



**INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)
LATIN AMERICAN CIVIL AVIATION COMMISSION (LACAC)**

**ICAO/LACAC NAM/CAR/SAM
THIRD MEETING OF THE AVIATION SECURITY AND
FACILITATION REGIONAL GROUP**

AVSEC/FAL/RG/3

FINAL REPORT

ICAO SAM REGIONAL OFFICE, LIMA, PERU, 17 TO 21 JUNE 2013

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

List of Contents

Contents	Page
Index	i-1
Historical	ii-1
ii.1 Place and Date of the Meeting.....	ii-1
ii.2 Opening Ceremony.....	ii-1
ii.3 Officers of the Meeting	ii-1
ii.4 Working Languages	ii-1
ii.5 Agenda	ii-2
ii.6 Attendance.....	ii-3
ii.7 List of Conclusions.....	ii-3
ii.8 List of Working and Information Papers.....	ii-4
ii.9 Programme of the Aviation Security Regional Seminar	ii-7
ii.10 Seminar Conclusions.....	ii-9
List of Participants	iii-1
Contact Information	iv-1
Agenda Item 1	1-1
<i>Meeting Agenda and Schedule</i>	
Agenda Item 2	2-1
<i>Previous Meeting Conclusions</i>	
2.1 AVSEC/FAL/RG/2 Meeting	
2.2 ICAO/LACAC Regional Workshop on the “Detection of Passengers with Suspicious Conduct Course	
2.3 LACAC Decisions – XX Assembly (2012)	
Agenda Item 3	3-1
<i>Global and Regional Developments</i>	
3.1 High-level Conference on Aviation Security	
3.2 Annex 17, AVSEC Panel, AVSEC Manual	
3.3 Annex 9, FAL Panel, Facilitation Manual	
3.4 Universal Security Audit Programme (USAP)	
3.5 LACAC participation in 38th Session of the Assembly of ICAO	

Agenda Item 4	4-1
<i>Aviation Security (AVSEC)</i>	
4.1 Report on Quality Control / Oversight System Project	
4.1.1 Sustainable and standardized regional quality control system	
4.1.2 Memorandum of Understanding (MoU) for the mutual recognition of aviation security measures between States	
4.2 Report on Communications / Information Exchange Project	
 Agenda Item 5	 5-1
<i>Facilitation (FAL)</i>	
5.1 Report on Machine Readable Travel Documents Project	
5.2 Report on Handling of Persons with Disabilities Project	
5.3 Report on Guidance on National and Airport Facilitation Committee	
 Agenda Item 6	 6-1
<i>Aviation Security (AVSEC) and Facilitation (FAL)</i>	
6.1 Report on Cargo Security Project	
6.2 Report on FAL/AVSEC Equipment Acquisition Project	
 Agenda Item 7	 7-1
<i>Training, Cooperation and Assistance</i>	
7.1 Report on Personnel Qualifications, Training & Human Factors Projects	
7.1.1 Certification	
7.1.2 Prioritize needs for ICAO training / Review and research legislation for personnel certification	
7.2 Regional AVSEC Training Events Database	
7.3 Implementation Support and Development Section – Security (ISD-SEC) update	
7.4 Organization of American States - Inter-American Committee against Terrorism Secretariat for Multidimensional Security (OAS-CICTE) Update	
 Agenda Item 8	 8-1
<i>Terms of Reference and Work Programme</i>	
 Agenda Item 9	 9-1
<i>Other Business</i>	
9.1 Next meeting site and dates	
9.2 35th Session of ICAO Legal Committee	

HISTORICAL

ii.1 Place and Date of the Meeting

The Third Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group Meeting (AVSEC/FAL/RG/3) was held at the ICAO South American Regional Office, Lima, Peru, from 19 to 21 June 2013, preceded by the Regional Seminar on Aviation Security held at the same venue on 17 and 18 June 2013.

ii.2 Opening Ceremony

Mr. Franklin Hoyer, Regional Director of the South American (SAM) Office of the International Civil Aviation Organization (ICAO) provided opening remarks, pointing out the importance of aviation security and facilitation for the transportation of passengers and cargo, and highlighting the importance of establishing clear goals and a work plan that makes it possible to achieve the Regional Group objectives within a reasonable time. Ms. Maria Liz Viveros de Bazán, AVSEC/FAL Regional Group Chairperson, thanked ICAO and LACAC for the support being provided for this third meeting and urged the Group to actively participate in the meeting, express opinions and exchange experiences. Mr. Marco Ospina, Secretary of the Latin American Civil Aviation Commission (LACAC), pointed out LACAC's objective and its cooperation agreement signed with ICAO. He recalled that the States of the Region and the public are the direct beneficiaries of aviation security and that all the work is being done for them. Likewise, he emphasised that aviation security and air transport facilitation are indispensable for ensuring the economic development of the regions. He concluded by highlighting the issues to be discussed during the meeting and then officially opened the meeting.

ii.3 Officers of the Meeting

The AVSEC/FAL/RG/3 Meeting included participation of the Chairperson, Ms. Maria Liz Viveros de Bazán from Paraguay, and Vice-Chairperson, Mr. Ted Martin, from Trinidad and Tobago. Ms. Viveros de Bazán, chaired the meeting plenary. Mr. Marco Ospina, Secretary of LACAC, and Mr. Pablo Lampariello, ICAO Regional Officer for Aviation Security for the SAM Region, served as Co-Secretaries. Both were assisted by Mr. Ricardo G. Delgado, ICAO Regional Officer for Aviation Security for the NAM/CAR Regions, and Mr. Juan Lamosa, Regional Coordinator for the Americas, Implementation Support and Development – Security (ISD/SEC) Section, from the ICAO Headquarters AVSEC Branch.

ii.4 Working Languages

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

ii.5 Agenda

Agenda Item 1 Meeting Agenda and Schedule

Agenda Item 2 Previous Meeting Conclusions

- 2.1 AVSEC/FAL/RG/2 Meeting
- 2.2 ICAO/LACAC Regional Workshop on the “Detection of Passengers with Suspicious Conduct Course”
- 2.3 LACAC Decisions – XX Assembly (2012)

Agenda Item 3 Global and Regional Developments

- 3.1 High-level Conference on Aviation Security
- 3.2 Annex 17, AVSEC Panel, AVSEC Manual
- 3.3 Annex 9, FAL Panel, Facilitation Manual
- 3.4 Universal Security Audit Programme (USAP)
- 3.5 LACAC participation in 38th Session of the Assembly of ICAO

Agenda Item 4 Aviation Security (AVSEC)

- 4.1 Report on Quality Control / Oversight System Project
 - 4.1.1 Sustainable and standardized regional quality control system
 - 4.1.2 Memorandum of Understanding (MoU) for the mutual recognition of aviation security measures between States
- 4.2 Report on Communications / Information Exchange Project

Agenda Item 5 Facilitation (FAL)

- 5.1 Report on Machine Readable Travel Documents Project
- 5.2 Report on Handling of Persons with Disabilities Project
- 5.3 Report on Guidance on National and Airport Facilitation Committee Project

Agenda Item 6 Aviation Security (AVSEC) and Facilitation (FAL)

- 6.1 Report on Cargo Security Project
- 6.2 Report on FAL/AVSEC Equipment Acquisition Project

Agenda Item 7 Training, Cooperation and Assistance

- 7.1 Report on Personnel Qualifications, Training and Human Factors Projects
 - 7.1.1 Certification
 - 7.1.2 Prioritize needs for ICAO training / Review and research legislation for personnel certification
- 7.2 Regional AVSEC Training Events Database
- 7.3 Implementation Support and Development Section – Security (ISD-SEC) Update
- 7.4 Organization of American States - Inter-American Committee against Terrorism Secretariat for Multidimensional Security (OAS-CICTE) Update

Agenda Item 8 Terms of Reference and Work Programme

Agenda Item 9 Other Business

- 9.1 Next meeting site and dates
- 9.2 35th Session of ICAO Legal Committee

ii.6 Attendance

The Meeting was attended by 21 States from the NAM/CAR and SAM Regions, and 3 International Organizations: ALTA, ECCAA and IATA, totalling 52 delegates, as indicated in the participants list .

ii.7 List of Conclusions

Number	Title	Page
3/1	States national legislation and regulations for unruly or disruptive behaviour in aviation facilities and on board aircraft	2-1
3/2	Mutual recognition of aviation security measures among States	4-1
3/3	Communication mechanism with other international groups	4-2
3/4	Report on machine readable travel documents (MRTD)	5-1
3/5	Implementation of a National air transport facilitation programme (NATFP)	5-1
3/6	Facilitation Seminar/Workshop	5-1
3/7	Report on the Project Guidance on National and Airport Facilitation Committee	5-2
3/8	Aviation Security (AVSEC) and Facilitation (FAL)	6-1
3/9	Aviation Security Assistance	7-1
3/10	Information exchange among States on civil aviation issues	9-1

ii.8 List of Working and Information Papers

Refer to the Meeting web page:

<http://www.lima.icao.int/MeetProg/MeetingProgramme.asp>

WORKING PAPERS				
Number	Agenda Item.	Title	Date	Prepared and Presented by
WP/01	1	Third Meeting of the Aviation Security and Facilitation Regional Group Organization, agenda and schedule	05/06/13	Secretariat
WP/02	2.1	AVSEC/FAL/RG/2 Meeting Conclusions	27/05/13	Secretariat
WP/03	2.2	Result of the “Detection Of Passengers with Suspicious Behaviour Course” Workshop	04/06/13	Chile
WP/04	3.1, 3.2, 3.3, 3.4	Aviation Security and Facilitation Developments since the Last AVSEC/FAL/RG	30/05/13	ICAO Secretariat
WP/05	3.5	Participation of LACAC in the 38 th Session of ICAO Assembly	30/05/13	LACAC Secretariat
WP/06	4.1	Sustainable and standardized regional quality control system	Cancelled	Project coordinated by Brazil
WP/07	4.1	Memorandum of Understanding (MoU) on mutual recognition of aviation security measures between States	03/06/13	Project coordinated by Trinidad and Tobago
WP/08	4.2	Report on Communications / Information Exchange Project	Cancelled	Secretariat
WP/09	5.1	Policy Cooperation on the Machine Readable Travel Documents (MRTD)	13/05/13	Project Coordinated by Dominican Republic
WP/10	5.2	Report on Handling of Persons with Disabilities Project	Cancelled	Project Coordinated by Chile
WP/11	5.3	Report on Guidance on National and Airport Facilitation Committee Project	13/05/13	Project Coordinated by Dominican Republic
WP/12	6.1	Report on Cargo Security Project	30/05/13	Project Coordinated by Argentina
WP/13	6.2	Report on FAL/AVSEC Equipment Acquisition Project	14/06/13	Project Coordinated by Paraguay
WP/14	7.1	Report on Personnel Qualifications, Training and Human Factors Project 7.1.1 Certification	14/06/13	Project Coordinated by Jamaica
WP/15	7.1	Report on Personnel Qualifications, Training and Human Factors Project 7.1.2 Prioritize needs for ICAO training / Review and research legislation for personnel certification	Cancelled	Project Coordinated by Jamaica

