



International Civil Aviation Organization  
Latin American Civil Aviation Commission  
ICAO/LACAC NAM/CAR/SAM Aviation Security and  
Facilitation Regional Group (AVSEC/FAL/RG)

# **Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group**

## **AVSEC/FAL/RG/9**

## **Final Report**

Santo Domingo, Dominican Republic, 27 to 29 March 2019

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## HISTORICAL

### **ii.1 Place and Date of the Meeting**

The Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional (AVSEC/FAL/RG/9) was held at the premises of the Catalonia Hotel in Santo Domingo, Dominican Republic from 27 to 29 March 2019, which was preceded by the Cybersecurity and Unmanned aerial vehicle and the civil aviation Workshop (C/UAVW) held from 25 to 26 March 2019.

### **ii.2 Opening Ceremony**

The opening remarks included words by Mr. Fabio Rabbani, Regional Director, South American (SAM) Regional Office, International Civil Aviation Organization (ICAO); Mr. Jaime Binder, Secretary of the Latin American Civil Aviation Commission (LACAC); Mr. Oscar Rubio, Chairperson of the AVSEC/FAL/RG, who thanked Dominican Republic for hosting the meeting. Speaking on behalf of the State were Mr. Luis Ernesto Camilo García, President of the Civil Aviation Board (JAC) of Dominican Republic; and, finally, Gral. Brig. Aracenis Castillo de la Cruz, Director General of the Airport Security and Aviation Security Authority, Dominican Republic, welcomed participants to Dominican Republic and officially opened the meeting.

### **ii.3 Officers of the Meeting**

The AVSEC/FAL/RG/9 Meeting was held with the participation of the Chairperson and Vice-Chairperson, Mr. Oscar Rubio and Mrs. Althea Bartley, from Argentina and Jamaica, respectively. Mr. Rubio chaired the meeting plenary. Mr. Jaime Binder, Secretary of the LACAC, Mr. Ricardo G. Delgado, Regional Officer for Aviation Security and Facilitation for the NAM/CAR Regions and Mr. Pablo Lampariello, Regional Officer for Aviation Security and Facilitation for the SAM Region acted as Co-Secretaries for the Meeting. They were assisted by Mr. Fernando Cardoso Coelho, NAM/CAR/SAM Assistance Coordination Officer, Implementation Support and Development Security Section from ICAO Headquarters and by Mr. José María Peral Pecharromán, Regional Officer for Aviation Security and Facilitation for the NAM/CAR Regions.

### **ii.4 Working Languages**

The working languages of the Meeting were English and Spanish. The working papers, information papers and report of the meeting were available to participants in both languages.

### **ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:30 hours daily, with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

**ii.6            Agenda**

**Agenda Item 1            Meeting Agenda and Schedule**

**Agenda Item 2            Previous Meeting Conclusions and Decisions**

**Agenda Item 3            Global and Regional Developments**

- 3.1    ICAO Global Activities related to Aviation Security and Facilitation
  - Annex 17, AVSEC Panel, AVSEC Manual
  - Annex 9, FAL Panel, Facilitation Manual
- 3.2    LACAC Contribution

**Agenda Item 4            Programmes and Projects - Aviation Security (AVSEC)**

- 4.1    Civil aviation cybersecurity – Coordinator State: Jamaica
- 4.2    Global Plan for Aviation Security (GASep) and NAM/CAR and SAM Regional Roadmap Implementation – Coordinator State: Venezuela
- 4.3    Report on the First Workshop on *Aviation Security Management Systems (SeMS)* held in Bogota, Colombia from 18 to 21 September 2018 – Coordinator State: Colombia
- 4.4    Results of the civil aviation cybersecurity workshop, Buenos Aires, Argentina 19 to 22 February 2019

**Agenda Item 5            Programmes and Projects - Facilitation (FAL)**

- 5.1    Report on *Facilitation train the trainers training material* programme – Coordinator: Nicaragua
- 5.2    Report on the working paper presented to the Tenth Facilitation Panel Meeting, September 2018

**Agenda Item 6            Programmes and Projects - Aviation Security (AVSEC) and Facilitation (FAL)**

- 6.1    Procedures for the implementation of One Stop Security System (OSS) – Coordinator State: Panama
- 6.2    Report on the revision of the Montreal Protocol 2014 (MP-14) – Proposing State: Jamaica
- 6.3    Report on the revision of the Beijing Convention – Proposing State: Argentina

**Agenda Item 7 Training, Cooperation, and Assistance**

- 7.1 Implementation Support and Development Section – Security (ISD-SEC) Update
- 7.2 Facilitation (FAL) Section Update

**Agenda Item 8 Terms of Reference and Regional Roadmap based on the ICAO Global Aviation Security Plan (GASeP)**

**Agenda Item 9 Other Business**

- 9.1 Next Meeting Venue and Dates

**ii.7 Attendance**

The Meeting was attended by 12 States the NAM/CAR/SAM Regions y four International Organizations, totalling 61 delegates as indicated in the list of participants.

**ii.8 List of Conclusions**

<b>Number</b>	<b>Title</b>	<b>Page</b>
AVSEC/FAL/RG/09/1	<b><i>EFFECTIVE PARTICIPATION OF STATES IN REGIONAL ACTIVITIES AND REPLIES TO COMMENTS REQUESTED ON AVSEC/FAL MATTERS BY ICAO</i></b>	2-2
AVSEC/FAL/RG/9/2	<b>WORKING PAPER FOR FALP/11</b>	3-3
AVSEC/FAL/RG/9/3	<b>PREPARATION OF DOCUMENTATION ON CYBERSECURITY FOR THE THIRTEENTH MEETING OF THE AVIATION SECURITY (AVSEC) PANEL</b>	4-2
AVSEC/FAL/RG/9/4	<b>PROGRESS ON THE PROJECT TO DESIGN A SYSTEM TO MEASURE THE LEVEL OF COMPLIANCE OF THE GASeP</b>	4-4
AVSEC/FAL/RG/9/5	<b>CONSOLIDATION AND STRENGTHENING OF STRATEGIC APPROACHES OF THE CIVIL AVIATION SECURITY MANAGEMENT (SeMS)</b>	4-6
AVSEC/FAL/RG/9/6	<b>RESULTS OF THE CIVIL AVIATION CYBERSECURITY WORKSHOP, BUENOS AIRES, ARGENTINA 19 TO 22 FEBRUARY 2019</b>	4-7
AVSEC/FAL/RG/9/7	<b>TRAINING MATERIAL FOR A TRAIN THE TRAINERS PROGRAMME ON FACILITATION</b>	5-1
AVSEC/FAL/RG/9/8	<b>REGULATION OF AVIATION SECURITY AND FACILITATION ASPECTS OF NON-REGULAR FLIGHTS – CHARTERS AMONG STATES</b>	6-2
AVSEC/FAL/RG/9/9	<b>PROCEDURES FOR THE IMPLEMENTATION OF ONE STOP SECURITY SYSTEM (OSS)</b>	6-4

**ii.9 List of Decisions**

Number	Title	Page
AVSEC/FAL/RG/9/01	<b>BEIJING CONVENTION</b>	6-5
AVSEC/FAL/RG/9/02	<b>EXPLOSIVE DETECTION DOGS (EDD) GUIDELINES</b>	7-2
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AVSEC/FAL/RG/9/04	<b>REGIONAL CONTINGENCY PLAN EXERCISE</b>	9-3

An executive summary of these conclusions/decisions is presented in **Appendix A** to this report.

**ii.10 List of Working and Information Papers and Presentations**

*Refer to the Meeting web page:*

<https://www.icao.int/NACC/Pages/meetings-2019-falrg9.aspx>

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 REV.	1	Provisional agenda and schedule	19/03/19	Secretariat
WP/02	2	ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) Activities	14/03/19	Secretariat
WP/03 REV.	3.1	Report on the ICAO Implementation Support and Development – Security (ISD-SEC) Programme	27/03/19	Secretariat
WP/04	3.2	LACAC Contribution	18/03/19	LACAC
WP/05	--	Cancelled	---	---
WP/06 REV.	4.2	Development on the project to design a system to measure the GAsEP level of compliance	22/02/19	Venezuela
WP/07	4.2	Establishment of Working Groups in line with the NAM/CAR/SAM Regional Roadmap and the GAsEP	14/03/19	Argentina
WP/08	4.3	Consolidation and strengthening of strategic approaches to the Aviation Security Management System (SeMS)	26/03/19	Colombia
NE/09	6	Traducción en varios idiomas de las reuniones de directores regionales de los ASTCs de la OACI – <b>Available only in Spanish</b>	26/03/19	Dominican Republic
WP/10	5.1	FAL Training Material English/Spanish	13/03/19	Bolivia
NE/11	6	Evaluación de las regulaciones de los aspectos de seguridad y facilitación de los vuelos no regulares o chárter entre los Estados – <b>Available only in Spanish</b>	26/03/19	Dominican Republic

