operational Security Sphere, Aviation Security And Facilitation and Environment.• A39-WP/446, Progress of the Dominican Republic in Civil Aviation Security.• Law Number 188-11, on Civil Aviation and Airport Security, of the Dominican Republic.• A40-11 Consolidated statement on continuing

1. Introduction

1.1 The Dominican Republic is signatory to the convention on international civil aviation since the year 1944, which it ratified on september 25th, 1945, demonstrating the firm commitment to take all the responsibilities that would derive from that very important action. Civil aviation security has been, is and will be one of the main national interest of the State.

1.2 The Dominican State has established the specialized corps on civil aviation and airport security (CESAC), military entity and competent authority in terms of civil aviation security, under the Ministry of Defense; In the same way, “The Civil Aviation Security National Committee has been established

(CONASAC), chaired by the Defense Minister, the Airport security committees chaired by the CESAC Security Directors. Furthermore, there are a number of collegiate and interinstitutional organisms of which the CESAC is a member with voting rights, these include the Civil Aviation Junta (JAC) and the Airport Commission.

2. ADVANCES IN REGULATION.

2.1 The Dominican State has kept at the forefront of under in the heading of ICAO'S juridics instruments in the field of civil aviation security, because, just like the Chicago convention, it has signed, ratified and deposited all of them as detailed below:

- a) Convention about Infration and certain other acts, committed on Board Airacraf, signed in Tokyo on September 14th, 1963. (Doc. 8364- "Tokio Convention")
- b) Convention for the suppression of unlawful seizure of aircraft, signed in the Hague, December 16, 1970.
- c) Convention for the suppression of unlawful acts against the safety of civil aviation, signed in Montreal, September 23, 1971.
- d) Protocol for the suppression of unlawful acts of violence at Airports serving civil international aviation signed in Montreal on February 24th, 1988.
- e) Convention on the marking of plastic explosives for the purpose of detection, drafted in Montreal on March 1st, 1991.
- f) Convention for the suppression of unlawful acts related to the international civil aviation drafted in Beijing on September 10th, 2010.
- g) Protocol for the suppression of unlawful seizure of aircraft, drafted in Beijing on September 10th, 2010.
- h) Protocol that modifies the convention on offenses and certain other acts committed on board Aircraft, drafted in Montreal on April 4th, 2014.

2.2 Likewise, it has developed and promulgated the law No.188-11 on Civil Aviation And Airport Security with its application regulations approved by Decree No. 376-06 and the law No. 267-08, on terrorism, which are legislations that penalize the acts violating the provisions regarding civil aviation security, these include actions that involve the disruption and insubordination in flight or on the ground, two figures that the ICAO permanently urges States to penalize within themselves, as well as the administrative sanctions. the important security and defense system of the national air space was also created.

2.3 Likewise, it has devoloped and approved the Civil Aviation Security National Programme (PNSAC), the Civil Aviation Security Quality Control National Programme (PNCCSAC), the Civil Aviation Security Instruction National Programme (PNISAC), the Accreditation Regulation to private service providers of Civil Aviation Security (RAPSPSAC), a Security Programme for each one of the airports (PSA), which are under the control in terms of civil aviation security of the CESAC, and a security programme for each aircraft operator (PSEA), Of which we actually have 74 approved (57 foreigners and 17 Nationals)

3. TECHNOLOGY

3.1 A cybersecurity infrastructure was implemented, which allows us to guarantee the operational continuity of all the critical assets of the institution, such as servers, communication networks and computer systems.

3.2 An integrated video surveillance system was implemented, which consists of a set of technological tools, human resources, infrastructure, procedures and controls aimed at the monitoring, storage, processing and analysis of the images and events that take place at airport terminals and registered in real time, whose data transmission is carried out through a private network of communication that connect these points with the main CESAC headquarters. for an efficient and effective performance of the supported mission and that is based on the use of video surveillance software (VMS) in IP data networks. This technological infrastructure has analytical video capabilities in Las Americas terminal, which allows us to identify abandoned objects, route identification, objectives, among others; Likewise, an interface was implemented with the X-ray machines at the Jose Francisco Peña Gomez and Punta Cana international airports, strengthening the supervision and control capabilities at these airports.

3.3 We are currently developing the design of what will be the third phase of this project, which will include the Gregorio Luperón (MDPP), Cibao (MDST) and Semana (MDCY) International Airports.

3.4 We also have the Aeronautics Management Automated Integrated System (SIAGA), which allows us to purge national pilots licenses for local Flights, in a Fully automated manner with real time access to a database where they are kept up to date on a permanent basis, resulting in an absolute control of the entry to restricted areas of the pilots who carry out flights inside the country.