WORKING PAPERS

Number	Agenda Item.	Title	Date	Prepared and Presented by
WP/16	7.2	Regional AVSEC Training Events Database	10/06/13	Secretariat
WP/17	7.3	Implementation Support and Development Section – Security (ISD-SEC) update	30/05/13	ICAO Secretariat
WP/18	7.4	Organization of American States - Inter-American Committee against Terrorism Secretariat for Multidimensional Security (OAS-CICTE) update	14/06/13	OEA - CICTE
WP/19	9	Risk-based security (RBS)	12/06/13	United States
WP/20	9	Aviation security information exchange between Central American States	10/06/13	Nicaragua
WP/21	9	Initiative for the development of a security programme model for aircraft operators	04/06/13	Brazil
WP/22	9	Coordination between States to standardize screening procedures of passengers and cabin baggage to include a listing of prohibited articles	05/06/13	Chile
WP/23	9	Best FAL practices	17/05/13	Chile
WP/24	9.2	35th Session of ICAO Legal Committee	14/06/13	LACAC Secretariat
WP/25	9	ICAO/LACAC AVSEC/FAL/RG Strategic Plan	10/06/13	Secretariat
WP/26	5	ICAO Regional Facilitation Workshop conclusions	12/06/13	Secretariat
WP/27	9	Coordination between the states for the creation of a sub-working group within the regional security group of aviation security in order to standardize regulations and procedures linked to certification and "oversight" of AVSEC instructors	14/06/13	Peru
WP/28	6	Framework for the Procurement, Testing and Deployment of Security Equipment	14/06/13	United States
WP/29	4.2	Mechanism for communications and information exchange between AVSEC/FAL/RG and other similar international groups	18/06/13	Venezuela

INFORMATION PAPERS

Number	Agenda Item.	Title	Date	Prepared and Presented by
IP/01	--	General Information	02/04/13	Secretariat
IP/02	--	List of Working and Information Papers	18/06/13	Secretariat
IP/03	3.2	Outcomes of the Twenty-Fourth Meeting of the Aviation Security Panel (AVSECP)	06/05/13	ICAO Secretariat

INFORMATION PAPERS

Number	Agenda Item.	Title	Date	Prepared and Presented by
IP/04	3.3	Outcomes of the Seventh Meeting of the Facilitation Panel (FALP)	06/05/13	ICAO Secretariat
IP/05	8	Terms of reference and work programme of the Aviation Security and Facilitation Regional Group	10/06/13	Secretariat
IP/06	2.3	FAL/AVSEC Decisions approved by LACAC	14/06/13	LACAC Secretariat

ii.9 Programme of the Regional Seminar on Aviation Security

The Regional Seminar on Aviation Security was held prior to the AVSEC/FAL/RG/3 Meeting from 17 to 18 June 2013, with the following programme. Presentations are available at the following web link: <http://www.lima.icao.int/MeetProg/MeetingProgramme.asp>

<p>Day One Monday 17 June 2013</p>
--

Opening Ceremony

Remarks by

Oscar Quesada, Deputy Regional Director, South American (SAM) Regional Office, International Civil Aviation Organization (ICAO)

Update on Global AVSEC Developments

Juan Lamosa, Regional Coordinator – The Americas

Implementation, Support and Development Section, Aviation Security Branch, International Civil Aviation Organization (ICAO)

Update on Regional Aviation Security Overview

Ricardo G. Delgado

Regional Officer, Aviation Security, ICAO NACC Regional Office

Update on Regional Aviation Security Overview

Pablo Lampariello

Regional Officer, Aviation Security, ICAO SAM Regional Office

Implementation, Support and Development Section AVSEC Developments

Juan Lamosa, Regional Coordinator – The Americas

Implementation, Support and Development Section, Aviation Security Branch, International Civil Aviation Organization (ICAO)

Aviation security developments

Trinidad and Tobago experience

Ted Martin - TBC

Aviation Security Inspector, Trinidad and Tobago Civil Aviation Authority

Quality Control Project in Brazil

José Assumpção

*Agência Nacional de Aviação Civil
Brazil*

Future of the Universal Security Audit Programme (USAP)

Juan Lamosa, Regional Coordinator – The Americas

Implementation, Support and Development Section, Aviation Security Branch, International Civil Aviation Organization (ICAO)

Risk Context Statement

Juan Lamosa, Regional Coordinator – The Americas

Implementation, Support and Development Section, Aviation Security Branch, International Civil Aviation Organization (ICAO)

DAY TWO
Tuesday 18 June 2013

Air Cargo Security latest Developments

Pablo Lampariello
Regional Officer, Aviation Security, ICAO SAM Regional Office

Air Cargo Security latest Developments

Guatemala experience
José Alfredo Pimentel
Aviation Security National Manager
DGAC, Directorate General Civil Aviation
Guatemala

Air Cargo Security latest Developments

Airline experience
José Fernando Rojas
Assistant Director, Secure Freight
IATA

ICAO Role on the Global Framework for Machine Readable Travel Documents (MRTD) and eMRTD

Ricardo G. Delgado
Regional Officer, Aviation Security, ICAO NACC Regional Office

Information Sharing/Intelligence

Peru experience
Donald Castillo
Aviation Security Inspector
DGAC, Directorate General Civil Aviation
Peru

Information Sharing/Intelligence – Cyber-terrorism in civil aviation

Venezuela experience
José Manuel Villaverde
Aviation Security Manager, Civil Aviation National Institute
Venezuela

Aviation Security Training – Certification of personnel

Peru experience
Donald Castillo
Aviation Security Inspector
DGAC, Directorate General Civil Aviation
Peru

OAS-CICTE Technical Assistance / Capacity Development

Ricardo Delgado, Regional Officer, Aviation Security, ICAO NACC Regional Office by Shevaun Culmer, Programme Manager, Inter-American Committee against Terrorism, Secretariat for Multidimensional Security, Organization of American States – OAS/CICTE

LACAC Presentation

Marco Ospina, LACAC Secretary

Seminar Conclusions

All participants

ii.10 Seminar Conclusions

1.	States were urged to note the developments in aviation security and facilitation since the ICAO Aviation Security High Level Conference held in Montreal from 12 to 14 September 2012.
2.	State authorities, airports and other service providers are invited to request assistance from ICAO or LACAC in the implementation of aviation security provisions, including possible ICAO technical cooperation projects or LACAC horizontal cooperation projects, by contacting ICAO Regional Offices or the LACAC Secretariat, respectively.
3.	States that are able to provide assistance through training or at the operational level, are urged to communicate their availability to ICAO in order to make their personnel available to assist with the implementation of State Improvement Plans for those in need.
4.	States were reminded of the importance of considering risk assessments when developing security programmes and procedures.
5.	States that issue e-passports were encouraged to participate in the ICAO Public Key Directory in order to benefit from this security mechanism and increase facilitation for air transport users.
6.	The importance of coordination among aviation security and facilitation entities and other government entities operating in the airport environment to improve civil aviation security and facilitation, was highlighted.
7.	States were requested to consider cyber-terrorism based threats and their effect on civil aviation security.
8.	The Seminar demonstrated that it serves as an effective mechanism for sharing practical experience related to aviation security and air transport facilitation among member States.

LIST OF PARTICIPANTS

ANTIGUA AND BARBUDA

1. Peter Jerome Abraham

ARGENTINA

2. Oscar Aníbal Rubió
3. Daniel Aníbal Gómez

BRAZIL

4. Rafael Rodrigues Dias Pereira

CHILE

5. Alvaro Lisboa
6. Diego Silva
7. Eduardo Cerda

COLOMBIA

8. Manuel Antonio Riveros Gómez
9. Sergio Luis Solano Angel

CUBA

10. Armando Garbalosa Cruz
11. Víctor González Calero
12. Juan Corrales Sánchez

DOMINICAN REPUBLIC/ REPÚBLICA DOMINICANA

13. Roberto Acevedo B.
14. Sergio Gómez

ECUADOR

15. Víctor Rivera Cadena

GUATEMALA

16. José Alfredo Pimentel García

HAITI

17. Bouchard Theramene

JAMAICA

18. Althea Bartley

MEXICO

19. Manuel del Riego de los Santos

NICARAGUA

20. Guillermo Guido
21. Carlos Bonilla
22. Francisco Noel Jarquín López
23. Oscar Ramon Olivas Narvaes

PANAMA

24. Carlos A. Pashales L.
25. Abdel E. Martínez E.
26. Víctor Gorday Moreno
27. Arístides Aldeano Vásquez
28. Rogelio Lombardo

PARAGUAY

29. María Liz Viveros de Bazán
30. José María Maciel Oviedo
31. Fernando Gallardo de Brix
32. Lourdes Alicia Delvalle Medina
33. Ernesto Manuel Martí Santacruz

PERÚ

34. Donald Castillo Gallegos
35. Christian Huertas Fleischman
36. Gisela Cerdán Medina
37. Luis Salazar Flores
38. Natalie Villavicencio Brañez
39. Ramón Pinto Diaz
40. Antonio del Campo