<b>WORKING PAPERS</b>				
<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
NE/12	6	Alcance de la Certificación del Personal AVSEC – <i>Available only in Spanish</i>	26/03/19	Dominican Republic
WP/13	5.4	Needs of Facilitation Officials	21/03/19	Secretariat
WP/14	6.1	Procedures for the implementation of the One Stop Security (OSS) programme	28/02/19	Panama
NE/15 REV.	7	Elaboración de un Manual Estandarizado de Procedimientos para la Unidad Canina en Detección de Explosivos K-9 – <i>Available only in Spanish</i>	27/03/19	Dominican Republic
WP/16	6.3	Beijing Convention	21/12/19	Argentina, Chile and Panama
WP/17	--	Cancelled	---	---
WP/18 REV.	7.1	Design of a Model Template for Comparing National Legislation with Annex 17 - Security	27/03/19	Venezuela
WP/19	8	Regional Contingency Plan Exercise	20/03/19	Argentina
WP/20	9	Civil Aviation Security Document – “CASD” (DSAC)	28/02/19	Brazil
WP/21	9	Security risk assessment manual for aerodromes	01/03/19	Brazil
WP/22	9	Report on activities of the AVSEC/FAL Regional Group at the Sixteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/16)	15/03/19	Secretariat
WP/23 REV.	7.1	Lessons learned in cybersecurity	21/03/19	Secretariat
WP/24	4.4	Results of the Civil Aviation Cybersecurity Workshop, Buenos Aires, Argentina, 19 to 22 February 2019	15/03/19	Secretariat
NE/25	9	Una solución regional a los problemas relacionados con la estandarización de las regulaciones de seguridad– <i>Available only in Spanish</i>	26/03/19	COCESNA

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 REV. 2	--	List of Working and Information Papers	27/03/19	Secretariat
IP/02	9	Dominican Republic developments on aviation security	15/03/19	Dominican Republic
NI/03	6	Política de certificación del personal de seguridad de la aviación civil en República Dominicana – <b>Available only in Spanish</b>	26/03/19	Dominican Republic
IP/04 REV.	6.2	Report on the revision of the Montreal Protocol 2014 (MP-14) – Proposing State: Jamaica	25/03/19	Jamaica
NI/05	5	Avances de la República Dominicana en materia de facilitación del transporte aéreo – <b>Available only in Spanish</b>	29/03/19	Dominican Republic
NI/06	5	Proyecto de implantación de la accesibilidad en los procesos de facilitación del transporte aéreo – <b>Available only in Spanish</b>	29/03/19	Dominican Republic

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	6	Advance Passenger Information (API) and Passenger Name Record (PNR).and the Civil Aviation Security System (SeMs)	IATA
2	4	Implementation of the Global Aviation Security Plan (GASeP) in Brazil	Brazil

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AVSEC/FAL/RG/9  
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**Agenda Item 1            Meeting Agenda and Schedule**

1.1            The Secretariat presented WP/01 with the draft agenda and schedule of the Ninth Meeting of the ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9) and the Chairperson of the Regional Group invited the participants of the Meeting to approve them. The participants of the Meeting approved the agenda as presented in the historical section of this report and the schedule as presented in WP/01.

Schedule	Wednesday 27 March*	Schedule	Thursday 28 March	Friday 29 March
08:30 – 09:00	Participants Registry			
09:00 – 09:30	<i>Opening Ceremony and Group Photo</i>	09:00 – 09:30	Agenda Item 5.1	<i>Conclusion of the Draft Report</i>
09:30 – 10:00	Agenda Item 1 and 2	09:30 – 10:00	Agenda Item 5.2	<i>Conclusion of the Draft Report</i>
10:00 – 10:30	Agenda Item 3.1	10:00 – 10:30	Agenda Item 5.3	<i>Conclusion of the Draft Report</i>
10:30 – 11:00	<i>Coffee break</i>			
11:00 – 11:30	Agenda Item 3.1 (cont.)	11:00 – 11:30	Agenda Item 6.1	<i>Reading of the Draft Report</i>
11:30 – 12:00	Agenda Item 3.2	11:30 – 12:00	Agenda Item 6.2	<i>Revision of the Draft Report</i>
12:00 – 12:30	Agenda Item 4.1	12:00 – 12:30	Agenda Item 6.3	Agenda Item 9
12:30 – 13:00	Agenda Item 4.2	12:30 – 13:00	Agenda Item 7.1	<b><i>Closing ceremony</i></b>
13:00 – 14:00	<i>Lunch break</i>			
14:00 – 14:30	Agenda Item 4.3	14:00 – 14:30	Agenda Item 7.2	
14:30 – 15:00	* Transportation to CESAC	14:30 – 15:00	Agenda Item 8	
15:00 – 17:00	* Visit to CESAC and transportation to venue Hotel	15:00 – 15:30	Agenda Item 8 (cont.)	

**\*14:30 to 17:00 Hrs.** Transportation to CESAC and visit to its facilities. Transportation to Hotel Catalonia.

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**Agenda Item 2                      Previous Meeting Conclusions and Decisions**

**2.1            AVSEC/FAL/RG/8 Meeting**

2.1.1            The Secretariat presented WP/02 which informed the progress of the conclusions adopted at the AVSEC/FAL/RG/8 meeting held at the ICAO NACC Regional Office, Mexico City, from 13 to 17 August 2018. As agreed under Conclusion 5/7 of the AVSEC/FAL/RG/5 Meeting, these conclusions are approved by the representatives of member States as soon as the AVSEC/FAL/RG/8 meeting finalized. The final report was circulated to member States by the joint ICAO/LACAC Secretariat, accordingly.

2.1.2            With respect to Conclusion 8/1 - *Effective participation of States in regional activities and replies to commentaries requested on AVSEC/FAL matters*, State responses to correspondence, resolutions, changes to standards or comments requested by ICAO on different activities and/or documents related to aviation security and facilitation have improved slightly. However, this continues to be a constant regional deficiency. Responses to ICAO communications continue to take long time to be processed by States, or definitively, most correspondence is never addressed or responded by States. This represents a serious problem, since, by not sending any comments or responses, States are in fact, agreeing with new provisions that are being adopted in the Annexes by ICAO. This considered, Civil Aviation Authorities from States are urged to improve their correspondence review and response processes, in order to achieve regional goals, such as the implementation of the NAM/CAR and SAM AVSEC Regional Roadmap of the Global Aviation Security Plan (GASeP).

2.1.3            States are urged to proactively respond to ICAO State Letters that propose new standards and/or recommended practices (SARPs) to identify impact of such proposals (time, framework, amendments, cost, resources, etc.), through ICAO's impact assessment process, so that such information can be considered by the Council's Unlawful Interference Committee (UIC) prior to finalizing and adopting new SARPs.

2.1.4            Regarding Conclusion 8/2 – the *Security Management Systems (SEMS) workshop* it was conducted from 18 to 21 September 2018 in Bogota, Colombia. This conclusion has been completed.

2.1.5            With regards to Conclusion 8/3 – *Facilitation training material programme*, Bolivia presented at AVSEC/FAL/RG/8 the Facilitation training material that provides guidance on this matter. Further information was presented in Item 5 of this Meeting.

2.1.6            Regarding Conclusions 8/4, 8/5, 8/6, 8/7, 8/8 and 8/10, the Coordinators of each Project presented the results achieved to the plenary of the AVSEC/FAL/RG/9 in accordance with the Conclusions of the Eighth AVSEC/FAL/RG Meeting.

2.1.7 Regarding Conclusion 8/9 - *Submission of a Working Paper on the need of facilitation experts to the facilitation panel*, as agreed by AVSEC/FAL/RG/8, the Secretariat presented a working paper to the Tenth Facilitation Panel Meeting, held in Montreal in August 2018 with the initiatives on Facilitation of the Regional Group.

2.1.8 The Meeting recognized the importance of timely responses and active participation; and agreed to mention this issue in the different Civil Aviation Authorities forums and meetings to ensure not only prompt responses, but also active participation by States.

2.1.9 COCESNA mentioned that they will also cooperate on this endeavour to present this concern at the next COCESNA Executive Council Meeting.

2.1.10 Finally, the plenary adopted the following Conclusion:

<b>CONCLUSION</b>	
<b>AVSEC/FAL/RG/09/1</b>	<b>EFFECTIVE PARTICIPATION OF STATES IN REGIONAL ACTIVITIES AND REPLIES TO COMMENTARIES REQUEST ON AVSEC/FAL MATTERS BY ICAO</b>
<b>What:</b>	<b>Expected impact:</b>
<p>That,</p> <p>a) Civil Aviation Authorities of the NAM/CAR and SAM States extend their commitment at the interior of their States for implementing the endorsed NAM/CAR and SAM Regional Roadmap derived from the ICAO GASeP, including their aviation security stakeholders, from airports and airlines, among others, to reach an efficient and effective implementation of the security standards, and to achieve the agreed increment of the regional percentage of the effective implementation planned in the AVSEC NAM/CAR and SAM Regional Roadmap;</p> <p>b) NAM/CAR and SAM States' Civil Aviation Authorities establish or update internal mechanisms and procedures to ensure timely and appropriate answers to ICAO AVSEC and FAL requests; and</p> <p>c) in order to accomplish the above mentioned, the Aviation Security (AVSEC) and Facilitation (FAL) appropriate authorities of the NAM/CAR and SAM Regions support their AVSEC and FAL personnel for achieving an active and committed participation in the AVSEC/FAL/RG's activities.</p>	<p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<b>Why:</b>	
To ensure their commitment of participation in the AVSEC/FAL/RG activities, and to ensure their timely response with to ICAO AVSEC and FAL request of comments.	
<b>When:</b> Whenever required	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	NAM/CAR and SAM States

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**Agenda Item 3                      Global and Regional Developments**

**3.1            ICAO Global Activities related to Aviation Security and Facilitation**

*Annex 17, AVSEC Panel, AVSEC Manual*

3.1.1            The Secretariat presented WP/03, informing the Meeting about the ICAO Implementation Support and Development – Security (ISD-SEC) Programme, highlighting initiatives and activities undertaken to support States in implementing Annex 17 – *Security*, and sustaining effective aviation security measures over time aligned with the the GAsEP.

