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 5:	**Programmes and Projects - Facilitation (FAL)**
	5.2 Report on Facilitation Best Practices/Establishment of a Database Project

FAL BEST PRACTICES

(Presented by Chile)

<table>
<tr><td colspan="2" align="center">EXECUTIVE SUMMARY</td></tr>
<tr><td colspan="2">This working paper presents advances in the FAL Best Practices FAL project along with the next activities and actions required.</td></tr>
<tr><td>Action:</td><td>Action is presented in Section 4.</td></tr>
<tr><td>Strategic Objectives:</td><td>• Security and Facilitation</td></tr>
<tr><td>References:</td><td>• Records of the Third Meeting of the Regional Group on Aviation Security and Facilitation NAM / CAR / SAM ICAO / CLAC (Lima, Peru, from 19 to 21 June 2013):
• Meeting report
• NE/23 - FAL Best Practices</td></tr>
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1.   Introduction

1.1   During AVSEC/FAL/RG/3 in "Agenda Item 9", Chile proposed the creation of a project called "Best Practices FAL" that would generate a database of best facilitation practices implemented by States. The project seeks to provide timely information on best practices in the region and contribute to a shared knowledge of successful experiences and coordination among States, in addition to other intended benefits. The Meeting agreed to the creation of the project, led by Chile as its coordinator and including Colombia, Ecuador, Peru, Dominican Republic and ALTA.

1.2　　　　　The project would have two phases. The first phase including the development of the methodology; this comprises defining the information fields to be collected that the database of best practices would be built on, along with the development of the mechanism for regular maintenance of the database. The first phase would also entail the creation of the database via the following three activities: a) consultation with States to identify their best practices or those of other states based on the methodology developed; b) review of the information gathered and creation of the database; c) preparation of a draft resolution that approves the proposed methodology.

1.3　　　　　The second phase entails sending the database to ICAO/CLAC for publication and maintenance. This would be accompanied by a CLAC resolution to promote the use of the database.

2.　　　　　Completed activities

2.1　　　　　As part of phase one, the information fields to collect best practices were defined. Below is the list of information fields defined, accompanied for explanatory purposes by the description indicated in brackets:

- Name / Title of the practice [Description of the best practice in one sentence]
- Country [Country that implemented the best practice]
- Description of the project [Including the previous situation, what was done and how the situation was modified, along with the subsequent benefits. Other complementary background information would include the actors, scope, and milestones that enabled the advancement of the best practice, alternatives that were not successful, and challenges that were overcome]
- Regulations and other precedents that facilitated or promoted the change [States are requested to send this material in electronic form.]
- Contact details [Of the person, institution, or the website of the related organization]

2.2　　　　　Next, contributing States were requested to propose best practices in facilitation while taking into account the information fields, and/or to reference to practices from other States that they deemed relevant. Argentina was directly requested to send background information regarding the removal of its migration card under the implementation of a biometric system.

2.3　　　　　Colombia, Argentina and the Dominican Republic reported their best practices, entitled respectively: "Unification of Security Checks at Public Airports"; "Creating a Biometric Identification System for Security and Elimination of 'Entry/Exit' Cards"; and "Establishment of a National Program for Air Transport Facilitation". Attached in the **Appendix** to this paper are the corresponding records of these best practices, which serve as the first three additions to the FAL Best Practices Database.

3.　　　　　**Next activities**

3.1　　　　　As part of the first phase, the regular maintenance mechanism of the database remains to be generated. For this purpose, the Secretariats present are particularly requested to provide guidance, proposals and/or alternatives to perform the indicated maintenance. Once the maintenance mechanism is defined, the second phase will begin. The database will be sent to ICAO/CLAC for publication and maintenance, and a draft resolution to promote the use of the database will be proposed to CLAC.

4.   **Suggested action**

4.1   The Meeting is invited to:

a) review completed activities and the next activities proposed; and

b) request States to report on the best practices in facilitation that can be implemented using the defined information fields, or refer to the best practices of other States that they deem relevant in order to then directly request background information.

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APPENDIX
FAL BEST PRACTICES DATABASE

RECORD NO. 1

Date information received: November 2013
Last Modified: -

Name / Title of the practice: Unification of Security Checks at Public Airports

Country: Colombia

Project description:

The following is a brief explanation of how Colombia was able to establish a single inspection filter at its international airports.

Motivation, milestones, and solution

Several users had complaints about the Rafael Núñez International Airport, which serves the city of Cartagena de Indias, stating that the passengers were subjected to various inspections by different authorities in the same small portion of the airport. Additionally, at a meeting for "Prosperity Agreement" that summoned the different unions in the region, the participants repeatedly expressed their disagreement with the inspection procedures carried out in the airport to the President of the Republic; they stressed the negative impression on foreign passengers. As a result, the different authorities were ordered to unify inspections undertaken by law in airports.

