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Agenda Item 5: NAM/CAR Regional Aviation Security/Facilitation Implementation

DEVELOPMENT OF THE DOMINICAN REPUBLIC IN MATTER OF CIVIL AVIATION SECURITY

(Presented by Dominican Republic)

EXECUTIVE SUMMARY

This informative note presents a summary of the development of the Dominican Republic in the aspects of regulation, technology, quality control, training in AVSEC matters, and the cooperation that we have provided to the global civil aviation security system, as well as the intention of the support for the ICAO initiative "No Country Left Behind (NCLB)", embodied in the conclusion of this note.

Strategic Objectives:	• Strategic Objective 3 – Security & Facilitation •

1. Introduction

1.1 The Dominican Republic is a signatory to the Convention on International Civil Aviation since 1944, which it ratified on September 25, 1945, demonstrating its firm commitment to assume all international obligations that would derive from that very important action. The security of civil aviation has been, is and will be, one of the strategic priorities of the Dominican State.

1.2 Indeed, the Specialized Corps for Airport and Civil Aviation Security (CESAC) has been established, a military entity and competent authority in matters of civil aviation security, dependent on the Ministry of Defense; likewise the National Civil Aviation Security Committee (CONASAC) chaired by the Minister of Defense; the Airport Security Committees, chaired by the CESAC Security Directors. There is also a series of collegiate and inter-institutional organizations of which CESAC is a member with voice and vote, among them we can mention the Civil Aviation Board (JAC) and the Airport Commission, among others.

2. Advances in regulation

2.1 The Dominican State has expressed its commitment to the ratification of international air law instruments in the field of aviation security, which we detail as follows:

a. Convention on Offenses and Certain Other Acts Committed on Board Aircraft, signed in Tokyo on September 14, 1963 (Doc. 8364 — "Tokyo Convention"); Resolution no. 15, Official Gazette no. 9199, dated September 19, 1970.
b. Convention for the Suppression of the Unlawful Seizure of Aircraft, signed in The Hague on December 16, 1970 (Doc. 8920 — "The Hague Convention"); Resolution no. 503, Official Gazette no. 9300, dated March 3, 1973.
c. Convention for the suppression of unlawful acts against the safety of civil aviation, signed in Montreal on September 23, 1971 (Doc. 8966 — "Montreal Convention"); Resolution no. 408, Official Gazette no. 9281, dated November 15, 1972.
d. Protocol for the suppression of unlawful acts of violence at airports serving international civil aviation, complementary to the Convention for the suppression of unlawful acts against the safety of civil aviation, done in Montreal on September 23, 1971, signed in Montreal on February 24, 1988 (Doc. 9518 — "Montreal Protocol"); Resolution no. 46-00, Official Gazette no. 10053, of July 31, 2000.
e. Convention on the marking of plastic explosives for detection purposes, done in Montreal on March 1, 1991 (Doc. 9571 — "MEX Convention"); Resolution no. 27-00, Official Gazette no. 10048, of September 15, 2000.
f. Convention for the Suppression of Unlawful Acts Related to International Civil Aviation, done in Beijing on September 10, 2010; Resolution no. 278-12, Official Gazette no. 10700, of November 19, 2012.
g. Protocol for the Suppression of the Unlawful Seizure of Aircraft, done at Beijing on September 10, 2010. (Also known as Supplementary Protocol to the Convention for the Suppression of the Unlawful Seizure of Aircraft); Resolution no. 278-12, Official Gazette no. 10700, dated November 19, 2012.
h. Protocol Amending the Convention on Offenses and Certain Other Acts Committed on Board Aircraft done at Montreal on April 4, 2014 (or "Protocol Amending the Tokyo Convention"); Resolution No. 400-15, Official Gazette No. 10826 of December 31, 2015.

2.2 In the same way, it has developed and promulgated Law no. 188-11, on Airport and Civil Aviation Security with its Application Regulations approved by Decree no. 376-06 and Law no. 267-08, on Terrorism, which are laws that penalize acts that violate civil aviation security provisions, among these are actions that involve disturbance and insubordination in flight or on the ground, two figures that ICAO permanently urges the States to penalize it within them, as well as administrative sanctions, in addition, the important National System for Security and Defense of the Airspace is created.

2.3 Equally, we have prepared and approved the National Civil Aviation Security Program (PNSAC), the National Civil Aviation Security Quality Control Program (PNCCSAC), the National Civil Aviation Security Training Program (PNISAC), the National Civil Aviation Security Accreditation and Certification Program (PNACSAC), a Security Program for each of the airports (PSA) that are under the control of CESAC in terms of civil aviation security and a Security for each aircraft operator (PSEA), of which we currently have 74 approved (57 foreigners and 17 nationals).