3.1.2            The Meeting was informed about the actions taken to provide assistance to Member States, as well as developments relating to the capacity-building processes and activities of ICAO, and work conducted under the GAsEP priority areas.

3.1.3            The Meeting was invited to note the coordination and technical assistance on aviation security provided by ICAO; participants were encouraged to further support the ICAO aviation security assistance programme; and those States with difficulties in implementing ICAO Annex 17 or Annex 9 (security related) were encouraged to contact the ICAO NACC/SAM Regional Offices and the ISD-SEC Section to request assistance.

*Annex 9, FAL Panel, Facilitation Manual*

3.1.4            The Secretariat continued updating the participants on the main outcomes of the 10<sup>th</sup> Facilitation Panel (Montreal, 10-13 September 2018) and latest developments on Facilitation:

- The panel started with a brief introduction to recent United Nations Security Council Resolutions (UNSCRs) related to Advance Passenger Information (API) and Passenger Name Record (PNR) data (i.e. UNSCRs 2309 (2016), 2368 (2017), 2395 (2017), and 2396 (2017)). The prompt adoption of API and PNR by States helps to fight against human trafficking and, in this regard, the panel thanked IATA for their work to harmonize implementation.
- Several proposals for new/revised Standards and Recommended Practices (SARPs) were adopted at the meeting for Amendment 27 to Annex 9 on subjects including unaccompanied minors, the Passenger Data Single Window, access to air transport by persons with disabilities, and trafficking in persons. The letter informing the States of these changes was issued on 20 February 2019 and comments were expected to be received by 15 March 2019.

- The issue of developing a Global Aviation Facilitation Plan (GAFP) mirroring similar initiatives in other areas (e.g. GAND, GASP and GASeP) was lengthily discussed, concluding that is impracticable for the time-being and resources should not be diverted from other priority areas.
- The Working Group on Guidance Materials updated the Panel on the work currently being undertaken on the *Facilitation Manual* (Doc 9957). The existing guidance material on wayfinding and signage, *International Signs to Provide Guidance to Persons at Airports and Marine Terminals* (Doc 9636), was not modified but it was agreed to mention other reference documents as ‘best practices’ guidance material: Federal Aviation Administration draft Advisory Circular 150/5360-13A on Airport Terminal Planning; Federal Aviation Administration Advisory Circular 150/5360-12F on Airport Signing and Graphics; and ACRP Report 52, ‘Wayfinding and Signing Guidelines for Airport Terminals and Landside,’ issued by the Transportation Research Board.
- Various States raised the importance of appropriate training in the field of facilitation in civil aviation for the agencies and organizations that have a role in the implementation of Annex 9 SARPs as well the National Facilitation Programme (e.g. Cuba, United Arab Emirates, Singapore). Outcome and developments on this issue are covered in depth under AVSEC/FAL/RG/9-WP/13.
- Topics covered under other matters in no particular order were: recommendations to sustainably support growth in passenger numbers (presented by ACI and IATA); “Practical Guide on Safety Investigations for Air Accident Victims and their Relatives” (presented by ECAC); Blue Lightning Initiative on combatting human trafficking (presented by United States).
- Canada presented WP/15 - Advancement of Accessibility in Aviation inviting the Panel to take note of the need to continue to advance accessibility in aviation for persons with disabilities with a particular focus on current and emerging barriers and challenges to inform and guide international discussions and actions. The Panel broadly supported the continued advancement of accessibility in aviation and Canada was tasked with developing a Compendium on Member States’ national laws and regulations in order to gather baseline data on best practices and potential gaps. Currently Australia and United Kingdom confirmed their participation; other States interested in contributing to this study should contact the Panel Member from Canada, Jacob VanDusen ([jacob.vandusen@otc-cta.gc.ca](mailto:jacob.vandusen@otc-cta.gc.ca)).

3.15 Bolivia requested the Secretariat to follow-up on the information presented by the Observer of Netherlands during the FALP/10 regarding the delivery by that State during the 73th United Nations General Assembly (September 2018) at no cost, of a “Travel Information Portal” software and source codes to assist States for developing a passenger information portal, including a single window facility, for the analysis of API and PNR information, delivery from which there was no more information.

3.1.6 During question time, the Secretariat clarified that the Panel on accessibility in aviation for persons with disabilities, discussed challenges and differences among States’ regulation in general and specific problems like the increasing remote parking model adopted by airlines had not been considered. In this regard, the standards related to a low cost model have not yet been analysed. Bolivia supported Canada’s initiative and proposed to develop for the next Facilitation Panel a paper on the main challenges and barriers faced by persons with disabilities when accessing to air transport. To this end, the Meeting agreed on the following Conclusion:

<b>CONCLUSION</b>	
<b>AVSEC/FAL/RG/9/2</b>	<b>WORKING PAPER FOR FALP/11</b>
<p><b>What:</b></p> <p>That, States develop a working paper for FALP/11 explaining challenges and barriers faced by persons with disabilities when accessing to air transport in the NAM/CAR/SAM Regions and suggesting potential Annex 9 SARPs on this subject.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global  <input checked="" type="checkbox"/> Inter-regional  <input type="checkbox"/> Economic  <input type="checkbox"/> Environmental  <input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The drafting of SARPs on this subject will help to harmonize the assistance to persons with disabilities worldwide.</p>	
<p><b>When:</b> For FALP/11 (draft for comments at AVSEC/FAL/RG/10).</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

### 3.2 LACAC Contribution

3.2.1 LACAC Secretary presented WP/04 containing decisions approved on its last Ordinary Assembly, developed in accordance with the Regional Group issues considered within the framework of LACAC Aviation Security and Facilitation Strategic Plan macro-task. Likewise, decisions promulgated by LACAC have been uploaded in its webpage at <http://clacsec.lima.icao.int/2019-PUB/Decisiones.html> (under **Chapter VI - Facilitation and Aviation Security issues**) and are available for the State authorities in order to integrate them within their respective regulations and/or standards.

3.2.2 Also, he commented on LACAC Orientation Guide for its participation in the ICAO General Assembly to be held during the present year. Therefore, participants were requested to coordinate with their respective authorities in this regard, and the AVSEC/FAL Regional Group to submit to the LACAC Secretariat the working papers and/or information papers they wish to present to the ICAO Ordinary Assembly in its 40<sup>th</sup> Session, to be included in the above mentioned Guide being prepared by the Ad hoc Group constituted to that effect by the LACAC Executive Committee.

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**Agenda Item 4                      Programmes and Projects - Aviation Security (AVSEC)**

**4.1            Civil aviation cybersecurity**

4.1.1            The Secretariat presented WP/23 on lessons learned on Cybersecurity. The paper explained the background for the current work conducted by ICAO in this field and summarized the different initiatives addressing cybersecurity in the NAM, CAR and SAM Regions during the years 2018 and 2019.

4.1.2            A summary of the conclusions after the knowledge acquired and the lessons learned by the Member States in implementing Standard 4.9.1 and Recommended Practice 4.9.2 was provided for comments. Among the main conclusions it was agreed the following:

- Cyber threats and challenges faced by the aviation industry were similar to those faced by other more experienced sectors (e.g. banking, government).
- Cybersecurity is a transversal subject and normally policies and regulations in this area are established by specialized organizations.
- There is massive information on cybersecurity and guidance material already provided by international and regional organizations. As an example, in the NAM, CAR and SAM Regions the International Telecommunications Union (ITU) and the Organization of American States (OAS) are particularly active, the latter maintaining an observatory on cybersecurity for Latin America and the Caribbean.
- Providing these sources of information in advance to national AVSEC inspectors and ICAO AVSEC auditors would help in evaluating States' compliance with cybersecurity.
- In general, the States establish national Cyber/Computer Emergency Response Team/Cyber/Computer Incident Response Team/Cyber Computer Security Incident Response (CERT/CIRT/CSIRT) to manage cyber threats while civil aviation operators monitor their network and protect their data through a Network Operations Centre/Security Operations Centre (NOC/SOC).

4.1.3            The Meeting endorsed the conclusions and after the ensuing discussion, it was decided to present them as an information paper to the next Thirteenth Meeting of the Aviation Security Panel (AVSECP/30) to be held in Montreal, Canada, from 13-17 May 2019.