Ensuring implementation of the measure

Subsequently, the Department of Airport Safety and Supervision, as the aviation authority, issued Notice No. 4302-082-18.11, in which they requested an immediate meeting with representatives of the various authorities in order to standardize control procedures. These standardized control procedures must coincide with the infrastructure of each airport and aim to facilitate passenger access to boarding areas without compromising the security controls of civil aviation.

Regulations and other precedents that facilitated and promoted the change:

1. Regulation Notice No. 4302-082-18.11
2 Cartagena Airport - Unification of Controls Report
3 Cali Airport- Single Point of Control Protocol

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RECORD NO. 2

Date information received: January 2014
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Name / Title of the practice: Creating a Biometric Identification System for Security and the Elimination of "Entry/Exit" Cards

Country: Argentina

Project description:

The following is a brief explanation of how Argentina eliminated its migration card under the implementation of a biometric system.

Previous situation and solution

In Argentina the legal record previously consisted in an entry/exit card, while the digital record, used for searching, had no legal value. In order to provide the digital record with greater legal weight, the entire staff of immigration control registered a digital signature, followed by the replacement of the passenger's signature on the card with the reading of their fingerprint.

- As a result, data is recorded by a public official as witness who signs with a digital signature.
- The fingerprint record attests to the presence of the passenger and completes the formalization of the record.

Benefits and motivation

Although the adoption of a biometric registration system was designed to strengthen the process of identification of persons and fraud detection, it enabled the elimination of the entry/exit card by replacing it with digital procedures.

- Interestingly, the removal of the card, in addition to the facilitation it involved, accelerated the time at immigration control by eliminating the "dead time" created by those who had not filled out the card, had filled it out incorrectly, or could not find it.

Current situation – other facts

- For tourists who enter the country without the requirement of showing their passport (MERCOSUR and Associated States), the system automatically issues a receipt with their information (when they register in the system with this entry category and a travel document other than a passport). The inspector's stamp on this receipt becomes the passenger's proof of legal residence to be presented to the airlines when embarking, upon their return, or for any other legal procedure. Because migratory movement was registered this way, the receipt could be discarded upon departure.
- Naturally arose the need to protect data with different data backup protocols. For this purpose, a "mirror" datacenter was installed in another unit of the National Directorate of Migration (DNM) located in another part of the city of Buenos Aires. After an open call for tenders, connections were established with contingency systems; data backups are periodically performed and deposited in safes.
- As of January 2014, 13 airports and the port of Buenos Aires were operating with biometrics.

Regulations and other precedents that facilitated or promoted the change:

The following is the provision that implements the use of a biometric identification system for security, based on the powers conferred by Law 25871 (General Migration Act) for that end.

1. Provision 843/2012 of the National Directorate of Migration

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RECORD NO. 3

Date information received: January 2014
Last Modified: -

Name / Title of the practice: Establishment of a National FAL Programme

Country: Dominican Republic

Project description:

A national FAL programme was established, complying with Annex 9 of the Chicago Convention - Chapter 8 - Section G: "Establishment of National Facilitation Programs", consistent with the corresponding Standards or Recommended Practices (SARPs) and appendices. This program is implemented through Decree 500-09 which established, among other things, the aim, objectives and tasks of the National FAL Programme.

Promoting compliance with the SARPs in Annex 9

The Airport Facilitation Committees are examined by the Facilitation Division of the Board of Civil Aviation according to a specified schedule of four inspections to airports that handle more than 500,000 passengers and the three inspections to those that handle fewer passengers, in addition to performing special inspections when necessary. For these examinations, the "Facilitation Inspection Form" is used (attached), which is created according to the provisions of Annex 9 and reviewed upon Annex 9 amendments.

Benefits

Similarly, the Division staff participates in the Airport Facilitation Committees' meetings. As a result of these provisions, there has been a greater integration of the security authorities, airport operators, airlines and other entities that interact in the process of facilitation at airports, such as immigration and customs, which contribute to a more effective implementation of the SARPs contained in Annex 9. These provisions have also greatly improved available services for people with disabilities.

Regulations and other precedents that facilitated or promoted the change:

Taking into consideration the provisions of Article 22 of the Chicago Convention and Articles 264 and 265 of the Law No.491-06 on Civil Aviation in the Dominican Republic, Decree 746-08 was emitted, creating the National Transport Facilitation Committee appointed to the Civil Aviation Board, and Decree 500-09. Through these regulations the National FAL Committee and the necessary Airport Facilitation Committees were created (8 in total); additionally, the purpose, objectives and tasks of the National FAL Program and the tasks of the FAL Airport Program were established.
1. Decree No. 746-08
2. Decree No. 500-09
3. Facilitation Inspection Form - Approved on 12 February 2013

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