SURINAME

41. Baarn Faizel Reinard
42. Cindy Toemin

TRINIDAD AND TOBAGO/ TRINIDAD Y TABAGO

43. Ted Mark Martin

UNITED STATES/ESTADOS UNIDOS

44. Mariely Loperena
45. Sara Terry

URUGUAY

46. Gabriel García

VENEZUELA

47. José Villaverde
48. Amador Duarte

INTERNATIONAL ORGANIZATIONS

ALTA

49. José Dolabela

ECCAA

50. Donald McPhail

IATA

51. José Fernando Rojas Ocampo
52. Filipe Pereira dos Reis

LACAC/CLAC

53. Marco Ospina
54. Luis Miguel Núñez

ICAO/OACI

55. Pablo Lampariello
56. Ricardo G. Delgado
57. Juan Lamosa

CONTACT INFORMATION

Name / Position Nombre / Puesto	Administration Organization Administración Organización	/	Telephone / E-mail Teléfono / Correo-e
ANTIGUA AND BARBUDA			
Peter Jerome Abraham Oversight Officer	Ministry of Tourism, Civil Aviation and Culture	Tel. +1 (268) 464 7372 +1 (268) 562 5576 E-mail peter.abraham@antigua.gov.ag	
ARGENTINA			
Oscar Aníbal Rubió Inspector Nacional de Seguridad de la Aviación	Policía de Seguridad Aeroportuaria (PSA)	Tel. +(5411) 4480 2297 +(5411) 5480 5398 E-mail avsec@psa.gov.ar orubio@psa.gov.ar	
Daniel Aníbal Gómez Inspector Nacional de Seguridad de la Aviación	Policía de Seguridad Aeroportuaria (PSA)	Tel. +(5411) 5480 5398 E-mail avsec@psa.gov.ar dgomez@psa.gov.ar	
BRAZIL/BRASIL			
Rafael Rodrigues Dias Pereira Especialista em Regulação de Aviação Civil	Agência Nacional de Aviação Civil – ANAC	Tel. +(5561) 3314 4453 E-mail rafael.pereira@anac.gov.br	
CHILE			
Alvaro Lisboa Montt Asesor Legal	Junta de Aeronáutica Civil	Tel. +(562) 9220 4192 E-mail alisboa@mtt.gob.cl	
Diego Silva Encargado de Facilitación	Junta de Aeronáutica Civil	Tel. +(562) 2519 0900 E-mail dsilva@mtt.gob.cl	
Eduardo Cerda Gómez Asesor Técnico AVSEC	Dirección General de Aeronáutica Civil	Tel. +(562) 439-2441 E-mail ecerda@dgac.gob.cl	
COLOMBIA			
Manuel Antonio Riveros Gómez Director de Seguridad y Supervision Aeroportuaria (E)	Unidad Administrativa Especial de Aeronáutica Civil – UAEAC	Tel. +(571) 296 3756 +(571) 296 3337 E-mail mriveros@aerocivil.gov.co	
Sergio Luis Solano Angel Coordinador Programa Nacional de Facilitación Aeroportuaria	Unidad Administrativa Especial de Aeronáutica Civil – UAEAC	Tel. +(571) 296 3239 E-mail sergio.solano@aerocivil.gov.co	
CUBA			
Armando Garbalosa Cruz Jefe Departamento Seguridad de la Aviación	Instituto de Aeronáutica Civil de Cuba	Tel. +(537) 838 1133 E-mail armando.garbalosa@iacc.avianet.cu	

AVSEC/FAL/RG/3
List of Participants – Contact Information

iv – 2

Name / Position Nombre / Puesto	Administration Organization Administración Organización	/	Telephone / E-mail Teléfono / Correo-e
Víctor González Calero Especialista Dirección de Transporte Aéreo	Instituto de Aeronáutica Civil de Cuba		Tel. +(537) 838 1170 E-mail victor.gonzalez@iacc.avianet.cu
Juan Corrales Sánchez Especialista Dirección de Transporte Aéreo	Instituto de Aeronáutica Civil de Cuba		Tel. +(537) 838 1170 E-mail juan.corrales@iacc.avianet.cu
DOMINICAN REPUBLIC/REPUBLICA DOMINICANA			
Roberto Acevedo B. Encargado de la División de Facilitación	Junta de Aviación Civil		Tel. +1(809) 689 4167 ext. 245 +1(809) 696 8016 E-mail racevedo@jac.gob.do
Sergio Gómez Abogado I	Instituto Dominicano de Aviación Civil – IDAC		Tel. +1(809) 221 7909 ext. 306 E-mail s_gomez02@hotmail.com
ECUADOR			
Víctor Rivera Cadena Especialista Transporte Aéreo - Facilitación	Dirección General de Aviación Civil		Tel. +(5932) 255 2987 E-mail victor.rivera@dgac.gob.ec
GUATEMALA			
José Alfredo Pimentel Garcia Gerente Nacional de Seguridad Aeroportuaria	Dirección General de Aeronáutica Civil		Tel. +(502) 2260-6760 E-mail joseapimentel699@hotmail.com
HAITI			
Bouchard Theramene AVSEC Director	Office National de l'Aviation Civile		Tel. +(509) 3701 0608 E-mail btheramene@hotmail.com
JAMAICA			
Althea Bartley Manager, Aviation Security & Facilitation	Jamaica Civil Aviation Authority		Tel. +1(876) 960 3948 E-mail althea.bartley@jcaa.gov.jm
MEXICO			
Manuel Del Riego de los Santos Subdirector de Seguridad	Aeropuerto Internacional Ciudad de México		Tel. +(52) 553933 8168 E-mail mdelriego@AICM.com.mx

Name / Position Nombre / Puesto	Administration Organization Administración Organización	/	Telephone / E-mail Teléfono / Correo-e
NICARAGUA			
Guillermo Guido Responsable de la Oficina de Seguridad de la Aviación	Instituto Nicaragüense de Aeronáutica Civil (INAC)		Tel. + (505) 2276 8580 ext. 1090 E-mail seguridad@inac.gob.ni
Carlos Bonilla Responsable de la Oficina de Planificación y Control de Calidad	Instituto Nicaragüense de Aeronáutica Civil (INAC)		Tel. + (505) 2276 8580 ext. 1732 E-mail planificacion@inac.gob.ni
Francisco Noel Jarquín López Jefe de Seguridad Nacional AVSEC – DESA DID	Empresa Administradora de Aeropuertos Internacionales		Tel. + (505) 2233 1624 ext. 2786 E-mail fjarquin@eaai.com.ni
Oscar Ramon Olivas Narvaes Gerente de Seguridad Aeroportuaria	Empresa Administradora de Aeropuertos Internacionales		Tel. + (505) 2233 1624 ext. 2735 E-mail oolivas@eaai.com.ni
PANAMA			
Carlos A. Pashales L. Sub-Director General	Autoridad Aeronáutica Civil - AAC		Tel.+ + (507) 501 9537 + (507) 501 9515 E-mail mcruz@aeronautica.gob.pa cpashales@aeronautica.gob.pa
Abdel E. Martínez E. Secretario General	Autoridad Aeronáutica Civil - AAC		Tel. + (507) 501 9400 + (507) 501 9401 E-mail abdelmartinez@aeronautica.gob.pa
Víctor Gorday Moreno Asesor de la Dirección General	Autoridad Aeronáutica Civil - AAC		Tel. + (507) 501 9400 + (507) 501 9401 E-mail mcruz@aeronautica.gob.pa vgorday@aeronautica.gob.pa
Rogelio Lombardo Gerente AVSEC	Gerente AVSEC		Tel. + (507) 6090 2593 E-mail rlombardo@tocumenpanama.aero
Arístides Aldeano Jefe de Control y Aseguramiento de Calidad AVSEC	Aeropuerto Internacional de Tocumen		Tel. + (507) 6378 1433 E-mail aaldeano@tocumenpanama.aero

AVSEC/FAL/RG/3
List of Participants – Contact Information

iv – 4

Name / Position Nombre / Puesto	Administration Organization Administración Organización	/	Telephone / E-mail Teléfono / Correo-e
PARAGUAY			
María Liz Viveros de Bazán Sub-Directora de Transporte Aéreo y Presidenta del Grupo Regional AVSEC/FAL/RG	Dirección Nacional de Aeronáutica Civil - DINAC	Tel. +(595) 21 213 365 E-mail staai@dinac.gov.py	
José María Maciel Oviedo Gerente de Seguridad AVSEC	Dirección Nacional de Aeronáutica Civil - DINAC	Tel. +(595) 21 644 478 E-mail josema.oviedo60@gmail.com	
Fernando Gallardo de Brix Jefe del Departamento de Facilitacion del Transporte Aéreo	Dirección Nacional de Aeronáutica Civil - DINAC	Tel. +(595) 21 210 764 E-mail fal@dinac.gov.py	
Lourdes Alicia Delvalle Medina Jefe del Departamento de Control de Calidad AVSEC	Dirección Nacional de Aeronáutica Civil - DINAC	Tel. +(595) 21 644 479 E-mail insp_avsec@dinac.gov.py	
Ernesto Manuel Martí Santacruz Funcionario AVSEC	Dirección Nacional de Aeronáutica Civil - DINAC	Tel. +(595) 21 643 871 E-mail: emanuky08@hotmail.es	
PERU			
Donald Castillo Gallegos Coordinador – Inspector AVSEC – Mercancías Peligrosas	Dirección General de Aeronáutica Civil de Perú	Tel. +(511) 981242853 +(511) 968039558 E-mail: dcastillo@mtc.gob.pe	
Christian Huertas Fleischman Inspector de AVSEC Mercancías Peligrosas y FAL	Dirección General de Aeronáutica Civil de Perú	Tel. +(511) 976188628 E-mail: chuertasf@mintc.gob.pe	
Gisela Cerdán Medina Inspectora de AVSEC Mercancías Peligrosas y FAL	Dirección General de Aeronáutica Civil de Perú	Tel. +(511) 984990729 E-mail: gcerdan@mintc.gob.pe	
Luis Salazar Flores Inspector de AVSEC Mercancías Peligrosas y FAL	Dirección General de Aeronáutica Civil de Perú	Tel. +(511) 984990562 E-mail: lsalazar@mintc.gob.pe	
Natalie Villavicencio Brañez Inspectora de AVSEC Mercancías Peligrosas y FAL	Dirección General de Aeronáutica Civil de Perú	Tel. +(511) 994170320 E-mail: nvillavicencio@mintc.gob.pe	
Ramón Pinto Díaz Inspector de AVSEC Mercancías Peligrosas y FAL	Dirección General de Aeronáutica Civil de Perú	Tel. +(511) 979987494 +(511) 984990790 E-mail: rpinto@mintc.gob.pe rpintod18@gmail.com	
Antonio del Campo Gerente General	Aviation Security Group	Tel. +(511) 981233775 E-mail: adelcampo@aviationsecuritygroup.com	