<b>CONCLUSION</b>	
<b>AVSEC/FAL/RG/9/3</b>	<b>PREPARATION OF DOCUMENTATION ON CYBERSECURITY FOR THE THIRTIETH MEETING OF THE AVIATION SECURITY (AVSEC) PANEL</b>
<b>What:</b> That, the Secretariat submit the lessons learned on cybersecurity as an information paper to the next Aviation Security Panel AVSECP/30 (Montreal, 13-17 May 2019).	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> This contribution to the AVSECP could help other Member States in implementing cybersecurity SARPs and will foster dialogue and share the best practices on the subject.	
<b>When:</b> For AVSECP/30 (draft for comments by 5 April 2019).	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

#### 4.2 Global Plan for Aviation Security (GASeP) and NAM/CAR and SAM Regional Roadmap Implementation – Coordinator State: Venezuela

*Development of the project to design a system to measure the level of compliance of the GASeP*

4.2.1 The Secretariat presented WP/06 from Venezuela regarding the developments of the Working Group on the design of a system to measure the level of compliance with the GASeP. This working paper makes reference to the four-phase working programme proposal, projecting the closing of the first two phases, and presenting one template for the States to upload their National Plan of Action (NPA) for the GASeP implementation and its subsequent delivery to the NACC and SAM Regional Offices to follow-up and control, as well as the checklist model on the level of compliance with the GASeP.

4.2.2 The working paper explains the expectations to continue working in two future phases to cover the development of an application that would help the States to upload their developments in a Regional GASeP Roadmap, based on their NPA and checklists, reporting to the Regional Offices their developments and finally a cooperation phase between the States and the industry, to support those States that require capacity building assistance in compliance with the GASeP objectives and with standards contained in ICAO Annex 17 – *Security*.

4.2.3 The Meeting was informed about the content of this working paper and of the benefits of such a tool for the measurement of progress in the implementation of GAsEP in the NAM/CAR and SAM Regions. Also, the meeting was informed about Appendices A and B of this working paper.

4.2.4 In this context, the Meeting discussed the difficulty that would represent for the States the implementation of the contents of Appendix B to this WP, and the need of Appendix A, due to its similarity to the GAsEP Roadmap. It was pointed out that Appendix A has more useful information for measuring GAsEP implementation. Likewise, the meeting recognized that no other document or tool was available for the States for adequately measuring the GAsEP implementation neither in the States nor at the regional level.

4.2.5 After discussing concepts, the Meeting reached to a consensus and agreed to approve the actions suggested in this WP since, presently, available tools were not enough to measure GAsEP implementation. Also, it was proposed to hold a meeting of the working group jointly with a Quality Control Workshop that is being developed by the ICAO ISD-SEC Section.

4.2.6 Also, it was proposed by the ICAO Secretariat to analyse possibilities of funding the participation to these events of the States that had submitted their self-assessments to the Regional Offices before 31 June 2019, in order to be able to compare results of self-assessments of States who would like to share voluntarily this information, with the support of the ICAO ISD Section.

4.2.7 After analysing this working paper, the Meeting convened the following:

- a) approve the National Action Plan template, presented as Appendix A to WP/06, as a GAsEP measurement tool for voluntary use by States while developing their work plans;
- b) initially approve the checklist models to measure GAsEP implementation, awaiting comments and contributions from the States in the Working Group meeting to be held jointly with the Quality Control Workshop developed by ICAO, in Paraguay as host State, previously confirming availability, and in agreement with deadlines established in this meeting;
- c) approve the initial development of an application where each State could relate its progress in compliance with the GAsEP Regional Roadmap, in accordance with the established deadlines during this Meeting, which would be the same as the ones established in WP/06, using the checklist as support and keeping the ICAO NACC and SAM Regional Offices informed about their progress;

- d) encourage the support from States and other involved within the Industry to support those States that require assistance in the development of their capabilities to comply with the objectives of the GAsEP Roadmap and the standards contained in ICAO Annex 17 – *Security*; and
- e) entrust the new Working Group on Oversight and Quality Assurance the follow-up of the benefits from the use of the mentioned template.
- f) Finally, the meeting approved the following conclusion:

<b>CONCLUSION</b>		<b>PROGRESS ON THE PROJECT TO DESIGN A SYSTEM TO MEASURE THE LEVEL OF COMPLIANCE OF THE GAsEP</b>	
<b>AVSEC/FAL/RG/9/4</b>			
<b>What</b>		<b>Expected impact:</b>	
<p>That,</p> <ul style="list-style-type: none"> <li>a) the National Action Plan templates be approved, presented in Appendix A to WP/06, as a GAsEP measurement tool for its voluntary use by States while developing their work plans;</li> <li>b) a Working Group meeting on the Project to design a system to measure the GAsEP implementation level be held, jointly with a Quality Control Workshop, for which the ICAO ISD-SEC would analyse funding possibilities; and</li> <li>c) the ICAO Regional Offices study the way to carry out at least five annual visits to the States of the Regions to measure GAsEP effective implementation to further enhance aviation security thru implementation of SARPs, and build the necessary capacity for their implementation, according to a need assessment by the corresponding Regional Offices.</li> </ul>		<ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>	
<b>Why:</b>			
In order to comply with the NAM/CAR and SAM Regional Roadmap guidelines for the implementation of the ICAO Global Aviation Security Plan (GAsEP).			
<b>When:</b>	Before 2020	<b>Status:</b>	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b>	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Others		

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*Establishment of working groups in line with the NAM/CAR and SAM GAsEP Regional Roadmap*

4.2.8 Having analysed WP/07, which objective was to conform five Working Groups (WG) one for each priority action established in the GAsEP, with the purpose that each one provides follow up of the tasks contained in the working papers that, under consideration of the Regional Group, should be given continuity, in attention to the specific actions that can be carried out by the AVSEC/FAL regional group.

4.2.9 The Regional Group took note of the proposal and concluded that the new conformation of the working groups would allow achieving a better organization of the Regional Group in order to ensure compliance with the ICAO GAsEP thru the NAM/CAR and SAM Regional Roadmap.

4.2.10 Finally, the respective conclusion is included under the report of Agenda Item 8, AVSEC/FAL/RG Terms of Reference and Regional Roadmap, based on the ICAO Global Aviation Security Plan.

**4.3 Report on the First Workshop on Aviation Security Management Systems (SeMS) held in Bogota, Colombia from 18 to 21 September 2018 – Coordinator State: Colombia**

*Consolidation and strengthening of the strategic approach of the civil aviation security management system (SeMS)*

4.3.1 The Secretariat presented WP/08 from Colombia, which provides information about the First Workshop on Aviation Security Management System (SeMS), held in Bogota, Colombia, from 18 to 21 September 2018, under the auspices of the Special Civil Aviation Administrative Unit (*Unidad Administrativa Especial de Aeronáutica Civil*) of Colombia.

4.3.2 The Meeting was informed about the importance for the States to develop a Civil Aviation Security Management System (SeMS) as a useful tool for Quality Control. The shared experiences with respect to the SeMS implementation from the part of airports and aircrafts operators were also discussed.

4.3.3 IATA provided a presentation sharing its methodology for the assessment of the risk analysis, thru the implementation of the SeMS principles in all the aviation industry. For this purpose, information on the Second Edition of IATA SeMS Manual was provided sharing the link: <https://iatasems.com/index.aspx>. Additionally, it was mentioned that it is possible to access to the Security Information Form in the link: <https://bit.ly/2G2w1DW>

4.3.4 After analysing WP/08, the Meeting approved all the action suggested in the same, and formulated the following conclusion:

<b>CONCLUSION</b> <b>AVSEC/FAL/RG/9/5</b>		<b>CONSOLIDATION AND STRENGTHENING OF STRATEGIC APPROACHES OF THE CIVIL AVIATION SECURITY MANAGEMENT (SeMS)</b>	
<p><b>What:</b></p> <p>That,</p> <p>a) all actions suggested in this WP were approved as follows, and that States:</p> <ul style="list-style-type: none"> <li>i. move forward in the implementation of SeMS in close cooperation and continuous dialogue between the authorities and the industry.</li> <li>ii. provide the means for easy and safe reporting of civil aviation security incidents. This will produce trends and statistics to improve performance and help reduce security system vulnerabilities.</li> <li>iii. ensure cooperation at all levels within service provider organisations (transport operators, airports, and other related organisations), to consolidate an increasingly participatory and comprehensive security culture.</li> <li>iv. reinforce theoretical-practical academic processes to strengthen the entire civil aviation security management system (SeMS), and continue holding periodic academic meetings, such as the workshop held in Bogota, Colombia, for the exchange of best practices in NAM/CAR and SAM States.</li> <li>v. encourage the development of civil aviation security management systems (SeMS), creating a standard model for the collection and analysis of security-related data.</li> </ul> <p>b) a meeting/workshop of the Working Group on Consolidation and strengthening of the strategic approach of the civil aviation security management system (SeMS) be held, with the participation of the industry, to share the progress in the development of a SeMS standard model for the compilation and analysis of aviation security data for the Region interested States.</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>		
<p><b>Why:</b></p> <p>With the purpose of counting with a tool for the quality control in the States, and comply with one of the GAsEP task</p>			
<p><b>When:</b> Before 2022</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>		
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>			

**4.4 Results of the civil aviation cybersecurity workshop, Buenos Aires, Argentina, 19 to 22 February 2019**

4.4.1 The Secretariat presented WP/24 containing the results of the Cybersecurity Workshop delivered by Jamaica in Buenos Aires, Argentina, from 19 to 22 February 2019, sponsored by OAS with the presence of an ICAO observer.

4.4.2 The purpose of this WP was to review and identify issues related to the ICAO cybersecurity work programme and the AVSEC/FAL/RG Regional Group on this matter.

