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**Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
(NACC/DCA/07)**

Washington, D. C., United States, 19 – 21 September 2017

Agenda Item 5: NAM/CAR Regional Safety/Air Navigation/Aviation Security Implementation Matters
5.6 Improvements in Aviation Security/Facilitation (AVSEC/FAL) implementation

NAM/CAR REGIONAL ACTIVITY ON AVIATION SECURITY AND FACILITATION

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This working paper presents relevant information regarding NAM/CAR regional activities on Aviation Security (AVSEC) and Facilitation (FAL) that appropriate authorities responsible for these two areas should consider in order to comply with Standards and Recommended Practices (SARPs) of Annex 9 – <i>Facilitation</i> , and Annex 17 – <i>Security</i> .	
Action:	Suggested action is presented in Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Security & Facilitation
References:	<ul style="list-style-type: none">• Doc 10075 <i>Assembly Resolutions in Force (as of 6 October 2016)</i>, Part VII Unlawful Interference• Annex 9 - <i>Facilitation</i>• Annex 17 - <i>Security</i>

1. Introduction

1.1 The 39th Session of the Assembly reaffirmed, among other considerations, that aviation security handling must continue to be treated as a matter of highest priority and appropriate resources should be made available by ICAO and its Member States. As part of that Assembly mandate, and the No Country Left Behind (NCLB) strategy, the ICAO North American, Central American and Caribbean (NACC) Regional Office has carried out training events and assistance activities in the NAM/CAR States oriented to promote and improve implementation of Annex 9 – *Facilitation* and Annex 17 – *Security* provisions, in coordination with the ICAO Headquarters Implementation Support and Development Security Section (ISD-Sec), and the Facilitation (FAL) Section. Notwithstanding, it is of utmost importance not only States' commitment, but furthermore the implementation of Assembly Resolutions 39-18, expressed in Doc 10075 - *Assembly Resolutions in Force (as of 6 October 2016)*.

2. Training and Assistance Activities

2.1 Only one activity has been planned in each Aviation Security Training Centres (ASTC) in all the regions after the decision that ASTC's, that provide training as part of the ICAO Aviation Security (AVSEC) regular training programme, be part of the future TRAINAIR PLUS system, coordinated during the transition, since 2017 to mid-2018, by the ICAO Global Aviation Training (GAT) Office.

2.2 ASTC in Dominican Republic conducted a *Crisis Management Course*, where 16 participants from Argentina, Bolivia, Colombia, Guatemala, Dominican Republic, Paraguay, Uruguay and Venezuela benefited from this preparedness to manage potential AVSEC crises.

2.3 Also, as direct assistance to the States, and as part of the initiative *Improving Global Aviation Security*, component of the ICAO/Canada Grant Agreement for the Americas, that provides fellowships for travel and subsistence, and with funding from of some States, an ICAO AVSEC Basic Instructors Courses were conducted in 2017 for:

- Aruba, Bonaire, Curaçao, Guyana, Sint Maarten, Suriname and Trinidad and Tobago, with funding by the ASTC of Trinidad and Tobago Airport Authority, in March 2017 (18 participants);
- Cuba and Dominican Republic, funded by CESAC (Cuerpo Especializado en Seguridad Aeroportuaria y de la Aviación Civil), AVSEC appropriate authority, in March 2017 (15 participants);
- Belize, Bermuda, Cayman Islands, Jamaica and Turks and Caicos Islands funded by the Jamaica Civil Aviation Authority (CAA), in May 2017 (15 participants); and
- Antigua and Barbuda, Barbados, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines, funded by Saint Lucia CAA, in June 2017 (16 participants).

2.4 Additionally, an Aviation Security Improvement Plan (ASIP) was implemented as specific assistance in some States with very low AVSEC SARPs Effective Implementation (EI), as a result of the audits of the new methodology Continuous Monitoring Approach of the Universal Security Audit Programme (USAP-CMA), or in preparation to the next audit of this methodology, as follows:

- Honduras ASIP, 90% implemented (from 2015 to 2017);
- Guatemala ASIP, 35% recently implemented (2017 expected until 2018);
- Bahamas ASIP, 50% implemented (from 2015 to 2017), and
- Eastern Caribbean Civil Aviation Authority (ECCAA) ASIP, 70% implemented (2012-2016)

2.5 Regular assistance, as part of the NCLB strategy, is conducted on a permanent basis for the NAM/CAR States, such as Antigua and Barbuda, Costa Rica, El Salvador and Mexico, among others. After ten USAP-CMA audited States (from September 2014 to February 2017), this assistance resulted in a 20% improvement of EI of Annex 17 provisions in certain States, such as Dominican Republic, El Salvador; Honduras, Trinidad and Tobago, and around 15% in Cuba and Jamaica.

2.6 Additionally, as part of the ICAO Travel Identification Programme (ICAO-TRIP), a Regional Seminar and Exhibition was conducted with the support of Antigua and Barbuda Aviation Ministry, in January 2017. The Seminar highlighted the relevance of the ICAO TRIP Strategy to reinforce national and international aviation security and combat trans-border crime and terrorism, by preventing the movement of terrorists, implementing effective border controls, and controls on issuance of identity and travel documents; as well as information sharing technologies, highly relevant to the execution of the United Nations Security Council Resolutions 2178 (2014) and 2309 (2016) provisions on combatting foreign terrorist, with a special focus on effective border control management.