Name / Position Nombre / Puesto	Administration Organization Administración Organización	/	Telephone / E-mail Teléfono / Correo-e
SURINAME			
Baarn Faizel Reinard Lawyer/Acting head Management & Exploitation Airfields	Civil Aviation Department	Tel.	+(597) 498 898 +(597) 499 561 E-mail legal@cadsur.sr faizelbaarn@live.com
Cindy Toemin Senior Policy Official, Aviation Security	Ministry of Transport, Communication and Tourism	Tel.	+(597) 420 422 +(507) 8586758 E-mail cindy.toemin@tct.gov.sr ctoemin@yahoo.com
TRINIDAD AND TOBAGO/TRINIDAD Y TABAGO			
Ted Mark Martin Senior Aviation Security Inspector	Trinidad and Tobago Civil Aviation Authority	Tel.	+1 (868) 642 0902 +1 (868) 620 3041 E-mail tmartin@caa.gov.tt
UNITED STATES/ESTADOS UNIDOS			
Mariely Loperena Transportation Security Administration Representative	Transportation Security Administration	Tel.	+(954) 205 9347 E-mail mariely.loperena@tsa.dhs.gov
Sara Terry Transportation Security Specialist	Transportation Security Administration	Tel.	+1 (202) 412 8761 E-mail sara.terry@tsa.dhs.gov
URUGUAY			
Gabriel Garcia Director AVSEC Nacional	DINACIA - Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica	Tel.	+(598) 2604 0408 int.4475 E-mail avsec@adinet.com.uy ggarcia@fau.mil.uy
VENEZUELA			
José Villaverde	Instituto Nacional de Aeronáutica Civil -- INAC	Tel.	+(58121) 355 2513 E-mail j.villaverde@inac.gob.ve
Amador Duarte	Instituto Nacional de Aeronáutica Civil – INAC	Tel.	+(58212) 277 4503 +(58424) 161 8044 E-mail a.duarte@inac.gob.ve

INTERNATIONAL ORGANIZATIONS

ALTA

Jose Dolabela Asesor Especial para Asuntos Gubernamentales y Regulatorios	ALTA – Asociación Latinoamericana y del Caribe de Transporte Aéreo	Tel. +(5521) 9807 0088 E-mail jdolabela@alta.aero
--	---	--

ECCAA

Donald McPhail Director General	Eastern Caribbean Civil Aviation Authority	Tel. +1(268) 462 0000 E-mail contact@eccaa.aero
---	---	--

IATA

José Fernando Rojas Ocampo S.F. Assistant Director	IATA – International Air Transport Organization	Tel. (52 1 55) 5540 9159 E-mail rojasf@iata.org
Filipe Pereira dos Reis Manager Security and Facilitation LATAM/CAR	IATA – International Air Transport Organization	Tel. +(305) 779 9835 E-mail reidf@iata.org

LACAC / CLAC

Marco Ospina Secretario	Latin American Civil Aviation Commission	Tel. +(511) 422 9367 +(511) 422 6905 E-mail clacsec@icao.int
Luis Miguel Núñez Asistente	Latin American Civil Aviation Commission	Tel. +(511) 422 9367 +(511) 422 6905 E-mail clacsec@icao.int

ICAO / OACI

Pablo Lampariello Oficial Regional AVSEC	ICAO SAM RO AVSEC, Oficina Sudamericana de la OACI Lima	Tel. +(511) 611 8686 E-mail plampariello@icao.int
Ricardo G. Delgado Especialista Regional en Seguridad de la Aviación	ICAO NACC RO AVSEC, Oficina Regional para Norteamérica, Centroamérica y Caribe México	Tel: +(5255) 5250 3211 E-mail rdelgado@icao.int
Juan Lamosa Coordinador Regional para las Américas, Sección de Apoyo a la implantación y desarrollo – seguridad de la aviación (ISD/SEC)	ICAO HQs Montreal, Canada, Sede en Montreal	Tel. +(514) 954 8219 ext. 6654 E-mail jlamosa@icao.int

Agenda Item 1 Meeting Agenda and Schedule

1.1 The Secretariat presented WP/01, inviting the Meeting to approve the draft agenda and schedule for the meeting. The Meeting approved the agenda as presented in the historical section of this report and the schedule as presented in Appendix B to WP/01.

Agenda Item 2 Previous Meeting Conclusions

2.1 AVSEC/FAL/RG/2 Meeting

2.1.1 The Secretariat presented WP/02 and provided the status of the conclusions adopted at the previous AVSEC/FAL/RG/2 Meeting held in Antigua and Barbuda, from 16 to 18 May 2012, which had been approved by the Directors of Civil Aviation by correspondence of 7 June 2012. The Meeting noted that Conclusion 2/1 and Conclusions 2/5 to 2/11 had been completed.

2.1.2 With regard to Conclusion 2/2, the Meeting was informed that Circular 274 had been superseded by Doc 9984 *Manual on Access to Air Transport by Persons with Disabilities*, and that the Spanish version would be published during the second half of the current year. Regarding the second part of Conclusion 2/2 and Conclusion 2/3, ICAO noted to the need update the Spanish terminology in next edition of Doc 9957 *Facilitation Manual* to reflect the terminology in the *United Nations Convention on the Rights of Persons with Disabilities*.

2.1.3 With respect to Conclusion 2/4 on the update of States' national legislation and regulations to establish legal implications for unruly or disruptive behaviour in aviation facilities and on board aircraft, States were once more urged to update their national legislation.

Conclusion 3/1 State national legislation and regulations for unruly or disruptive behaviour in aviation facilities and on-board aircraft

States are urged to review and, if necessary, update their legislation and regulations in order to establish legal implications and include clear procedures to control unruly or disruptive behaviour at aviation facilities and on-board aircraft.

2.2 ICAO/LACAC Workshop to review the “Detection of Passengers with Suspicious Behaviour Course”

2.2.1 Chile presented the report from the workshop on “Detection of passengers with suspicious behaviour course”, held at the ICAO South American Office, in Lima, Peru, from 8 to 12 April 2013. Representatives of 21 States from NAM/CAR and SAM Regions participated in the review of the course material with the objective of making it available for use by interested States as an implementation guide. WP/03 presents in detail the results of this workshop. The Meeting recognized the work done by Chile in this regard and identified the need to produce an Instructor Manual and a Reference Manual for students in order to conclude the review of this course.

2.2.2 After deliberations and offers from various States to provide additional material, the Meeting recognized the importance of obtaining information on experiences from other regional committees on this subject, and created a work group for the further review of this document. The final product would be presented to the AVSEC/FAL/RG/4 Meeting. Argentina, Mexico, Paraguay, Peru and Uruguay offered to join Chile as part of the work group, with Chile acting as the project coordinator.

2.3 FAL/AVSEC Decisions approved by LACAC

2.3.1 LACAC presented information on FAL/AVSEC Decisions approved by LACAC and invited the Meeting to note their content.

Agenda Item 3 Global and Regional Developments

3.1 High-level Conference on Aviation Security

3.1.1. The ICAO Secretariat presented WP/04, updating the Group members on the progress achieved since the last AVSEC/FAL Regional Group meeting. In particular, ICAO presented the results of the High-level Conference on Aviation Security held from 12 to 14 September 2012, gathering 700 participants from 132 States and 23 international organizations. The importance that States are placing on aviation security was highlighted.

3.1.2. The Group was also informed about the global and regional level achievements in aviation security and facilitation.

3.2. Annex 17, AVSEC Panel, AVSEC Manual

3.2.1. The Meeting noted the information provided in WP/04 and IP/03 concerning Amendment 13 to Annex 17, which will be applicable on 15 July 2013, after a fast-track approval process, to address cargo security and insider threats. Likewise, the ongoing work on cargo and mail security, and risk analysis was highlighted, as was ICAO's leadership role in aviation security.

3.3. Annex 9, FAL Panel, Facilitation Manual

3.3.1. The Meeting noted the information contained in WP/04 and IP/04 related to Amendment 23 to Annex 9, which became applicable in February 2013, and of the work being done with regard to Advance Passenger Information (API) and Passenger Name Record (PNR) data systems; the ICAO Traveler Identification Programme (TRIP); and matters related to machine readable passports, which includes the ICAO Public Key Directory (PKD).

3.4. Universal Security Audit Programme (USAP)

3.4.1. The Meeting was informed on the work and results of the second cycle of USAP audits, as well as the scheduled completion by the beginning of 2015 for the development and implementation of a continuous monitoring approach.

3.5. LACAC participation in 38th Session of the Assembly of ICAO

3.5.1. LACAC Secretariat presented WP/05 requesting their member States to study items 13 to 16 of Appendix B "*Project Guidance LACAC*" which could be submitted at the 38th Session of ICAO Assembly.

3.5.2. After a discussion on the subjects that could be addressed, Argentina, Colombia, Mexico, Nicaragua and Panama signed up to review the subjects and agreed to prepare Working Papers and/or Information Papers drafts to be submitted to LACAC for consideration and possible presentation at the 38th Session of ICAO Assembly. During the meeting, the aforementioned States met and agreed that Nicaragua would prepare a Working Paper and/or Information Paper on item 13, Colombia on item 14, and Argentina on item 15. The States also concluded that there is sufficient information available concerning item 16 for the LACAC Secretariat to prepare a document to be presented at the 38th Session of ICAO Assembly; therefore, no report will be prepared on this subject.