4.4.3 The Meeting took note of this WP and agreed on all suggested actions and agreed the following conclusion:

<b>CONCLUSION</b>	
<b>AVSEC/FAL/RG/9/6</b>	<b>RESULTS OF THE CIVIL AVIATION CYBERSECURITY WORKSHOP, BUENOS AIRES, ARGENTINA 19 TO 22 FEBRUARY 2019</b>
<p><b>What:</b></p> <p>That,</p> <p>a) the AVSEC/FAL/RG took note that ICAO logo should not be used in the future in the material of this workshop, and</p> <p>b) ICAO continue and expedite the development of a standardized training cybersecurity workshop that can be delivered at the regional level.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To cover the need to develop training material on cybersecurity.</p>	
<p><b>When:</b> Before 2020</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Approved/<input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>Industry</p>

**Agenda Item 5                      Programmes and Projects - Facilitation (FAL)**

**5.1        Report on *Facilitation train the trainers training material* programme –  
Coordinator: Nicaragua**

5.1.1                      Bolivia presented WP/10 on the development of training material for a programme on facilitation. The material was initially developed in Spanish and presented at AVSEC/FAL/RG/8 (Mexico, 13-17 August 2018) but, in consideration of English-speaking States, Bolivia translated the material into English. The translation of the material, including guides for instructors and students, has been finished and is now available to all AVSEC/FAL/RG Members. Based on this material, and considering the absence of Nicaragua, Bolivia volunteered to produce the train the trainers training and guidance material.

5.1.2                      COCESNA/ACSA offered the facilities of the *Instituto Centroamericano de Capacitación Aeronáutica* (ICCAE) in El Salvador to conduct the Train the trainers, once the training and guidance material is produced.

5.1.3                      In the absence of further comments, the Meeting thanked the work done by Bolivia and this agenda item was closed. The material will be posted at the Secure Site of the AVSEC/FAL/RG for the benefit of its Members and it will be also submitted to ICAO Headquarters for helping in the development of the future training material on Facilitation.

<b>CONCLUSION</b>	
<b>AVSEC/FAL/RG/9/7</b>	<b>TRAINING MATERIAL FOR A TRAIN THE TRAINERS PROGRAMME ON FACILITATION</b>
<p><b>What:</b></p> <p>That,</p> <p>a) Bolivia produce the train the trainers FAL training and guidance material; and</p> <p>b) once produced, the Secretariat submit the training material for the Train the trainers on Facilitation to the Facilitation Section at ICAO Headquarters, and upload it into the AVSEC/FAL/RG Secure Site once the site is operative.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The training material will help other NAM/CAR/SAM States to develop their own train the trainers programme on Facilitation.</p>	
<p><b>When:</b>     As soon as feasible.</p>	<p><b>Status:</b>   <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b>        <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>Bolivia</p>

## **5.2 Report on the working paper presented to the Tenth Facilitation Panel Meeting, September 2018**

5.2.1 The Secretariat presented WP/13, needs of facilitation officials, summarizing the discussions held at FALP/10 on FALP/10-WP/22, a paper presented by Cuba on behalf of the AVSEC/FAL/RG, and the actions subsequently taken by the Facilitation Section Secretariat.

5.2.2 The paper reflected on the complexity and variety of matters covered under facilitation and the demanding preparation required to properly address them, and stated a set of proposals aimed at creating durable capacity building related to facilitation within the States, developing the knowledge and competencies of their officials.

5.2.3 The development of guidance materials and training programmes in the field of facilitation was broadly supported. However, the proposals for the inclusion of new Facilitation SARPs within the Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA) audits and the organization of a high-level facilitation conference, similar to the one organized in aviation security, were rejected.

5.2.4 Since then, the Facilitation Section Secretariat has been working with the ICAO Global Aviation Training (GAT) Section in the development of two facilitation courses which would be delivered through the TRAINAIR PLUS network: FAL Basic and TRIP Strategy Training, which expected their approval at the 6th ICAO Training Working Group Meeting (ITWG/6), held in Montreal on 21 March 2019.

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**Agenda Item 6                      Programmes and Projects - Aviation Security (AVSEC) and Facilitation (FAL)**

6.0.1                      Dominican Republic presented WP/09 mentioning the importance that the Meeting of Directors of ICAO Aviation Security Training Centres (ASTCs) has simultaneous interpretation to the ICAO official languages. The paper expresses the concern that the lack of providing interpretation in the language of the participants to these meetings can create a language barrier, an impede access to the information, decisions and/or conclusions of those meetings

6.0.2                      The Meeting took note of the concern presented and the plenary considered that, although the language is an important issue, the AVSEC/FAL/RG is not the appropriate forum to manage this request. After some deliberations, the plenary decided to include this concern in the report of the AVSEC/FAL/RG/9 to elevate this situation to the knowledge of ISD-Sec, who is in charge of the ASTC Directors Meetings. Nevertheless, the Meeting suggested that Dominican Republic should present a paper with this concern to the 16th Meeting of Directors of ICAO Aviation Security Training Centres that will be held in Dubai, United Arab Emirates, from 29 April to 1 May 2019.

**Regulation Assessment of Aviation Security and Facilitation Aspects of non-regular flights – charters among States – Dominican Republic**

6.0.3                      Dominican Republic presented WP/11, which objective is to seek the establishment of standardized processes and procedures in security and facilitation matters to be applied to non-regular flights – charters, developing and unifying tools that seek the uniform and effective application and compliance of SARPs of ICAO Annexes 9 (Facilitation) and Annex 17 (Security), since these operations do not comply with the same regulations of regular commercial operations. In this sense, the factors to be considered while establishing these regulations should be looked at.

6.0.4                      The Meeting was made aware that the number of operations in several States of the Region has been increasing, as is the case of Dominican Republic, which received over 17000 charter flights in 2018, and Jamaica mentioned that these types of operations have also shown an increase in the last years. Among the comments expressed, was that a good practice would be to extract from the national AVSEC regulations, specific requirements for these types of flights and to deliver them to these operators, so as to have them adapt their security programmes in accordance with the State where they operate.

6.0.5                      Additionally, it was mentioned that it would be convenient that competent AVSEC authorities coordinate with authorities that issue operation permits to control in a joint manner these permits. LACAC mentioned that GEPEJTA has prepared a legal analysis on the subject and that interested States should approach this group of experts to obtain greater information of the issues already dealt with on this issue.

6.0.6 Finally, the Group decided that States that are interested on this issue, once obtaining the information from GEPEJTA, assess the possibility to establish processes and procedures to regularize minimum security and facilitation standards of operations of non-regular flights – international charters to achieve the standardization on requirements for these flights in the NAM/CAR and SAM Regions.

6.0.7 The plenary determined the formation of a Working Group in Area 5 of Cooperation and support, coordinated by Dominican Republic, Argentina, Bolivia, Brazil, Jamaica, Panama, and COCESNA volunteered to be part of this group.

6.0.8 This considered the Meeting agreed on the following Conclusion:

<b>CONCLUSION</b> <b>AVSEC/FAL/RG/9/8</b>		<b>REGULATION OF AVIATION SECURITY AND FACILITATION ASPECTS OF NON-REGULAR FLIGHTS – CHARTERS AMONG STATES</b>	
<b>What:</b> That, the Working Group on Cooperation and Support		<b>Expected impact:</b>	
<ul style="list-style-type: none"> <li>a) continue analysing the referred issue to provide an analysis of the legal status on the Regulation Assessment of Aviation Security and Facilitation Aspects of non-regular commercial flights – charters among States; and</li> <li>b) consult GEPEJTA to learn about the legal analysis of this Group.</li> </ul>		<ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>	
<b>Why:</b> Because it is necessary to understand the regulatory scope that States have reached on the commercial flight classification in order to obtain a harmonized legislation.			
<b>When:</b> For the next meeting		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Working Group on Cooperation and Support	

*Scope of Certification of AVSEC personnel - Dominican Republic*

6.0.9 Dominican Republic presented NE/12 where it reminded that currently, the ICAO establishes the certification of AVSEC personnel who carries out inspection and training functions. This certification process seeks to confirm the abilities and conditions of persons that will carry out security functions, which should be regularly renovated with the intention to maintain necessary quality standards. Notwithstanding, ICAO does not demand certification in other activities, such as supervision, quality control and management.

6.0.10 Dominican Republic informed that they initiated the process to certify personnel who works as inspector as well as instructors in 2004. Considering the importance of certification, in 2009 they extended the personnel that carries out quality control functions, supervision and management. The paper suggests the Regional Group to elevate to ICAO a proposal for amendment to Annex 17 to consider within the certification process to all AVSEC personnel, mainly in management, quality control and supervision areas.

6.0.11 The Meeting recalled that item a) of Standard 3.4.7 establishes that States ensure that the personnel carrying out security audits, tests, surveys and inspections are trained to appropriate standards for these tasks in accordance with the national civil aviation security programme; and it certainly does not establish the certification of this personnel. Likewise, several States expressed that they have established standards to certify personnel in supervision, quality control and management. Notwithstanding, the Meeting did not reach a consensus on this issue.

### **6.1 Procedures for the implementation of One Stop Security System (OSS) – Coordinator State: Panama**

6.1.1 Panamá presented WP/14 on the actions and measures developed by the Working group to implement a “One stop security (OSS) programme for the States of the Region”.

6.1.2 The Meeting was informed about the contents of this working paper and of the benefits that a OSS would imply, e.g. to improve aviation security systems throughout the NAM/CAR and SAM Regions; as well as to reduce human and material resources both for States and for Industry, thus improving regional connectivity.

