



INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)
ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL (OACI)

COMISIÓN LATINOAMERICANA DE AVIACIÓN CIVIL (CLAC)
LATIN AMERICAN CIVIL AVIATION COMMISSION (LACAC)



AVSEC/FAL/RG/4 — WP/10
21/04/14

**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 7: Training, Cooperation, and Assistance
7.1 Implementation Support and Development Section – Security (ISD-SEC) Update

SECURITY AND FACILITATION ACTIVITY IN THE NAM/CAR AND SAM REGIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper provides information on NAM/CAR and SAM Aviation Security (AVSEC) and Facilitation (FAL) activities and related relevant information to be considered by the appropriate authorities to accomplish the provisions of Annex 9 – <i>Facilitation</i> and Annex 17 - <i>Security</i> .	
Action:	The suggested action is presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Security and Facilitation
<i>References:</i>	<ul style="list-style-type: none">• Report on Items 14, 15 and 16 of the 38th Session of the ICAO Assembly• Annex 9 – <i>Facilitation</i>• Annex 17 – <i>Security</i>• <i>Universal Security Audit Programme - Analysis of audit results: November 2002 to June 2013</i>, Fifth Edition, 2013

1. Introduction

1.1 Taking into consideration the results of the ICAO Universal Security Audit Program (USAP) Second Cycle Audits, coordinated with the ICAO Headquarters Implementation Support and Development Section - Security (ISD-SEC), the NACC and SAM Regional Offices have developed training and assistance activities in the NAM/CAR and SAM States to enhance implementation of Annex 9 – *Facilitation* and Annex 17 – *Security* requirements.

2. Training and Assistance Activities

2.1 Based in the identified needs, and with support from several States that agreed to be hosts, as part of the *ICAO/Transport Canada Training Awareness Programme - Phase III Initiative* (part of the *ICAO/Transport Canada Aviation Security Project*), several workshops on civil aviation security risk management overview were conducted. Workshops' principal objectives were to support States with the accomplishment of Annex 17 requirements related with risk management analysis, and to allow aviation security management personnel to develop effective measures for risk management to apply ICAO Standard and recommended practices (SARPs) and any aviation security measure required by States. These are the workshops that have taken place:

NAM/CAR Region

- El Salvador, Guatemala and Honduras
(Tegucigalpa, Honduras, 11 to 15 March 2013)
- Antigua and Barbuda, Barbados, Grenada, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines and ECCAA
(Saint John's, Antigua and Barbuda, 27 to 31 May 2013)
- Cuba and Dominican Republic
(Santo Domingo, Dominican Republic, 1 to 5 July 2013)
- Bahamas, Belize, Bermuda, Cayman Islands, Jamaica and Turks and Caicos Islands
(Kingston, Jamaica, 15 to 19 July 2013)
- Mexico
(ASTC/CIIASA, Mexico City, Mexico, 23 to 27 September 2013)

SAM Region

- Aruba, Bonaire, Curaçao, Guyana, Sint Maarten, Suriname, and Trinidad and Tobago
(Suriname, 4 to 8 February 2013)
- Argentina, Paraguay and Uruguay
(Montevideo, Uruguay, 11 to 15 March 2013)
- Colombia, Ecuador and Venezuela
(Caracas, Venezuela, 6 to 10 May 2013)
- Costa Rica, Nicaragua and Panama
(Panama City, Panama, 13 to 17 May 2013)
- Bolivia, Chile and Peru
(Lima, Peru, 1 to 5 July 2013)
- Brazil
(Brasilia, Brazil, 19 to 23 August 2013)

2.2 As part of the ISD-SEC Program, ICAO has conducted State enhanced Assistance Plans in the NAM/CAR Regions for Haiti, Honduras, and ECCAA involving onsite experts to improve the legal framework and AVSEC programmes within those States. This has also included training for multidisciplinary work teams designated by States that integrate several governmental entities in this objective. A new project has begun for the Bahamas. In SAM Region, an Improvement Plan is been implemented in Paraguay, and projects for Colombia and Bolivia are initiating; another one is in developmental process for Suriname.

2.3 Regarding FAL issues, two NAM/CAR and SAM regional seminars have been conducted: one in Santiago, Chile, in February 2012 and another in Mexico City, Mexico, in May 2013. The seminars provided information regarding updates and latest amendments to Annex 9 Standards and Recommended Practices (SARPs), and other issues oriented to Facilitation; separated from Machine Readable Travel Document (MRTD), a topic that ICAO has treated separately. The next NAM/CAR and SAM Facilitation Regional Seminar will be conducted at the ICAO SAM Regional Office in Lima, Peru, from 9 to 11 September 2014.

2.4 With regard to MRTDs, in a joint ICAO and OAS Inter-American Committee against Terrorism (CICTE) effort, several regional seminars have been provided to NAM/CAR and SAM States on the best practices for security of travel documents and identity management, oriented specifically to those authorities in charge of issuing identity and/or travel documents.

2.5 An ICAO Regional Seminar on Machine Readable Travel Documents, Biometrics and Identification Management was conducted in Philipsburg, Sint Maarten, 9 to 11 July 2013; for the NAM and CAR Region, and two sub-regional workshops on Best Practices on Security in Travel Documents and Identification Management were held in Colombia and Chile in 2013, for the SAM Region

2.6 As part of this programme on security travel documents and identity management, onsite evaluations by ICAO and OAS/CICTE experts were conducted in:

- Dominican Republic, 28 to 30 March 2012
- Guatemala, 8 to 11 May 2012
- El Salvador, 4 to 8 June 2012
- Antigua and Barbuda 7 to 11 November 2012
- Lima, Peru, August 2013
- Asunción, Paraguay, 3 to 6 December 2013

3. **Suggested Action**

3.1 The participants of the Meeting AVSEC/FAL/RG ICAO/LACAC are invited to:

- a) support assistance of ICAO initiatives in the NAM, CAR and SAM Regions as in other regions in the world, making the provision of ICAO experts and resources to contribute in the aforementioned initiatives; and
- b) coordinate your assistance projects, with ICAO particularly, to ensure the avoidance of duplicity in assistance programs.