Agenda Item 4 Aviation Security (AVSEC)

4.1. Report on Quality Control / Oversight System Project

4.1.1. Trinidad and Tobago presented the paper on mutual recognition of aviation security measures between States. They indicated that guidelines are included in ICAO Doc 8973, *Aviation Security Manual*, and highlighted the challenges faced with implementing this concept. In particular, they highlighted resources needed, the various methodologies and technologies used, as well as the differences in personnel training among States.

4.1.2. Additionally, Trinidad and Tobago pointed out the challenges that may exist regarding the purchase and maintenance of aviation security equipment, and recommended that the establishment of a database of the aviation security equipment available in the NAM/CAR and SAM Regions be considered. The Meeting recalled that LACAC had already developed a list of the security equipment owned by LACAC member States, but also that this list was not up-to-date. ICAO informed the Meeting that its AVSECpaedia in the ICAO secure portal contains a database of its member State's security equipment. ICAO urged the point-of-contact in each State to visit the AVSECpaedia page and to update their State's information.

4.1.3. Continuing with the discussion on mutual recognition of aviation security measures among States (one-stop security), and in response to the proposal to consider the use of a Sworn Declaration, ICAO clarified that bi-lateral or multi-lateral agreements are required for the implementation of this system, as well as the regular validation of security systems at the points of origin and a mechanism to detect changes in compliance with Standards that permit the exclusion of aircraft from the "one-stop security" system when non-compliance is detected.

4.1.4. Several States presented their experiences and agreed on the importance of studying the possibility of further developing the "one-stop security" system.

Conclusion 3/2 Mutual recognition of aviation security measures among States

That the AVSEC/FAL/RG continues to assess the impact of establishing an agreement on mutual recognition of aviation security measures, and that the points-of-contact from NAM/CAR and SAM States update their information and refer to the aviation security equipment database contained in the AVSECpaedia.

4.2. Report on Communications / Information Exchange Project

4.2.1. Venezuela presented WP/29 proposing the creation of a communication and information exchange mechanism between the AVSEC/FAL/RG and other similar international groups in order to contribute to the unification of efforts and criterion and avoid duplication of efforts. After a short debate, the Meeting agreed on the need to use existing channels to make information from other groups available and, if possible, that this information be provided through a table summarizing the work of referred groups.

Conclusion 3/3

Communication mechanism with other international groups

The LACAC Secretariat contact other international organizations (European Civil Aviation Conference (ECAC), African Civil Aviation Commission (AFCAC) and Arab Civil Aviation Commission (ACAC)) using existing channels in order to make available information provided by the other AVSEC/FAL groups and, if possible, to obtain the information in a summary table format.

Agenda Item 5 Facilitation (FAL)

5.1 Report on Machine Readable Travel Documents (MRTDs) Project

5.1.1 Dominican Republic presented WP/09 informing that not all NAM/CAR and SAM States had complied with answering the questionnaire on MRTDs. States were urged to answer this questionnaire as soon as possible in order to complete the data analysis. An extension of 30 days was granted to provide this information to the Secretariat.

Conclusion 3/4 Report on Machine Readable Travel Documents (MRTDs)

That, those States that have not yet answered the questionnaire on MRTD implementation provide their response no later than 19 July 2013.

5.1.2 Under this agenda item, the Secretariat presented WP/26 with the conclusions from the FAL Seminar held in Mexico City from 14 to 17 May 2013. Similarly, States that have not done so, were requested to answer the questionnaire on the implementation of Standard 3.10.1 of Annex 9-*Facilitation* sent by the ICAO Secretary General.

5.1.3 The AVSEC/FAL/RG presented their experiences and different situations being faced in the facilitation field, as well as the need to implement a National Air Transport Facilitation Programme (NATFP) to adequately address State's facilitation issues.

Conclusion 3/5 Implementation of a National Air Transport Facilitation Programme (NATFP)

That States that have not yet developed, approved and implemented their NATFP coordinate the application of the NATFP requirements with their National Aviation Security (AVSEC) Programmes and involve all appropriate State entities and organizations in this coordination.

5.1.4 The Secretariat indicated that it would be beneficial to conduct a Facilitation Seminar/Workshop that included participation from responsible government authorities and entities at the airport level. In this regard, LACAC informed that a facilitation management seminar has been programmed to be held in November 2013.

Conclusion 3/6 Facilitation Seminar/Workshop

That States consider participating in a Facilitation Seminar/Workshop, which is not limited to participation from civil aviation authorities and airports by extending participation to government entities and authorities performing tasks at airports, as well as industry (aircraft operators, airport operators, cargo operators, etc.).

5.2 Report on Project - Guidance on National and Airport Facilitation Committees

5.2.1 Dominican Republic presented WP/11 related to the report on National and Airport Facilitation Committee guidance. It was agreed this project can be used as guidance for the operation of National Facilitation Committees.

5.2.2 The Meeting discussed the need to ensure that National Facilitation Committees include high level participation to facilitate decision-making. FAL experts were urged to provide their comments to the project coordinator within 45 days.

Conclusion 3/7 Report on Project - Guidance on National and Airport Facilitation Committees

That, States note the information presented in the Draft Regulations for the operation of National Air Transport Facilitation Committees, and send their comments to the Secretariat within 45 days.

Agenda Item 6 Aviation Security (AVSEC) and Facilitation (FAL)

6.1 Aviation Security (AVSEC) and Facilitation (FAL)

6.1.1 United States presented WP/28, which provided a procurement framework for the purchase of aviation security equipment that could be used as guidance for the purchase, testing and deployment of equipment. Additionally, this working paper is related to WP/13 on the FAL/AVSEC Equipment Purchase Project coordinated by Paraguay.

6.1.2 After a debate, LACAC Secretariat proposed the drafting of a resolution or recommendation intended to promote the application of these procedures by the States of the region. ICAO proposed to attach the Appendix of the working paper as an **Appendix** to this part of the report and requested that the members of the Group also refer to the ICAO AVSECpaedia, which also provides guidelines for the purchase of aviation security equipment. To complete this action, the experts were asked to send their comments to the Secretariat within 30 days.

6.2 Report on the Cargo Security Project

6.2.1 Argentina thanked its Project Working Group for the support received and presented WP/12, on a National Cargo Security Programme Model was presented to the Meeting. The Meeting was informed that the project had concluded and that the model is available to States as reference material.

6.2.2 Various States shared their experiences and offered to share their programmes; however, it was concluded that the Cargo Security Project had been completed. Therefore, LACAC Secretariat proposed to draft a resolution or recommendation such that States in the region can use it as a model.

6.3 Report on the FAL/AVSEC Equipment Purchasing Project

6.3.1 Paraguay presented WP/13, indicating that the Project was originated by LACAC and, since no answer to this project had been received from any States, it proposed its closure.

Conclusion 3/8 Aviation Security (AVSEC) and Facilitation (FAL)

That the LACAC promulgate a decision for States to use the procurement framework for the purchase of aviation security equipment and the National Cargo Security Programme Model as guidance material. A 30-day deadline is established for the States to provide comments to the Secretariat.

FRAMEWORK FOR THE PROCUREMENT, TESTING AND DEPLOYMENT OF SECURITY EQUIPMENT

1 Procurement Framework

1.1 This framework is designed to be technology agnostic, meaning that the stated operational capability is more important than exactly how the system accomplishes the task. For each technology some details will be described to which each country can add to, depending on their own local risk assessment, operational constraints and other needs. A phased, systematic approach to technology and systems acquisition is a proven government and industry method for reducing acquisition risk and achieving more effective and efficient results from invested resources. The ultimate utility for the operational end-users is better constructed acquisitions, and better, more informed acquisition decisions. These, in turn, lead to a more predictable and effective delivery of capabilities. This emphasis should have an end result of performing quality analyses and gaining the knowledge necessary to support effective decision making.

1.1.1 **Planning:** Resources must be set aside for program management throughout the procurement process. Additionally, key resources (funding, testing support, etc.) should be designated and a general project plan should be developed to help guide the process forward. Validating that the project is on track and prepared to examine solutions is the goal of this stage.

1.1.2 **Solution Engineering:** In developing a system, a validation is needed to ensure the project will meet a desired capability. A consideration of other programs currently being perused should be considered as potential feasible alternatives to fill an identified gap. The main goal of this stage is to make sure that the project is within the areas of need and that redundancy of systems is minimized while all alternatives are considered.

1.1.3 **Market Research:** Emphasis should be placed on market research to match a technology solution to a project's requirements. The roles of the design and development stages - transforming requirements into system design and converting system design into a solution - are then completed through the market research stage. Care should be exercised throughout this step to ensure that data collected and analysed represents factual product capabilities, the vendor's capacity to deliver, and relevant past performance.

1.1.4 **Concepts of Operations (CONOPS):** A CONOPS document is developed to outline how the technology will function and what capabilities the technology will have at the completion of the project life cycle. At a high level the CONOPS document should outline what impact the new technology will have on the day-to-day operations of the airport and should focus on an explanation of the technology's capabilities.

1.1.5 **Requirements Definition:** Based on the initial results of market research, a baseline for a capable solution should be established. The basic requirements are developed based on the analysis of user requirements, documentation, and functional requirements of a solution. The setting of minimal specifications for security equipment requires an organization to follow a structured approach, which considers key elements that are integrated to achieve a specific security objective. The key elements for

consideration in this approach are (1) threat identification; (2) detection capability and technology; and (3) operational requirements and considerations. Requirements drive technology solutions; therefore if current technology solutions on the market are found to not meet a user's needs, a state can meet with the manufacturer on the need for further development of a technology to meet the user needs.

1.1.6 Developmental Test and Evaluation (DT&E): It is recommended that test and evaluation occur for equipment in a laboratory environment to explore and verify required functionality. These activities allow projects to assess available technologies, refine requirements, and verify technical conformance to specifications in a controlled environment prior to operational trials. During this stage of development, State scientists and engineers may collaborate with manufacturers offering relatively mature technology solutions to discover and implement design changes required prior to operational testing in order to meet a user's needs.