6.1.3 In this context, there was an exchange of opinions regarding the difficulty degree that States would have to implement a OSS in their territories. In addition, the Meeting discussed the need to have a secure system to share sensitive information among States.

6.1.4 After analysing WP/14 and after debating the progress reached by the Regional Group for developing procedures as guidance for the implementation of a One Stop Security System (OSS) Programme, and the applicability of the WP to the original request of the Regional Group; it was agreed that the Working Group provide further information and the missing documents to the working paper, to show the results achieved by this Working Group.

6.1.5 The Meeting considered the need to gather again to review the progress on this matter, and Panama informed the possibility to host this event after August 2019. After exchanging concepts under the consensus of approving all suggested actions by the WP, the following conclusion was agreed by the Meeting:

<b>CONCLUSION</b>	
<b>AVSEC/FAL/RG/9/9</b>	<b>PROCEDURES FOR THE IMPLEMENTATION OF ONE STOP SECURITY SYSTEM (OSS)</b>
<p><b>What:</b></p> <p>That, the OSS Project Working Group:</p> <p>a) hold the second meeting, in order to analyse and discuss the procedures develop by this group and to prepare a plan for its implementation in accordance with the needs of interested States; and</p> <p>b) present the missing documents of the works developed, which will serve as guidance material for interested States.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>In order to improve connectivity on a Regional level.</p>	
<p><b>When:</b> Before 2020</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>OSS Project Working Group</p>

## 6.2 Report on the revision of the Montreal Protocol 2014 (MP-14) – Coordinator State: Jamaica

6.2.1 Jamaica presented IP/04 on the creation of a working group on disruptive passengers integrated by Antigua and Barbuda, Jamaica, Panama and IATA to look at the operational impact of the ratification and review best practices. However, Jamaica informed the Meeting that the Working Group noted that it did not have sufficient samples from the region to provide States with a final guidance document, and encouraged States to review the draft of the Circular 288 - *Manual on Legal Aspects of Unruly and Disruptive Passengers*.

## 6.3 Report on the revision of the Beijing Convention – Proposing State: Argentina

6.3.1 During the AVSEC/FAL/RG/8, Chile presented WP/17 on the Beijing Convention and its Protocol that entered in force on July 1st, 2018. The Beijing Convention modernizes and consolidates the Convention for the Suppression of Unlawful Acts against the Civil Aviation Security (Montreal Convention, 1971) and the Protocol for the Suppression of Illicit Acts of Violence in Airports that serve the International Civil Aviation (Supplementary Protocol, 1988) by criminalizing a number of acts considered as new threats against the civil aviation (i.e. the use of an aircraft in service for the purpose of causing death, serious bodily injuries or serious damages to property or the environment).

6.3.2 The Meeting adopted Decision AVSEC/FAL/RG/8/08 on the creation of a Working Group chaired by Chile and integrated by Argentina, Guatemala and Panama, with the purpose of advising on the implementation of the Beijing Convention and its Protocol, writing recommendations for new technologies and inspection procedures.

6.3.3 In accordance with the provisions of AVSEC/FAL/RG/8, the expert from Chile, Mr. Eduardo Cerda, prepared "Manual of basic knowledge of biological, chemical and radiological agents" that was circulated among the members of the Working Group for their comments and suggestions; which, once received and incorporated into the Manual, were presented to the Meeting as Appendix A to WP/16.

6.3.4 Likewise, the expert from Argentina on Dangerous Goods, Mr. Ricardo Sferco, continuing with the Working Group's objective, elaborated a project of training material that was presented to the Regional Group as Appendix B to the referred working paper.

6.3.5 The Meeting took note of WP/16 and concluded that the task assigned to the working group could be considered completed and that both documents should be considered a valuable reference material and agreed that both be stored in the Group's secure site and that they be attached to the Information Paper that the Secretariat will submit to AVSECP/30 along with the preliminary report approved by the present Meeting.

6.3.6 To this end, the Meeting agreed on the following Decision:

<b>DECISION</b>	
<b>AVSEC/FAL/RG/9/01</b>	<b>BEIJING CONVENTION</b>
<p><b>What:</b></p> <p>The Manual of basic knowledge of biological, chemical and radiological agents, and the Training material are considered valuable documents that assist States to better implement the convention and to harmonize procedures that consequently should be available in the secure site of the Regional Group.</p> <p>The Secretariat to present both documents to the AVSECP/30 so that the Guidance Material and Training Task Forces (WGGM and WGT) of the AVSECP may consider them.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The drafting of recommendations to have the inspection aligned with the Beijing Convention, will serve States to better implement the convention and to harmonize procedures.</p>	
<p><b>When:</b> Immediately</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

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**Agenda Item 7            Training, Cooperation, and Assistance**

**7.1        Implementation Support and Development Section – Security (ISD-SEC) Update**

7.1.1            The implementation Support and Development Section – Security (ISD-SEC) update was discussed under Agenda Item 4.1

7.1.2            Dominican Republic presented WP/15 on the development of common guidelines on Explosive Detection Dogs (EDD-K-9). Having guidelines and orientation texts would help Member States of the NAM, CAR and SAM Regions to harmonize certification procedures and foster the use of this screening method at airports and in cargo.

7.1.3            EDDs are a versatile screening method with similar potentialities as Explosive Trace Detection (ETD) equipment, but require strict certification procedures and a close monitoring due to their intrinsic constraints (e.g. effectiveness decreases dramatically after 30 minutes of continue use). On the other side, EDDs also serve in surveillance tasks and as a deterrence measure at the airports.

7.1.4            Although the Aviation Security Manual (Doc 8973) includes EDDs as a valid screening method, the absence of specific guidelines does not facilitate their widespread deployment. Dominican Republic support the development of guidelines and propose a syllabus (from the CESAC) covering several key issues: dog selection and intrinsic characteristics required; training and certification for the different screening tasks; recertification and life-cycle; operating conditions, etc.

7.1.5            After the ensuing discussion, Argentina, Bolivia, Brazil, Jamaica, Panama and COCESNA showed their support for the initiative and the Group decided to transfer the matter to the Study Group on Cooperation and Support. The Coordinator State on this task would be Dominican Republic.

<b>DECISION</b>	
<b>AVSEC/FAL/RG/9/02</b>	<b>EXPLOSIVE DETECTION DOGS (EDD-K9) GUIDELINES</b>
<b>What:</b> <p>The Group on Cooperation and Support will address the development of Explosive Detection Dogs (EDD-K9) guidance material and Dominican Republic will act as a Coordinator State for this task.</p>	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> <p>The development of guidelines on Explosive Detection Dogs (EDD) would help Member States in harmonizing certification procedures and foster EDD use.</p>	
<b>When:</b> For AVSEC/FAL/RG/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Argentina, Bolivia, Brazil, Dominican Republic (Coordinator State), Jamaica, Panama and COCESNA

*Design of a Model Template for Comparing National Legislation with Annex 17 - Security*

7.1.6 Venezuela presented WP/18, on the progress made on the North American, Central American, Caribbean, and South American (NAM/CAR and SAM) Regional Roadmap for the implementation of the ICAO GASeP approved at the last NAM/CAR and SAM Regional Conference (Panama City, Panama, 24-27 July 2018), where priority action 1.3 was established, requiring a review of relevant provisions and guidelines contained in ICAO Annex 17 to the ICAO Chicago Convention for higher risk areas. As part of this action, States were requested to ensure that their National Civil Aviation Security Programme (NCASP) is reviewed and aligned with the changes introduced in Annex 17. It was also suggested that the ICAO Regional Offices (NACC and SAM) develop templates to be used by all States as a guide to compare national legislation and keep it up to date with respect to ICAO Annex 17 – *Security*, to the Convention on International Civil Aviation.

7.1.7 The Meeting analysed the Attachment to WP/18 as well as the need to have this template model as guidance material for States, and after exchanging concepts the Meeting came to a consensus to approve the suggested actions contained in the working paper and agreed that as soon as the secure site is available this material be uploaded to be used by interested States.

**Agenda Item 8                      Terms of Reference and Regional Roadmap based on the ICAO Global Aviation Security Plan (GASeP)**

8.1                      Argentina presented WP/07, which had the purpose of creating five working groups (WGs), one per each key priority outcome established in the GASeP. This has the purpose of following-up the tasks contained in the working papers that, as decided by the AVSEC/FAL/RG, require continuity, in order to comply with specific actions that can be carried out by the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group.