2.7 The Seminar was attended by 163 delegates from 37 States representing Europe, Middle East, North and South America, Asia Pacific and the Caribbean, as well as 12 International Organizations; the ICAO Implementation and Capacity Building Working Group (ICBWG), as well as experts from ISO, International Organization on Migration (IOM), and the International Air Transport Association (IATA). Moreover, four industry partners participated in the exhibition organized concurrently with the Seminar featuring products and services related to Machine Readable Travel Documents (MRTDs), biometric identification, aviation security applications and border inspection systems.

2.8 The TRIP Seminar was followed by a Workshop that addressed the five elements of the ICAO TRIP Strategy, including: MRTD standards; specifications and best practices; secure travel document issuance; robust processes of identity evidence; and information sharing technologies highly relevant to the execution of United Nations Security Council Resolutions provisions.

2.9 As a result of these events, four States in the Caribbean Region were selected to receive experts on a Technical Assessment Missions (TAM) to assess and assist their appropriate passport issuing authorities to enhance the national systems. Dominican Republic and Jamaica received the first four-day TAMs in March and August 2017, respectively. Barbados and Saint Lucia will receive similar missions the second half of September 2017. The result of these TAMs will also support updating the self-assessment checklist on this field, for the States to benefit from this tool and improve their own national systems, for the compliance with Annex 9 provisions.

2.10 Other AVSEC and FAL international planned events are:

- The *Global Aviation Security Symposium* (AVSEC2017) in collaboration with Airports Council International (ACI) from 12 – 14 September 2017 at ICAO Headquarters in Montreal, Canada;
- The *Thirteenth ICAO TRIP Symposium and Exhibition on ICAO Traveller Identification Programme (TRIP)* to be held from 24 to 26 October 2017, at ICAO Headquarters in Montreal, Canada;
- The *ICAO Traveller Identification Programme (TRIP) Regional Seminar on traveller identification management* to be held from 28 to 30 November 2017 in Montego Bay, Jamaica; and will be followed by;
- The *Second ICAO TRIP Workshop on Border Control Management in the Caribbean Region*, that will take place from 30 November to 1 December 2017 in Montego Bay, Jamaica.

2.11 Finally, the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) Coordination Meeting to prepare the *Identification of persons with Suspicious Behaviour Workshop* will be held from 2 to 3 October 2017 in Lima, Peru, followed by the *Seventh Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/7)*, to be held from 4 to 6 October 2017, in the same venue. Progress of conclusions of previous AVSEC/FAL/RG/6 meeting will be presented in this meeting.

3. Discussion

3.1 It is considered that besides the AVSEC and FAL assistance and training in the NAM/CAR Regions provided by ICAO is important that States maintain an updated, approved, and implemented National Civil Aviation Security Programme (NCASP) considering the latest amendments to Annex 17 – *Security* to enhance the EI of AVSEC SARPs and to be prepared for receiving future ICAO USAP-CMA audits. It is also important that States update their legal, regulatory and procedural framework after conducting a risk assessment by the appropriate government authorities, as well as all other national AVSEC programmes related to training and certification of instructors and security personnel, quality control, and measures on control and inspection of air cargo and mail to be transported in an aircraft engaged in commercial air transport operations; as well as Annex 9 provisions, giving also attention to Annex 9 security related measures, which are also part of future USAP-CMA audits.

3.2 Additionally, States should activate their National Aviation Security Committee (NCASC) and their National Air Transport Facilitation Committees (NATFC), and Airport Facilitation Committees to coordinate AVSEC and FAL activities respectively among other State departments, agencies and other government organizations, airport and aircraft operators, air traffic service providers and other entities involved with or responsible for the implementation of various NCASP and NATFC aspects. Hence, is important that States convene regularly meetings of these NCASC and NATFC or similar entities to achieve the necessary coordination with other government bodies to ensure a joint effort to comply with the provisions of Annex 9 and Annex 17.

3.3 Moreover, due to a silent increase of incidents, it is important that appropriate authorities consider determining the legal implications and include clear procedures to control unruly or disruptive behaviour at aviation facilities and on-board aircraft, as well as for the misuse of laser lights by imprudent persons and unmanned aircrafts use in the airport operational areas, and update their legislation accordingly. These situations can impact safety and security of international civil aviation.

3.4 Those States that have security concerns and that pretend implementing a one stop security system are urged to a hundred percent implementation of secondary inspections in all departing flights and to all destinations from their territories, and to comply with all the recognised process of aviation security or equivalent before signing an agreement with other States.

3.5 Finally, States are urged to reply State Letters sent by the ICAO Secretary General related to AVSEC and FAL matters, for example: the validity of non-machine readable passports, compliance with Annex 9 Standard 3.10.1., and proposals for Amendment 25 and 26 to Annex 9. Likewise, the request made to States on the adoption of Annex 17 Amendment 15 and 16; to which unfortunately, the NAM/CAR States have not yet replied with their position on these topics.

4. Suggested Actions

4.1 The Meeting is invited to:

- a) comply with the commitments to Assembly Resolutions in Force by providing resources and supporting their AVSEC and FAL units within their Administrations in order to ensure effective implementation of ICAO AVSEC and FAL SARPs in order to prevent and, eventually, address potential threats, and at the same time ensure the balance to facilitate aircraft, crews, passengers, cargo, mail and stores movement, and for satisfaction and protection of international air transport users for the benefit of safety and security within their own States; and
- b) do their utmost effort to coordinate within their entities the timely replies to ICAO requests and communications regarding AVSEC and FAL issues.