1.1.7 Operational Test and Evaluation (OT&E): Test and evaluation of qualified equipment in an operational test environment is conducted to independently validate whether candidate systems are operationally effective and suitable in an airport environment. OT&E focuses on the critical operational issues defined by the project sponsor and results of this testing should be considered by decision makers before a procurement decision is made. OT&E allows operators to confirm that the results of previous testing were valid and provides assurance that a system is ready to be procured and deployed in the operational environment.

1.1.8 Deployment: At this stage a state is ready to acquire equipment and deploy capability to airports. The deployment of technology solutions may be complex due to technical interfaces and additional requirements of installing technology within airports. It may also involve deploying physically installed assets to a large geographic area with potentially many sites. An Integrator, separate from the technology manufacturer, may be used to perform this step if necessary.

1.1.9 Operations and Maintenance (O&M): This stage develops added focus due to the need for enhanced lifelong maintenance for detection technologies. Additional life cycle costs beyond the initial procurement should be accounted for within this stage, as they may ultimately exceed initial capital investments over time. These include the need for consumables and other compatible and interoperable systems within each capability area. Logistics and space requirements for consumables should be incorporated into the overall O&M plan.

2 Threat Identification

2.1 The identification of human and material threats against civil aviation, including those designed to seize and/or bring down an aircraft is the cornerstone of aviation security. State Security Authorities and Intelligence Services provide actionable intelligence on global terrorist organizations. These organizations are the ones that carefully analyse threat items that have been used in past incidents to make informed predictions regarding elements of capability and intent that may facilitate future attacks. This data, used properly, will assist government security authorities to best determine current and emerging threats.

2.2 Threats must be identified in order to inform security authorities who are charged with determining ways in which to counter them. Collecting these data from a variety of sources, both nationally and internationally, then collaborating within established State rules, requirements may be developed that provide adequate identification of such threats. In order to determine how to prevent the

introduction of threat items or restricted articles in the sterile area or security restricted area, it is imperative that these items or articles first be identified with the threat that each may pose prioritized against the larger list.

2.3 In addition to threat identification, there should also be a thorough assessment of the type of object and size required to cause major disruption to civil aviation such as the destruction of the aircraft or to use the aircraft as a weapon. Typically, complex research studies and analyses are conducted and reports will be generated to provide information that describes quantifiable and measurable characteristics of each threat item.

2.4 Perhaps, despite the effort to identify potential threats to civil aviation, other threats may emerge which will not have been part of the original assessment. Therefore, the requirement may have to be re-visited.

2.5 At a minimum, the following should be considered when identifying threat items or restricted articles.

- Guns and devices that discharge projectiles with sufficient velocity to cause damage to the aircraft or its occupants;
- Knives and sharp objects (metallic and non-metallic);
- Explosives;
- Improvised explosive device components;
- Stunning devices;
- Blunt instruments;
- Incendiaries; and
- Incapacitating sprays (such as Mace[®] or defensive pepper spray).

3 Detection Capability and Technology

3.1 Ultimate Detection Requirement

3.1.1 Once threat items have been identified, scientific analysis of the characteristics of the threats needs to be performed. These characteristics and properties will inform State authority officials to select and choose the appropriate technology to efficiently detect and mitigate the threat. The characteristics of the threat will also guide the State authority officials in their development of a minimum Detection Requirements document. This document is very sensitive and should not be made public, as Intelligence data may have been used to create it. In the U.S., these documents are guarded as State secrets and are classified. As previously stated, this document may also evolve over time.

3.1.2 The minimum detection requirement for a specific threat needs to take into account technology detection limitations, capabilities, and a scientific analysis/outlook for future potential improvement. International collaboration between States is an essential part of the process to establish minimum detection requirements for each deployed technology. For example, the minimum detection requirement for an X-ray device may be different from that of a trace detection system as these systems each “look” for threat signatures in very different ways.

3.1.3 Once the minimum detection requirement is established, an assessment of technology detection capability is the next step. This part consists of the selection of Key Performance Parameters

(KPP) to conduct an evaluation of the required detection capabilities. The KPPs generally considered for security equipment are:

- Probability of Detection: the probability of detection (Pd) refers to the probability that detection system will detect a certain threat item under a given set of conditions;
- False alarm Rate (Pfa): there are 2 types of false alarms:
 - False Negative: a false negative occurs when a device fails to alarm in the presence of a threat item. This type of false alarm has an impact on security; and,
 - False Positive: a false positive occurs when a device generates an alarm even though no threat item is present. This mostly has an operational and measurable financial impact;
- Throughput: the ability to screen items or people quickly is very important. A system's "throughput" is a rate expressed in units such as persons per minute, bags per hour, etc.; and,
- Other key parameters, as outlined in State approved procurement documentation (example: automated detection, multi-view, image quality).

3.1.4 Ideally, Pd would be 100% and Pfa would be 0%. In practice this is never the case. If Pd is driven higher, Pfa tends to go up as well. A trade-off needs to be made, based on the maximum Pfa operationally feasible and minimum Pd required.

3.2 Technology Assessment

3.2.1 The technology assessment is carried out under ideal conditions in a laboratory environment following the intended concept of operations provided by the manufacturer. System performance is assessed based upon established requirements. Testing is conducted in a manner designed to evaluate as many variables as possible. This serves to provide repeatable test scenarios that fully address all stated requirements. All of the carefully scripted testing scenarios are catalogued and fairly applied to all representative manufacturer systems to be tested during the assessment, thus providing a comparison to benchmark data.

3.3 Performance Tools

3.3.1 The technology assessment provides the opportunity to develop test tools that will be used for future security equipment "proof of performance" and routine testing. The test tools, developed and referenced to the detection requirement during the laboratory assessment, can also be used to measure on-going field equipment performance.

3.4 Performance Standards

3.4.1 The information collected during the technology assessment will be used to support the creation of technical performance standards to be used to define the capabilities required of the current state of the art in security equipment. These performance standards will then become the reference for comparison and evaluation as technology may be further developed to meet a user's needs, and until they reach the ultimate detection requirement, as defined in 2.3.1.

3.5 Technology Improvement

3.5.1 Perhaps, despite the effort to identify potential threats to civil aviation the current state of the art technology may not be able to detect all those threats. The result may be that vulnerabilities remain.

3.5.2 A dynamic and progressive security technology program should ensure that the security system in place is capable of adapting to emerging threats as it considers improvements in technology and allows for regular review of the performance standards.

3.5.3 It is recommended that the detection requirement be structured to include progressive increments that will drive continuous technological improvement. This can be done by prioritization of threats, and other means.

4 Operational Requirements and Considerations

The operational requirements are usually part of the security equipment procurement cycle

4.1 Before operational deployment of a capability can be executed, the following must be considered.

- Size of items to be screened
- Space requirements (for systems, passenger queues, consumables storage, IT equipment, etc.)
- Size and mass of the equipment (e.g., floor loading, cooling requirements, etc.)
- Screening capacity (throughput, hourly screening capacity)
- Reliability, Maintainability, Availability (RMA)
- Integrity (possible sources of interference)
- Licensing (e.g. frequency bands used by the equipment, use of ionizing sources, etc.)
- Safety Requirements (for operators and passengers)
- Automation
- Operator interfaces / Human Factors
- Power requirements (e.g., simple plug in, or 3-phase hardwire, etc.)
- Data recording and information security
- Threat image projection capabilities
- Training requirements (both initial and recurring)
- Ease of use
- Environmental constraints (temperature, humidity, vibration, etc.)
- Networking, etc.

5 Deployment

5.1 Deployment Planning

5.1.1 This planning effort involves coordination among and participation of many critical functional disciplines and stakeholders to collect and assemble pertinent data. This is done to ensure that key aspects of fielding solutions are planned and implemented as designed. After the stakeholders are

aligned and requirements are interpreted the next crucial planning effort is identifying and defining all tasks, task sequence, task duration, resource requirements, and deployment site selections. The deployment planning process provides capture and analyses of key stakeholder defined tasks, systems parametric and characteristic data, procurement schedules, equipment manufacturers' production delivery schedules, coordination requirements, availability and readiness of key facilities, training needs, and approvals and certifications.

5.2 Deployment Scheduling

5.2.1 A key product of the deployment planning effort is called the Work Breakdown Schedule (WBS). This is the document that defines and organizes the total scope of the project. The schedule becomes a culmination of the WBS, along with the all defined tasks, task sequence, task duration, resource requirements, and deployment site selections. Also included are procurement data and technology manufacturer's production delivery schedules. Finally, this array of data is combined and aligned with key processes to form the deployment Integrated Master Schedule (IMS).

5.3 Deployment Management and Execution

5.3.1 Deployment Management and Execution (M&E) is major task area which overlaps into Planning as well as Transitioning due to the nature of this function. For example you may be in Program Execution for one technology while simultaneously managing Planning for a new technology, and also leading Transition for yet another technology. M&E involves implementation of plans and the performance of tasks/activities required to accomplish deployment objectives. The focus of M&E activities is the application of management methods, tools, processes, as well as key metrics to monitor program progress. Typical M&E practices include the use of management direction, weekly team meetings, monthly program reviews, resource allocation, quality assessments, and other program controls. The deployment program has numerous dependencies on externally managed processes that can potentially impact overall program performance.

5.4 Deployment Systems Transition and Hand-Off to Operations

5.4.1 Transition and Hand-off typically begins at T-0 (time minus zero) days (when equipment arrives on-site for installation). This is when the schedule "clock" for installation begins. This is the final preparation phase where local and airport application permits have been approved and subcontractors have completed pre-construction activities. The transition and hand-off to operations is in full-swing when the on-site team is in the process of transforming the site for system installation and security equipment is arriving and staged as required for the actual removal of old and installation of new security equipment. The equipment manufacturer support team brings the systems on-line and performs system site acceptance testing and certifies the system for operations. Airport operators receive training during the installation process. The systems are handed-off to operations under the control of trained operators and competent airport authorities.