8.2                      While adding one more group on Facilitation of Air Transport and amending the existing working groups in the current Terms of Reference and the different tasks assigned to the group, the Meeting took note of the proposal and decided to adopt the creation of the following Working Groups:

<b>DECISION</b>	
<b>AVSEC/FAL/RG/9/3</b>	<b>ESTABLISHMENT OF WORKING GROUPS AND PARTICIPATING STATES</b>
<p><b>What:</b></p> <p>In order to comply with established tasks, the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group decides to create the following Working Groups with the following membership:</p> <ol style="list-style-type: none"> <li>1) <i>Group on risk awareness and response</i> – Coordinator State: Canada; Member States: Argentina, Brazil, Panama and Venezuela.</li> <li>2) <i>Group for the development of a security culture and human capability</i> – Coordinator State: Argentina; Member States: Bolivia, Chile, Colombia, Jamaica, Panama and Uruguay.</li> <li>3) <i>Group on technological resources and innovation</i> – Coordinator State: United States; Member States: Argentina and Jamaica.</li> <li>4) <i>Group on oversight and quality assurance</i> – Coordinator State: Brazil; Member States: Jamaica, Panama, Uruguay and Venezuela.</li> <li>5) <i>Group on cooperation and support</i> – Coordinator State: Dominican Republic, Member States: Argentina, Jamaica and United States.</li> <li>6) <i>Group on Facilitation</i>: Coordinator State: Bolivia, Member States: Brazil, Dominican Republic and Panamá.</li> </ol>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global  <input checked="" type="checkbox"/> Inter-regional  <input type="checkbox"/> Economic  <input type="checkbox"/> Environmental  <input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To follow-up on tasks established by the AVSEC/FAL/RG</p>	
<p><b>When:</b>      Immediately</p>	<p><b>Status:</b>    <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b>        <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

**8.3 Summary of tasks agreed by the AVSEC/FAL/RG/9**

**1) Group on risk awareness and response**

- 1.1 Follow-up to the use of the Template for Comparing National Legislation with Annex 17 - Security  
Coordinator State: Canada,  
Member States: Argentina, Brazil, Panama and Venezuela.

**2) Group for the development of a security culture and human capability**

**3) Group on technological resources and innovation**

**4) Group on oversight and quality assurance**

- 4.1 Certification System for Managers, Supervisors, and Quality Control Inspectors  
Coordinator State: Dominican Republic  
Member States: Argentina, Bolivia and Brazil

**5) Group on cooperation and support**

- 5.1 Regional Contingency Plan exercise  
Coordinator State: Argentina  
Member States: Chile, Paraguay, Uruguay and ACI
- 5.2 Regulation Assessment of Aviation Security and Facilitation Aspects of non-regular flights – charters  
Coordinator State: Dominican Republic  
Member States: Argentina, Bolivia, Brazil, Jamaica, Panama, and COCESNA
- 5.3 Procedures for the implementation of One Stop Security System (OSS)  
Coordinator State: Panama,  
Member States: Brazil and United States.
- 5.4 Development of Explosive detection dogs (EDD-K9) Guidelines  
Coordinator State: Dominican Republic  
Member States: Argentina, Bolivia, Brazil, Jamaica, Panama and COCESNA

**6) Group on Facilitation**

- 6.1 Development of Training and Guidance material for FAL train the trainers  
Coordinator State: Bolivia

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**Agenda Item 9                      Other Business**

***Civil Aviation Security Document – “CASD” (DSAC)***

9.1.1                      Brazil presented working paper WP/20 about the initiative of the Brazilian Civil Aviation Authority to develop a Semi-annual Security Documents Report with the purpose of disseminating to the AVSEC community the occurrences reported in the period and disseminate knowledge of the facts and recommendations advocated by ANAC (Brazilian Civil Aviation Authority) with the objective of establishing best practices in security against acts of illicit interference in the country.

9.1.2                      The Meeting was informed about the procedures adopted by Brazil regarding the management of Civil Aviation Security Documents (DSAC) and the analysis methodology of such documents, as well as the content and distribution of the Semi-annual Security Documents Report.

9.1.3                      The Meeting was invited to take note of the Brazilian experience on AVSEC reports as a tool by the DSAC and to promote better coordination with airport and aircraft operators, delivering them information in order to perform better risk assessments and procedures enhancements., as well as to consider the Semi-annual Security Documents Report as a guidance to regional GASEP Roadmap task 1.E: *“Implement or enhance secure, systematic mechanisms to share threat and risk information at a national level”*.

***Security Risk Assessment Manual for Aerodromes***

9.1.4                      Brazil presented working paper WP/21 about the initiative of the Brazilian Civil Aviation Authority to develop a security risk assessment manual for aerodromes with the purpose of establishing the guidelines of the methodology of risk analysis focused on the acts of unlawful interference and to assist the aerodrome operators to produce the AVSEC Risk Assessment Reports.

9.1.5                      The Meeting was informed on the Brazilian experience and challenges in the implementation of a Security Risk Assessment Manual for Aerodromes making the Security Risk Assessment Manual for Aerodromes available to assist those responsible for aerodromes to prepare the AVSEC Risk Assessment Reports.

9.1.6                      The Manual exemplifies several threat scenarios of Airport AVSEC Contingency Plan, establishes a methodology to identify the probability of a given threat scenario to occur and to determine the vulnerability level to help to identify the probability of an attack. The Manual includes a list of questions to identify where mitigating measures are required to keep the residual risk within acceptable levels.

9.1.7 The Meeting took note and considered the Brazilian experiences and States are willing to identify similarities and challenges in implementing a continuous process of risk assessment and guide airport security planning.

***Regional Contingency Plan exercise***

9.1.8 Argentina presented WP/19 on the convening of a regional contingency plan exercise that will be carried out in Argentina, which foresees to collect from this activity the preparation of a detailed assessment report that includes lessons learned in the exercise, which will be shared with the Regional Group for its use

9.1.9 This exercise would have a duration of five (5) days, the first two for the preparation phase, in which it would be very helpful to have the assistance of an ISD instructor, as well as the AVSEC regional officers of both Offices. The two following days would be for conducting the exercise, applying the contingency plans of the airports involved, and the protocols for its resolution. To conclude, the last day would be for drafting and submitting the assessment report subsequent to the exercise, identifying possible deficiencies which will be shared with the Regional Group.

9.1.10 The Regional Group took note of the proposal presented by Argentina and concluded that the adoption of better practices, as well as the effective and sustainable answer to measures among the States that conform this Group will be useful for all participants. During the discussions, some States raised the issue that distance could be an impediment regarding the possibility of attendance from the part of all member States. However, the Secretariat explained that the participation in the same exercise did not necessarily require the physical on-site presence, but States that would like to participate in this initiative through the ICAO Point of Contacts (PoC) and through the use of communications audio-visual media would be welcome to recreate in the most realistic way the eventual communications that would take place in case that a real case takes place. Likewise, the possibility that this be repeated in other States of the NAM/CAR Regions was raised.

9.1.11 The Secretariat informed that the ISD-SEC Section had already started to consider this exercise and those actions are being held to allow carrying this out possibly during the month of August 2019. The following States offered to participate in this Exercise: Argentina, Chile, Paraguay, Uruguay and the Airport Council International (ACI).

<b>DECISION</b>	
<b>AVSEC/FAL/RG/9/04</b>	<b>REGIONAL CONTINGENCY PLAN EXERCISE</b>
<b>What:</b> That: a) the Regional Group supports carrying out the proposed exercise and accepts to nominate persons to participate in its organization; and  b) the Secretariat was entrusted to transfer the present conclusion to the ISD-SEC section of ICAO aviation security and facilitation Deputy Direction to request the allotment of human and material resources for this exercise.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> Standard 5.1.4 of Annex 17 establishes for States to ensure the drafting of contingency plans that are verified on a regular basis, and that resources made available to safeguard civil aviation against acts of unlawful interference. Various meetings of AVSEC authorities recently held in the Region identified the need to share best practices related regional contingency plans.	
<b>When:</b> Immediately	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	Argentina, Chile, Paraguay, Uruguay and ACI.

***Report on activities of the AVSEC/FAL Regional Group at the Sixteenth Meeting of Civil Aviation Authorities of the South American Region (RAAC/16)***

9.1.12 The Secretariat presented WP/22 which purpose was to inform the RG on the information contained the in working papers on aviation security presented by the ICAO Secretariat during the Sixteenth South American Civil Aviation Authorities Meeting (RAAC/16), held in Lima, Peru, from 6 to 7 December 2018, as well as conclusions on aviation security agreed upon in this meeting.

9.1.13 The Regional Group took note of WP/22 and considered that the rest of the proposed actions had already been adopted according to conclusions previously agreed during the meeting. The exercise will help measuring time and response procedures and training of personnel.

***Regional solution to the standardisation problem of security regulations in Central America***

9.1.14 COCESNA presented WP/25 on the standardization of aviation security regulations among Central American States. Under the Central American Integration System (SICA), the Sectoral Council of Transportation Ministers (COMITRAN) adopted on 28 September 2018 the MRAC-17 (Aviation Security) published in the Official Gazette SICA No. 40-2019 on 22 February 2019 and applicable since that date. This community regulation has the consideration of international treaty and it is directly applicable in Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and, in a near future, Belize.

9.1.15 The MRAC-17 targets the civil aviation industry and not the States, but it means an important step in the harmonization of aviation security regulations within Central America. The objective is to achieve a safer and less complex air transport system and to stimulate the growth of civil aviation in the region. With the MRAC-17 civil aviation operators have a reference regulatory framework in the region although States will continue operating under their own national laws. Despite the expected advantages, during these initial months some implementation difficulties are still expected: contradictory national regulations; sovereignty issues; and industry confusion.

9.1.16 From now on, the alignment with Annex 17 SARPs applicable to the industry would be directly achieved by the amendments of MRAC-17, while for Annex 17 SARPs applicable to government entities would be required the amendment of the respective national regulations.

9.1.17 COCESNA completed the presentation by showing a video explaining the SICA and the Meeting noted and thanked the information.