3. Technology

3.1 The cybersecurity infrastructure was implemented, which allows us to guarantee the operational continuity of all the critical assets of the institution such as Servers, Communications 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 monitoring, storage, processing and analysis of images and events that occur in airport terminals and registered in real time, whose data transmission is carried out through a private communication network that links said points with the main headquarters of CESAC, for an efficient and effective performance of the assigned mission and that is based on the use of Software Video Surveillance (VMS) over IP data networks. This technological infrastructure has analytical video capabilities in the Las Américas terminal, which allows us to identify abandoned objects, route identification, objectives, among others;

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

3.4 There is also the Integrated Automated Aeronautical Management System (SIAGA), which allows debugging national pilot licenses for local flights, automatically, with real-time access to a database, where they are updated from permanently the status of the pilots, resulting in a control over the entry to restricted areas of the pilots who carry out flights within the country.

3.5 The Computer Incident Management system was developed and put into operation, this software guarantees that incidents related to the video surveillance platform are treated adequately and efficiently, through an integrated process of monitoring and management of the entire life cycle of the incident, from the initial registration, through the investigation, cause analysis, resulting actions, until verification of effectiveness.

3.6 Installed a **Telephone exchange** (or PBX for Private Branch Exchange and PABX for Private Automatic Branch Exchange in English) which is nothing more than a private equipment that allows you to manage internal telephone calls in the institution and share the access lines to the public network with the users, to allow that they make and receive calls from and to the outside. In a way it acts as a branch of the public telephone network. The IP exchange or an IP-PBX is a telephone exchange that works internally with the IP protocol. In this way, it uses the data communications infrastructure (LAN and WAN) to perform its functions. This IP technology can therefore connect to public VIP services, but also have the ability to work with conventional analog or digital telephone lines (ISDN).

3.7 A mobile anti-explosive vehicle unit is being created for the protection of bomb squads, whose characteristics consist of: metallic structure with steel alloy and other parts in aluminum, two electronic motors, four tires, robotic arm holding or claw, radio frequency receiver transmitter, in other aspects.

4. Training

4.1 The Dominican Republic has the Civil Aviation Security School (ESAC), which was accredited in 2014 as an AVSEC Regional Training Center of the International Civil Aviation Organization (ICAO) and whose mission is to train, train and to perfect the national or foreign personnel that develops in activities of the civil aviation security services.

4.2 To date, ESAC has trained more than eleven thousand five hundred (11,500) AVSEC security members, to strengthen civil aviation security.

4.3 ESAC has a modern virtual classroom, equipped with 34 computers, with a computer system (software) called EAGLE version 4.8 of Israeli manufacture, with the aim of training, certifying and carrying out training by means of the computer, the personnel who exercise the x-ray machine operator function (Smiths, Rapiscan and L3, which simulates a passenger and crew inspection post, as well as the interpretation of images in different models of x-ray machines, hand luggage and hold or checked This system has the facility to be updated according to the variations of the norms and some procedures in the inspection of passengers and their baggage, one of the most important tools of the system is the library of threats, with about 60,000 different images with articles or artifacts with which an act of illegal interference can be committed, in addition, dual-view system with the possibility of changing the viewing angle.

4.4 ESAC also has a library (physical and virtual), with a wide variety of civil aviation security books and documents, among others, it is equipped with 22 computers and internet, which have a digital portal installed where You can make inquiries digitally. In addition, this library is used to teach courses related to Microsoft Office and English packages.

4.5 Likewise, 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 the ICAO, for a total of two hundred eight (208) graduates from seventeen nations in the region.

5. Cooperation

5.1 With the help of ICAO, expert auditors have been trained and we have eight (8) AVSEC instructors accredited in the field of civil aviation security by ICAO, with whom we have cooperated with it, in their mission to audit security systems. western hemisphere security; as well as personnel training, and sharing best practices with other nations in the region.

6. Quality control in civil aviation security.

6.1 Since 2004, the Dominican Republic has implemented the Civil Aviation Security Quality Control Directorate, which currently has twenty-two (22) AVSEC National Inspectors, including two (2) International Auditors accredited by the Organization of International Civil Aviation (ICAO).

6.2 Since 2010, CESAC has been certified under the standards of ISO 9001, currently in its 2015 version, thus showing quality standards in the effective application of its internal processes that positively impact internal clients and stakeholders of the company. institution.

7. Conclusion

7.1 The Dominican State has maintained sustainable development over time, seeking to comply with national and international regulations; and creating the entities that guarantee the permanence of the system in an efficient, effective way and protecting the environment.

7.2 The State, with AVSEC security experts, is ready to socialize, cooperate and support the ICAO initiative “No Country Left Behind (NCLB)”, in accordance with available resources.

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