3.5 We also developed and implemented the computer related incidents management system, which is a software that guarantees that incidents related to the video surveillance platform, are treated in a proper and efficient way, through an integrated monitoring process and management of the whole life cycle of the incident, from the initial registration, going through the investigation, root cause analysis, resulting actions, up to the verification of the efficiency.

3.6 A telephone exchange was installed (or PBX (Private Branch Exchange) and a PABX (Private Automatic Branch Exchange) that speaking in a simple way, is a private equipment that allows us to handle internal telephone calls in the institution and share access lines to the public network with the users, in order to allow them to make and receive calls from and to the outside. Somehow it works as a branch of the public telephone network. The IP central or an IP-PBX is a telephone Exchange that Operates Internally using the IP protocol. in this way, it uses the data communications infrastructure (LAN and WAN) to carry out its functions. This IP technology can be both connected to VIP public services, as well as having the ability to work with conventional analog or digital telephone lines (ISDN). With the implementation of this central office, CESAC was able to reduce by 100% the costs of telephone bills at the Headquarters.

3.7 We are creating an ant explosive vehicle unit to protect the devices which features consist on: metal structure in relation to stell and other parts in aluminiun, two electronic engines, four tires, robotic fastener arm or claw, transceiver of radio frequency, among other tings.

3.8 All this technological capacity implemented by the State in the country's airports results in an increase in security levels in those terminals and better support for other military and police agencies in the fight against organized crime.

4. INSTRUCTION.

4.1 The Dominican Republic has the Civil Aviation Security School (ESAC), which in 2014 accredited as an ICAO AVSEC Instruction Regional Center was of the international civil aviation (ICAO) and which mission to enable train and improve the national and foreign staff which is involved or work in such activities related to security service of the civil aviation security.

4.2 By this time, the ESAC has formed more than 11,500 AVSEC security members, for strengthening Civil Aviation Security.

4.3 The ESAC has a modern, virtual classroom, equipped with 34 computers, with an informative system (software) called EAGLE version 4.8, made in Israel, with the aim to train, certify and carry out the trainings through a computer, to the personnel that performs the function of X-Ray machine operator, (Smith, Rapiscan and L3) who simulates a crew and passengers inspection post, as well as imagery interpretation in different X-Ray machine models, carry on luggage, hold baggage or checked baggage. This system has the convenience of being up dated in accordance with the variations of the standards and some procedures in the screening of passengers and their luggage. One of the most important tools of the system is the threat assesment library, with about 60,000 different images with items and devices with which an act of unlawful interference can be committed, also dualview system with the possibility of changing the viewing angle.

4.4 The ESAC also has a library (physical and virtual) with a large variety of books and documents on Civil Aviation Security, among others. This library is equipped with 22 computers and internet ready, which have installed a digital portal where searches can be made in a digital way. In addition, this library is used to teach courses related to Microsoft Office and English packages.

4.5 The institution seeks to raise the levels of knowledge of the actors who apply security measures in airports terminals, and thus maintain the efficiency of nerves and coordination between all institutions and companies in the airport sector.

4.6 In the same way, this center is available to the states of the region to provide specialized training and share best practices in support of the implementation of ICAO programs. In this way, we have taught a total of twelve courses sponsored by ICAO. for a total of 208 graduates from 17 nations in the region.

5. COOPERATION.

5.1 With ICAO'S assistance, AVSEC expert instructors and auditors have been trained, we count with 8 instructors AVSEC certificate in terms of Civil Aviation Security by ICAO and we cooperate with them in their mission to oversee security systems in the western hemisphere, as well as the training of the personnel and share the best practices with other nations of the region.

6. QUALITY CONTROL ON CIVIL AVIATION SECURITY.

6.1 The Dominican Republic has implemented since the year 2004, the Quality Control Directorate on Civil Aviation Security, which currently has twenty two (22) AVSEC National Inspectors, including two (2) International Auditors Certified by ICAO.

6.2 Since the year 2010, the CESAC is certified under the standards of ISO 9001, currently in its 2015 version, thus showing quality standards when it comes to the effective implementation of its internal processes that positively impact internal clients and stakeholders of the institution.

7. CONCLUSION.

7.1 The Dominican State has maintained sustainable a development over time complying with national and International Standards and creating the entities that guarantee the long term future of the system in an efficient and effective way and protecting the environment.

7.2 The State, with the experts in the matter of AVSEC security is ready to socialize, cooperate and support the ICAO initiative. No country left behind (NCLB), in conformity with the resources availables.