Agenda Item 7 Training, Cooperation and Assistance

7.1. Report on Personnel Qualifications, Training and Human Factors Projects

7.1.1. Jamaica presented WP/14 summarizing the analysis made on the National Screener Certification Programmes. It was concluded that despite the fact that many States have attended the Screener Certification Programme Workshop, several have not succeeded in implementing such programmes. After discussing the subject and considering LACAC's mechanism of horizontal cooperation and ICAO's technical assistance, it was concluded that these assistance mechanisms would be appropriate for States needing to comply. Jamaica stated its interest to participate as a donor State in the mentioned assistance; Mexico also offered assistance to any State.

7.2. Regional AVSEC Training Events Database

7.2.1. In compliance with Conclusion 2/10 of the Second AVSEC/FAL/RG Meeting, the ICAO Secretariat presented WP/16 and demonstrated the database created under the ICAO secure portal that share training activities in the NAM/CAR and SAM Regions. Although the project has been concluded with the establishment of the database, donor States are requested to enter the AVSECTAD page to add any courses being held and that other States access the site to determinate course availability.

7.3. ICAO Implementation Support and Development Section-Security (ISD-SEC) Update

7.3.1. The Secretariat presented WP/17 regarding activities of the ICAO Implementation Support and Development-Security (ISD-SEC) Programme over the past year and described the progress with implementation of the aviation security assistance and capacity building strategy. In particular, the concept of State Improvement Plans was emphasized, which are developed jointly with the State receiving assistance in order to provide structured assistance, which allows effective tracking.

Conclusion 3/9 Aviation Security Assistance

That, the Meeting support the work done by the ICAO ISD-SEC Section and agree to continue supporting assistance and training activities in the regions by participation of its personnel in activities sponsored by ICAO.

7.4. Organization of American States-Inter-American Committee against Terrorism Secretariat for Multidimensional Security (OAS-CICTE) Update

7.4.1. The Secretariat presented WP/18 on behalf of OAS-CICTE, whose representative could not attend the meeting. Emphasis was given to changes in procedures for awarding OAS-CICTE fellowships. States were urged to plan their requirements in advance in order to complete the fellowship process on time and not lose the funding provided by this mechanism.

Agenda Item 8 Terms of Reference and Work Programme

8.1 Based on the Meeting's deliberations and agreements, the Terms of Reference, Work Programme and Projects were updated as presented in the **Appendix** to this section of the report.

APPENDIX

**TERMS OF REFERENCE, WORK PROGRAMME AND PROJECTS FOR THE
ICAO/LACAC NAM/CAR/SAM AVIATION SECURITY
AND FACILITATION REGIONAL GROUP
(AVSEC/FAL/RG)**

1. Establishment

1.1 Addressing the following meetings and agreements:

- First Meeting of the Regional Aviation Security and Facilitation Group – Pan America (AVSEC/FAL/RG-PA/1) (Port-of-Spain, Trinidad and Tobago, 12 to 14 May 2010);
- Third Meeting of the LACAC GRUFAL/AVSEC (Montevideo, Uruguay, 5 to 6 July 2010);
- Agreement from the LXXIX LACAC Executive Committee (Mexico City, Mexico, 31 August to 1 September 2010);
- Memorandum of Cooperation between ICAO and LACAC providing a framework for enhanced cooperation (Montreal, Canada, 27 September 2010);
- Resolution 19-5 of the Latin American Civil Aviation Commission XIX Ordinary Assembly (LACAC) (Punta Cana, Dominican Republic, 1 to 5 November 2010);
- Second Meeting of the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/2) (St. Johns, Antigua & Barbuda, 16 to 18 May 2012); and

in accordance with the Declaration on Aviation Security and the ICAO Comprehensive Aviation Security Strategy (ICASS) adopted during the 37th Session of the ICAO Assembly; in the spirit of the Joint Declaration on Civil Aviation Security for the Americas adopted during the High-Level Ministerial Meeting held in Mexico in February 2010, and the Cooperation Agreement between ICAO and LACAC signed in September 2010, whose objectives foster the improvement of consultation and cooperation, as well as to avoid duplication of efforts, promote and assist training activities and strengthen the coordination between LACAC and the ICAO Regional Offices, among others, ICAO and LACAC combined their respective AVSEC and FAL regional groups and established the ICAO/LACAC Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) for the ICAO North American (NAM), Caribbean (CAR) and South American (SAM) Regions.

1.2 The Joint Statement of the Regional Conference on Aviation Security of Caracas, Venezuela, dated 8 February 2012, includes the following: *“We recognized the action plan developed by the Aviation Security and Facilitation Regional Group in May 2011, which fosters the implementation of harmonized aviation security in the region in cooperation with the Latin American Civil Aviation Commission and ICAO.”*

1.3 The AVSEC/FAL/RG will report its activities and results to the Directors of Civil Aviation and the appropriate aviation security authority, if different, in States and Territories of the NAM/CAR/SAM Regions. ICAO and LACAC will process the reports using their respective mechanisms, as appropriate, taking into consideration the minimization of duplication.

2. AVSEC/FAL/RG Membership

2.1 AVSEC/FAL/RG Members

Representatives and alternates may be nominated by the following:

ICAO member States and Territories of the NAM/CAR/SAM Regions:

Anguilla	Guyana
Antigua and Barbuda	Haiti
Argentina	Honduras
Aruba	Jamaica
Bahamas	Mexico
Barbados	Montserrat
Belize	Netherlands (for Bonaire, Sint Eustatius and Saba Islands)
Bermuda	Nicaragua
Bolivia	Panama
Brazil	Paraguay
British Virgin Islands	Peru
Canada	Saint Kitts and Nevis
Cayman Islands	Saint Lucia
Chile	Saint Vincent and the Grenadines
Colombia	Saint Maarten
Costa Rica	Suriname
Cuba	Trinidad and Tobago
Curaçao	Turks and Caicos
Dominican Republic	United Kingdom
Ecuador	United States
El Salvador	Uruguay
France (for French Antilles and French Guiana)	Venezuela
Grenada	
Guatemala	

International Organizations:

ACI	IATA
ALTA	IDB
CANSO	IFALPA
CASSOS	IFATCA
COCESNA (ACSA)	OAS CICTE
ECCAA	

A Chairperson and Vice-Chairperson will be elected by the Group from State representatives present at the meeting where the election is held, each representing States to ensure that together they cover the NAM/CAR and SAM regions, English and Spanish languages, and AVSEC/FAL expertise for a period of three years.

2.2 *AVSEC/FAL/RG Participants*

Participation by the following may be invited:

- States and Territories from other regions
- Other international, regional, national and security organizations, bodies and agencies (e.g., ECAC)
- Aircraft operators
- Air Navigation Service Providers
- Airport operators
- ICAO Aviation Security Training Centres in the NAM/CAR/SAM Regions

3. Secretariat

3.1 The Secretariat will be provided by ICAO and LACAC. Within ICAO, the Secretariat will be led by the NACC and SAM Regional Offices coordinated by the Regional Officers, Aviation Security for the NAM/CAR and SAM Regions, and supported by the ICAO Headquarters Aviation Security Branch.

4 Strategy

4.1 Emphasize the importance of aviation security and facilitation amongst States and stakeholders.

4.2 Promote compliance with aviation security and air transport facilitation provisions and aviation security oversight capabilities of States.

4.3 Promote the sharing of information amongst States to raise awareness related to threats and aviation security trends.

4.4 Promote mutual recognition of aviation security and air transport facilitation processes.

5. Objectives

5.1 Enhance the security and facilitation of air transport operations, aircraft, civil aviation facilities, personnel and travelling public, and discourage and diminish the potential for unlawful interference and acts against civil aviation.

5.2 Improve regulation and enforcement of aviation security and air transport facilitation provisions by appropriate authorities at the national level, and necessary arrangements for implementation capability at international airports in the States.

5.3 Develop a regional aviation security and air transport facilitation structure based on regional cooperation and coordination assistance for States in these areas.

5.4 Establish a regional mechanism that allows having “common application” guidelines of ICAO Annexes 9 and 17, paying special attention to the generation of a regional policy for the organization, application and compliance of international standards of the National Committees and Facilitation and Security Airport Committees.

5.5 Optimization of the coordination, cooperation and information exchange mechanisms, experiences, procedures and best practices in aviation security and facilitation among States; strengthening the AVSEC and FAL oversight systems on behalf of State appropriate authorities, as well as the harmonization of AVSEC/ FAL training programmes and policies on the basis of individual needs in each region.

5.6 Develop training guidelines to maintain AVSEC/FAL balance and a proper methodology that allows States to assess and define threat levels and harmonization whenever the circumstances permit.

5.7 Develop a cooperation policy, oriented towards compliance of Standards contained in Annex 9 – *Facilitation* regarding implementation of Machine Readable Travel Documents (MRTDs).

5.8 Look for intraregional support alternatives to harmonize effective and efficient implementation of AVSEC and FAL Standards in each State.

5.9 Identify financial and in-kind contributions from multinational and bilateral partners/donor States/Organizations to provide assistance to States with aviation security and air transport facilitation provision implementation.

5.10 Enhance awareness of the AVSEC/FAL professionals.

6. Activities

6.1 Provide a forum for discussion, coordination and cooperation of aviation security and facilitation issues amongst the States, partners, and stakeholders; exchange relevant information; and threat and risk assessment.

6.2 Review analyses of regional trends in security and facilitation deficiencies and develop harmonized regional action plans for resolution.

6.3 Promote and provide a mechanism for regional coordination and cooperation amongst State aviation security and facilitation authorities, international organizations, regional oversight bodies and industry.

6.4 Share ‘best practices’ amongst States and utilize the capacity available in some States/Administrations to assist others.