## **9.2 Next Meeting Venue and Dates**

9.2.1 The Plenary agreed to save the last week of March of every year for future meetings of the AVSEC/FAL/RG, and the next meeting to be held in the ICAO South American Regional Office. However, if there is any interested State be the host for the meeting of the group, they need to consider sending their hosting proposal to the ICAO/LACAC Joint Secretariat, by the end of May of the previous year. Potential host States should consider the requirements involved with hosting these meetings.

**APPENDIX A  
EXECUTIVE LIST OF CONCLUSIONS/DECISIONS**

Number	Conclusion/Decision	Responsible for action	Deadline
C/1	EFFECTIVE PARTICIPATION OF STATES IN REGIONAL ACTIVITIES AND REPLIES TO COMMENTS REQUESTED ON AVSEC/FAL MATTERS BY ICAO	NAM/CAR and SAM States	Whenever required
	That, a) Civil Aviation Authorities of the NAM/CAR and SAM States extend their commitment at the interior of their States for implementing the endorsed NAM/CAR and SAM Regional Roadmap derived from the ICAO GAsEP, including their aviation security stakeholders, from airports and airlines, among others, to reach an efficient and effective implementation of the security standards, and to achieve the agreed increment of the regional percentage of the effective implementation planned in the AVSEC NAM/CAR and SAM Regional Roadmap;		
	b) NAM/CAR and SAM States' Civil Aviation Authorities establish or update internal mechanisms and procedures to ensure timely and appropriate answers to ICAO AVSEC and FAL requests; and		
	c) in order to accomplish the above mentioned, the Aviation Security (AVSEC) and Facilitation (FAL) appropriate authorities of the NAM/CAR and SAM Regions support their AVSEC and FAL personnel for achieving an active and committed participation in the AVSEC/FAL/RG's activities.		
C/2	WORKING PAPER FOR FALP/11	States	For FALP/11 (draft for comments at AVSEC/FAL/RG/10)
	That, States develop a working paper for FALP/11 explaining challenges and barriers faced by persons with disabilities when accessing to air transport in the NAM/CAR/SAM Regions and suggesting potential Annex 9 SARPs on this subject.		

Number	Conclusion/Decision	Responsible for action	Deadline
C/3	<p>PREPARATION OF DOCUMENTATION ON CYBERSECURITY FOR THE THIRTEENTH MEETING OF THE AVIATION SECURITY (AVSEC) PANEL</p> <p>That, the Secretariat submit the lessons learned on cybersecurity as an information paper to the next Aviation Security Panel AVSECP/30 (Montreal, 13-17 May 2019).</p>	ICAO	For AVSECP/30 (draft for comments by 5 April 2019).
C/4	<p>PROGRESS ON THE PROJECT TO DESIGN A SYSTEM TO MEASURE THE LEVEL OF COMPLIANCE OF THE GAsEP</p> <p>That,</p> <p>a) the National Action Plan templates be approved, presented in Appendix A to WP/06, as a GAsEP measurement tool for its voluntary use by States while developing their work plans;</p> <p>b) a Working Group meeting on the Project to design a system to measure the GAsEP implementation level be held, jointly with a Quality Control Workshop, for which the ICAO ISD-SEC would analyse funding possibilities; and</p> <p>c) the ICAO Regional Offices study the way to carry out at least five annual visits to the States of the Regions to measure GAsEP effective implementation to further enhance aviation security thru implementation of SARPs, and build the necessary capacity for their implementation, according to a need assessment by the corresponding Regional Offices.</p>	States; ICAO	Before 2020
C/5	<p>CONSOLIDATION AND STRENGTHENING OF STRATEGIC APPROACHES OF THE CIVIL AVIATION SECURITY MANAGEMENT (SeMS)</p> <p>That,</p> <p>a) all actions suggested in this WP were approved as follows, and that States:</p> <p>i. move forward in the implementation of SeMS in close cooperation and continuous dialogue between the authorities and the industry.</p>	States; ICAO	Before 2022

Number	Conclusion/Decision	Responsible for action	Deadline
	<p>ii. provide the means for easy and safe reporting of civil aviation security incidents. This will produce trends and statistics to improve performance and help reduce security system vulnerabilities.</p>		
	<p>iii. ensure cooperation at all levels within service provider organisations (transport operators, airports, and other related organisations), to consolidate an increasingly participatory and comprehensive security culture.</p>		
	<p>iv. reinforce theoretical-practical academic processes to strengthen the entire civil aviation security management system (SeMS), and continue holding periodic academic meetings, such as the workshop held in Bogota, Colombia, for the exchange of best practices in NAM/CAR and SAM States.</p>		
	<p>v. encourage the development of civil aviation security management systems (SeMS), creating a standard model for the collection and analysis of security-related data.</p>		
	<p>b) a meeting/workshop of the Working Group on Consolidation and strengthening of the strategic approach of the civil aviation security management system (SeMS) be held, with the participation of the industry, to share the progress in the development of a SeMS standard model for the compilation and analysis of aviation security data for the Region interested States.</p>		

Number	Conclusion/Decision	Responsible for action	Deadline
C/6	RESULTS OF THE CIVIL AVIATION CYBERSECURITY WORKSHOP, BUENOS AIRES, ARGENTINA 19 TO 22 FEBRUARY 2019	States; ICAO; Industry	Before 2020
	That, a) the AVSEC/FAL/RG took note that ICAO logo should not be used in the future in the material of this workshop, and		
	b) ICAO continue and expedite the development of a standardized training cybersecurity workshop that can be delivered at the regional level.		
C/7	TRAINING MATERIAL FOR A TRAIN THE TRAINERS PROGRAMME ON FACILITATION	Bolivia; ICAO	As soon as feasible.
	That, a) Bolivia produce the train the trainers FAL training and guidance material; and		
	b) once produced, the Secretariat submit the training material for the Train the trainers on Facilitation to the Facilitation Section at ICAO Headquarters, and upload it into the AVSEC/FAL/RG Secure Site once the site is operative.		
C/8	REGULATION OF AVIATION SECURITY AND FACILITATION ASPECTS OF NON-REGULAR FLIGHTS – CHARTERS AMONG STATES	Working Group on Cooperation and Support	For the next meeting
	That, the Working Group on Cooperation and Support  a) continue analysing the referred issue to provide an analysis of the legal status on the Regulation Assessment of Aviation Security and Facilitation Aspects of non-regular commercial flights – charters among States; and		
	b) consult GEPEJTA to learn about the legal analysis of this Group.		

Number	Conclusion/Decision	Responsible for action	Deadline
C/9	PROCEDURES FOR THE IMPLEMENTATION OF ONE STOP SECURITY SYSTEM (OSS)	OSS Project Working Group; ICAO	Before 2020
	That, the OSS Project Working Group:  a) hold the second meeting, in order to analyse and discuss the procedures develop by this group and to prepare a plan for its implementation in accordance with the needs of interested States; and		
	b) present the missing documents of the works developed, which will serve as guidance material for interested States.		
D/1	BEIJING CONVENTION	ICAO	Immediately
	The Manual of basic knowledge of biological, chemical and radiological agents and the training material are considered valuable documents that assist States to better implement the convention and to harmonize procedures that consequently should be available in the secure site of the Regional Group.  The Secretariat to present both documents to the AVSECP/30 so that the Guidance Material and Training Task Forces (WGGM and WGT) of the AVSECP may consider them.		
D/2	EXPLOSIVE DETECTION DOGS (EDD-K9) GUIDELINES	Argentina, Bolivia, Brazil, Dominican Republic (Coordinator State), Jamaica, Panama and COCESNA	For AVSEC/FAL/RG/10
	The Group on Cooperation and Support to develop of Explosive Detection Dogs (EDD-K9) guidance material and Dominican Republic will act as a Coordinator State for this task.		
D/3	ESTABLISHMENT OF WORKING GROUPS AND PARTICIPATING STATES	States; ICAO	Immediately
	In order to comply with established tasks, the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group decides to create the following Working Groups with the following membership:  1) <i>Group on risk awareness and response</i> – Coordinator State: Canada; Member States: Argentina, Brazil, Panama and Venezuela.		

Number	Conclusion/Decision	Responsible for action	Deadline
	<p>2) <i>Group for the development of a security culture and human capability</i> – Coordinator State: Argentina; Member States: Bolivia, Chile, Colombia, Jamaica, Panama and Uruguay.</p> <p>3) <i>Group on technological resources and innovation</i> – Coordinator State: United States; Member States: Argentina and Jamaica.</p> <p>4) <i>Group on oversight and quality assurance</i> – Coordinator State: Brazil; Member States: Jamaica, Panama, Uruguay and Venezuela.</p> <p>5) <i>Group on cooperation and support</i> – Coordinator State: Dominican Republic, Member States: Argentina, Jamaica and United States.</p> <p>6) <i>Group on Facilitation</i>: Coordinator State: Bolivia, Member States: Brazil, Dominican Republic and Panamá.</p>		
D/4	<p>REGIONAL CONTINGENCY PLAN EXERCISE</p> <p>That:</p> <p>a) the Regional Group supports carrying out the proposed exercise and accepts to nominate persons to participate in its organization; and</p> <p>b) the Secretariat was entrusted to transfer the present conclusion to the ISD-SEC section of ICAO aviation security and facilitation Deputy Direction to request the allotment of human and material resources for this exercise.</p>	States; ICAO	Immediately