## INFORMATION PAPER

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### Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9)

Santo Domingo, Dominican Republic, 25 to 29 March 2019

**Agenda Item 9:**            **Other Business**

**DOMINICAN REPUBLIC DEVELOPMENTS ON AVIATION SECURITY**

(Presented by Dominican Republic)

| EXECUTIVE SUMMARY | |
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| This information paper presents a summary of the Dominican Republic developments on regulation, technology, quality control, AVSEC training and cooperation that has provided to the global aviation security system, and its intention to support the ICAO "No Country Left Behind" (NCLB), as written in the conclusion to this document. | |
| *Strategic Objectives:* | • Security & Facilitation |
| *References:* | • A38-WP/152 — Presentation of the School of civil aviation security (ESAC), ICAO Regional training centre, ASTC/ESAC<br>• A38-WP/168 — AVSEC Quality Control – The Experience of the Dominican Republic<br>• A39-WP/14 — ICAO Comprehensive Aviation Security Strategy (ICASS)<br>• A39-WP/15— Establishment of a global Aviation security plan<br>• A39-WP/20 — Implementation of the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA)<br>• A39-WP/23 — No Country Left Behind (NCLB) Initiative<br>• A39-WP/28 — Report on the ICAO Technical Assistance Programme<br>• Law No. 188-1 on Airport Security and Civil Aviation<br>• A39-WP/446 – Dominican Republic developments on Aviation Security |

## 1. Introduction

1.1 Since 1944 Dominican Republic is a signatory State of the Convention on International Civil Aviation (Chicago Convention), with ratified on 25 September 1945, showing its firm commitment to assume all the responsibilities derived from the Convention. Civil Aviation Security has being, and will be, one on the first national interests of Dominican State.

1.2 The Dominican State has stablished a Specialized Body in Airport Security and Civil Aviation (CESAC), military entity and competent authority on aviation security, part of the Ministry of Defence, it has also been stablished a Civil Aviation Security National Commission (CONASAC) chaired by the Minister of Defence, and Airport Security Committees chaired by CESAC Security Directors. There is also a series of collegiate and inter-institutional bodies of which CESAC is a member with voice and vote, among which we can mention the Civil Aviation Board (JAC) and the Airports Commission.

## 2. DEVELOPMENTS ON REGULARIZATION

2.1 The Dominican State has remained at the forefront in the approval of ICAO legal instruments on civil aviation security, since, like the Chicago Convention, all of which has being parte have been signed, ratified and deposited, as detailed below:

a) Convention on offences and certain other acts committed on board aircraft, signed at Tokyo on 14 September 1963 (Doc 8264 – Tokyo Convention); **Resolution No. 15, Official Gazette No. 9199, 19 September 1970.**

b) Convention for the Suppression of unlawful seizure of aircraft, signed at The Hague on 16 December 1970 (Doc 8920 – The Hague Convention), **Resolution No. 503, Official Gazette No. 9300, 3 March 1973.**

c) Convention for the suppression of unlawful acts against the safety of civil aviation, signed at Montreal on 23 September 1971 (Doc 8966 – Montreal Convention); **Resolution No. 408, Official Gazette No. 9281, 15 November 1972.**

d) Protocol for the suppression of unlawful acts of violence at airports serving international civil aviation, Supplementary to the Convention for the suppression of unlawful acts against the safety of civil aviation, done at Montreal on 23 September 1971, signed at Montreal on 24 February 1988 (Doc 9518 – Montreal Protocol); **Resolution No. 46-00, Official Gazette No. 10053, 31 July 2000.**

e) Convention on the marking of plastic explosives for the purpose of detection, done at Montreal on 1 March 1991 (MEX Convention); **Resolution No. 27-00, Official Gazette No. 10048, 15 September 2000.**

**f)** Convention on the suppression of unlawful acts relating to international civil aviation, done at Beijing on 10 September 2010; **Resolution No. 278-12, Official Gazette No. 10700, 19 November 2012.**

**g)** Protocol Supplementary to the Convention for the Suppression of unlawful seizure of aircraft, done at Beijing on 10 September 2010; **Resolution No. 278-12, Official Gazette No. 10700, 19 November 2012.**

**h)** Protocol to amend the Tokyo Convention on offences and certain other acts committed on board aircraft done at Montreal on 4 April 2014; Resolution No. 400-15, Official Gazette No. 10826, 31 December 2015.

2.2　　　　Likewise, Dominican Republic has developed and promulgated Law No.188-11, on Airport Security and Civil Aviation with its Implementation Regulation approved by Decree No. 376-06 and Law No. 267-08 on Terrorism, which are legislations criminalizing acts that infringe provisions on civil aviation security. Among these are actions that imply disturbance and insubordination in flight or on land, two figures that ICAO permanently urges the States to penalize internally, as well as administrative sanctions, and the Airspace National Security and Defence System.

2.3　　　　Furthermore, there have been elaborated and approved: a National Civil Aviation Security Programme (NCASP), a National Civil Aviation Security Quality Control Programme (NCASQCP), a National Civil Aviation Security Training Programme (NCASTP), a Regulation of accreditation of private providers of civil aviation security services (RGPPCASS), Airport Security Programmes on civil aviation security for each of the airports under CESAC overview and a Security Programme for each Air Operator (AOSP), of which currently 84 have approved (61 foreign and 23 local).

## 3.　　　　TECHNOLOGY

3.1　　　　Cibersecurity infrastructure has being implemented, which will warranty operational continuity of all critical assets of the institution such as servers, communication networks and information systems.

3.2　　　　An integrated video-surveillance system has being implemented, consisting in a group of technological tools, human resources, infrastructure, procedures and controls, designated monitoring, storage, processing and analysis of images and events that occur in airport terminals and recorded in real time, whose data transmission is done through a private communication network that links these points with CESAC headquarters for an efficient and effective performance of assigned missions and that is based on the use of a Video Surveillance Software (VMS) over IP data networks. This technological infrastructure has analytical video capabilities in the Las Americas terminal, which allows us to identify abandoned objects, route identification, objectives, among others; furthermore, an interface with X rays machines was implemented in the José Francisco Peña Gómez and Punta Cana international airports, strengthening monitoring and control capacities in these airports.

3.2.1        Currently, we are developing the design of the third phase of this project that will include the Gregorio Luperón (MDPP), the Ciabo (MDST) and Samaná (MDCY) international airports.

3.3        There is also the Automated Integrated Aeronautical Management System (SIAGA) which allows depurating automatically national pilots licences for local flights, with real time access to a data base where can be found, permanently, the status of the pilots, controlling the entry to restricted areas of pilots that flight over country.

3.4        A computer incident management system was developed and put into operation, this is software that guarantees that incidents related to the video surveillance platform are treated properly and efficiently, through an integrated process of monitoring and administration of the entire life cycle of the incident, from the initial registration through the investigation, analysis of the cause and resulting actions, until the verification of the effectiveness.

3.5        A telephone exchange (or PBX for Private Branch Exchange and PABX for Private Automatic Branch Exchange) was installed, which is nothing more than a private team that allows managing internal telephone calls in the institution and sharing the access lines to the public network with users, to allow them to make and receive calls to and from abroad. It somehow functions as a ramification of the public telephone network. The Central IP or IP-PBX is a telephone exchange that works internally with the IP protocol. In this way, it uses the data communications (LAN and WAN) to perform its functions. This IP technology can therefore connect to VIP public services, but has also the ability to work with conventional analogue or digital telephone lines (ISDN). With the implementation of this the CESAC reduced costs in telephone infrastructure 100%.

3.6        All this technological capacity implemented by the State in the airports of the country, results in an increase in the security levels in the abovementioned terminals and a better support to other military and police organisms that fight against organized crime.

## 4.        INSTRUCTION

4.1        Dominican Republic has the Civil Aviation Security School (ESAC), accredited as an AVSEC Aviation Security Training Centre of ICAO, which mission is to train, instruct and enhance national or foreign personnel relate to civil aviation security services.

4.2        Up to date, the ESAC has trained more than nine thousand (9,000) AVSEC members for the strengthening of civil aviation security.

4.3        Within the offered syllabus, the institution has developed the following training programmes on civil aviation security, in addition to the ICAO Aviation Security Training Packages (ASTPs).

a) **Airport and civil aviation security diploma**, with the objective to the participants to develop analytical capacities, abilities and competencies for decision making related to security measures and methods focused on safeguarding civil aviation against acts of unlawful interference and other acts that threaten security.

b) **Managerial course for AVSEC personnel,** with the objective of training middle management or managerial personnel on civil aviation security, in the planning, coordination and implementation of aviation security preventive measures, at airports and to place appropriate responses to incidents and emergencies that may arise in such facilities.

c) **Airport intelligence course, its objective is to train personnel national,** regional and international threats assessment, using an information analysis method to using an information analysis method to produce intelligence to obtain accurate information on the threats that could affect civil aviation, allowing this institution to take preventive security actions to minimize the risk of acts of unlawful interference.

4.4        The ESAC has a modern virtual classroom, it is equipped with 34 computers with an Israel-manufactured computer system (software) called EAGLE, with the aim of training, certifying and carrying out the training by means of a computer, to the personnel that performs the function of operator of x-ray machine, that simulates a passenger and crew inspection post, as well as the interpretation of images in different models of x-ray machines for carry-on and checked baggage. This system has the capability of being updated accordingly with the variations of the rules and some procedures in the passengers and luggage screening. One of the most important tools of the system is the threat library, with about 5,000 different images with articles or artefacts with which an act of interference can be committed

4.5        The ESAC also counts with a library (in site and virtual) with a wide variety of books and documents on civil aviation security, among others. This library has 22 computers and Internet service allowing searches with the use of a digital portal installed in this equipment. Furthermore, library facilities are used for Microsoft Office and English language training.

4.6        This institution looks for upgrading the knowledge level of actors that apply security measures in airport terminals in order to keep efficiency in services and the coordination among all the institutions and enterprises of the air sector.

4.7        Likewise, this Centre is available to the States of the region to provide specialized training and share best practices in support of the implementation of ICAO programmes.

**5.**            **COOPERATION**

5.1            With ICAO support, expert AVSEC auditors and instructors have been formed, with whom we have cooperated with ICAO in its mission of overseeing the security systems of the Western Hemisphere; we have also cooperated with personnel training and sharing best practices with other States in the region.

6.            **QUALITY CONTROL ON AVIATION SECURITY**

6.1            Since 2004, Dominican Republic has implemented the Quality Control on Aviation Security Directorate, which currently has 22 AVSEC National Inspectors, including two international auditors certified by ICAO.

6.2            Since 2010, the CESAC is certified under ISO 9001:15 standards, having high quality control standards in its effective application of its internal processes which impact positively the internal clients and stakeholders of the institution.

7.            **CONCLUSION**

7.1            Dominican Republic has maintained a sustainable development, procuring accomplishment with national and international standards and creating entities that warranty permanence of an effective system, as well as efficient and protective of the environment.

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

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