6.5 Identify available options for providing assistance to and cooperation between States throughout the following:

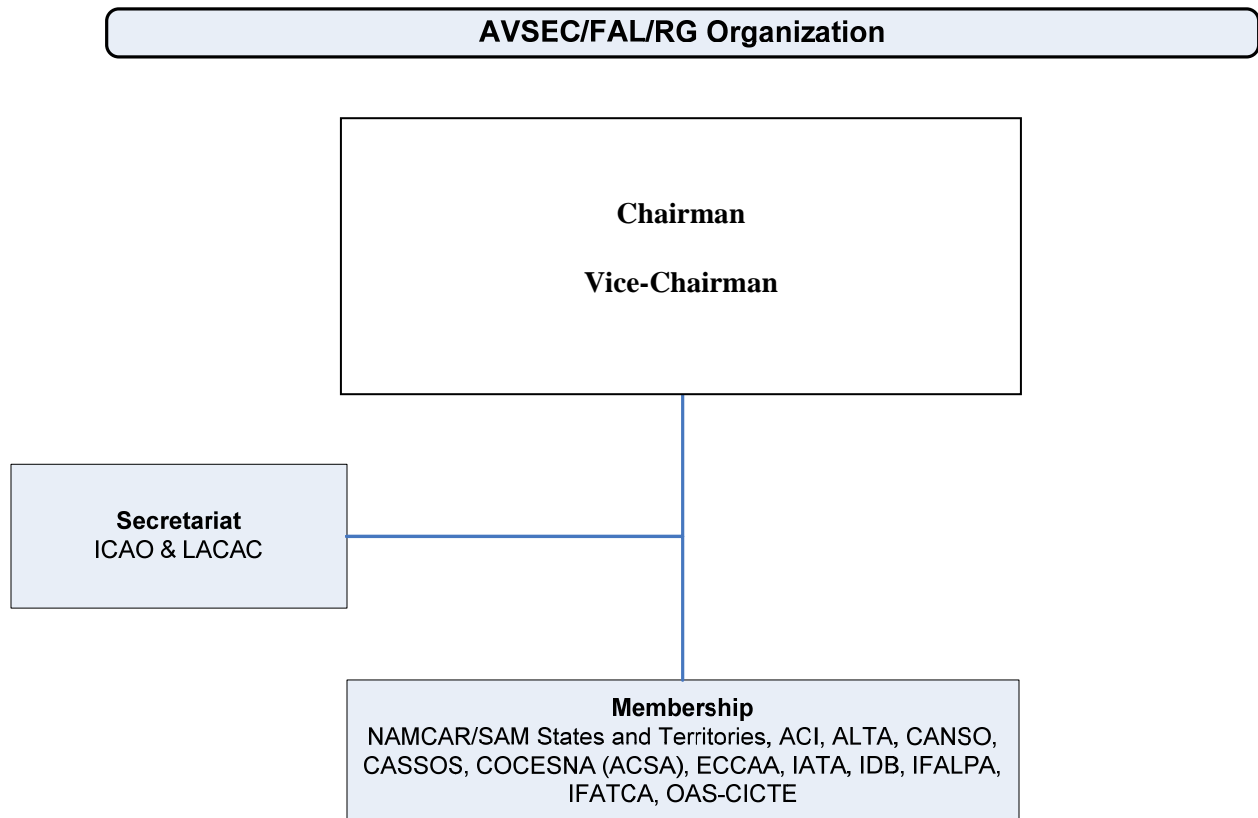
- Direct bilateral and multilateral agreements between States

- Horizontal cooperation facilitated by the LACAC Secretariat
- ICAO Regional Offices with the support of and in coordination with the Implementation Support and Development – Security Section and the Technical Cooperation Bureau
- Other international organizations and development agencies

7. Documentation

7.1 Documentation prepared and reviewed by the AVSEC/FAL/RG shall be available in both English and Spanish. Meeting documentation will be translated by the Secretariat adopting the applicable procedures and timelines established for all regional group meetings and specified in the meeting invitation letters. Documentation produced by the AVSEC/FAL/RG programmes and projects, additional to the working papers, including appendices thereof, will be translated by the member States/Organizations of the project that has produced the documents for review by the AVSEC/FAL/RG. If the project members are unable to identify a resource to perform the translation, the State coordinator of the project will inform the Secretariat in a timely manner in order to examine alternative options to complete the translation. The Secretariat will process documentation and make it available on the corresponding website no later than one week prior to the commencement of the meeting. This requires States/Organizations to submit working papers requiring translation to the Secretariat no later than one month prior to the commencement of the meeting.

8. Organization



8.1 Work Programmes and Projects

8.1.1 The Work Programmes and Projects of the AVSEC/FAL/RG are presented in the Table found as **Appendix B**.

8.1.2 All work programmes and projects must be completed and delivered to the ICAO/LACAC Secretariat no later than 31 January following the meeting. Once programmes and projects are received, the Secretariat will distribute this information for review and comment to all States within a 15-day timeframe. Comments from the States should be received no later than the following 15 March.

8.1.3 Comments received by the Secretariat will be sent to the Coordinating State to amend the project, if appropriate, and/or to prepare a working paper with the results of the project. In the event a working paper is prepared, it should be sent to the Secretary no later than 30 April so that it can be presented at the subsequent AVSEC/FAL/RG Meeting.

AVSEC/FAL/RG/3
Appendix B to the Report on Agenda Item 8

8B-1

WORK PROGRAMMES & PROJECTS / PROGRAMAS Y PROYECTOS DE TRABAJO

Programme / Programa	Project / Proyecto	Objectives / Objetivos	Activities / Actividades	Deliverables / Resultados	State Coordinator / Estado Coordinador	State Contributors / Estados Contribuyentes	Target Completion Dates / Fechas metas para finalización
AVSEC							
ICAO/LACAC Regional Workshop for the "Detection of passengers with suspicious behaviour Course" / Taller Regional OACI/CLAC sobre el "Curso sobre detección de pasajeros con conducta sospechosa"	Detection of passengers with suspicious behaviour Course Curso sobre detección de pasajeros con conducta sospechosa	Be used by interested States as an implementation guide Ser utilizado por los Estados interesados como una guía de implementación	1. Complete its revision 2. Develop an instructor manual 3. Develop a reference manual 1. Completar su revisión. 2. Desarrollar un manual del instructor. 3. Desarrollar un manual de referencia.	That this course be reviewed and that the instructor and reference manuals be developed to be presented at the next AVSEC/FAL Regional Group meeting. Que se realice la revisión de este curso y se desarrollen los manuales del instructor y de referencia, a ser presentados en la próxima reunión del Grupo Regional AVSEC/FAL.	Chile	Argentina Mexico Paraguay Peru / Perú Uruguay	January 2014 Enero 2014
Passenger and carry on baggage screening procedures – List of prohibited articles / Procedimientos de inspección de pasajeros y su equipaje de mano – Lista de objetos prohibidos	Screening criteria Criterios de inspección	Standardize screening criteria (definition of prohibited articles) in order to facilitate the passenger boarding process in the region. Estandarizar los criterios de inspección (definición de artículos prohibidos) para facilitar el embarque de los pasajeros en la región.	1. Determine existing differences among NAM/CAR and SAM Regions States; 2. Determining if screening criteria may be harmonized on the basis of risk level; and 3. Determine whether it is possible to establish a coordination mechanism for similar criteria. 1. Determinar las diferencias que existen entre todos los Estados de las regiones NAM/CAR y SAM; 2. Determinar si se pueden homologar los criterios de inspección en base al nivel de riesgo; y 3. Determinar si se puede establecer un mecanismo de coordinación para los criterios similares.	This Group's member States can harmonize or standardize their passenger and cabin baggage screening procedures and their prohibited items list. Estados miembros de este grupo homologuen o estandaricen sus procedimientos de inspección de pasajeros y su equipaje de mano y su lista de artículos prohibidos.	Chile	Argentina Colombia Cuba Ecuador Paraguay Peru / Perú Venezuela Uruguay	January 2014 Enero 2014

Programme / Programa	Project / Proyecto	Objectives / Objetivos	Activities / Actividades	Deliverables / Resultados	State Coordinator / Estado Coordinador	State Contributors / Estados Contribuyentes	Target Completion Dates / Fechas metas para finalizacion
Standardize regulations and procedures linked to certification and oversight of AVSEC Instructors/ Estandarizar la normativa y procedimientos vinculados a la certificación y vigilancia de instructores AVSEC	Instructors certification Certificación de instructores	Standardize the AVSEC instructor certification and oversight process at a regional level. Llevar a cabo un proceso de certificación y vigilancia de instructores AVSEC estandarizado a nivel regional.	States are able to recognize and/or validate the certification granted by other states on the basis of standard procedures, so as to generate a trusting, safe environment in which the States will exchange knowledge and experiences through their instructors, and also they achieve a specialization without frontiers. Que los Estados se encuentren en capacidad de reconocer y/o convalidar la certificación otorgadas por otros Estados sobre la base de normas y procedimientos estándar, generándose así un clima confiable y de seguridad en el que los Estados a través de sus Instructores intercambien conocimiento, experiencias, así como que se logre la especialización de estos sin fronteras.	That States implement a regionally standardized Instructor certification and oversight process that guarantees that certification is issued to qualified personnel, the implementation of effective quality control of certification and is sustainable. Que los Estados lleven a cabo un proceso de certificación y vigilancia de instructores AVSEC estandarizado a nivel regional, que conlleve a garantizar que la certificación se otorgue a personal calificado, aplicación de efectivos controles de calidad relacionados con la certificación y su sostenimiento.	Peru / Perú	Chile Ecuador Paraguay Venezuela	January 2014 Enero 2014

AVSEC/FAL/RG/3
Appendix B to the Report on Agenda Item 8

8B-3

FAL							
MRTD / DVLM	<p>Implementation of Standards and Recommended Practices contained in Annex 9 regarding Machine Readable Travel Documents (MRTD)</p> <p>Implementación de las normas y prácticas recomendadas del Anexo 9 en lo relacionado a los Documentos de viaje de lectura mecánica (DVLM).</p>	<p>Unify State compliance with Standard 3.10 of Annex 9 and Doc 9303 on MRTD</p> <p>Unificar el cumplimiento por parte de los Estados, de la norma 3.10 del Anexo 9 y del Doc 9303 sobre DVLM.</p>	<p>Communications will be carried out by e-mail in order to exchange ideas on: (1) the need to respond the survey by those States who have not done so. (2) Verify the implementation of the project. (3) Verify through the Secretariat the States that are available to collaborate with those States who require it.</p> <p>Las comunicaciones se efectuarán mediante correo electrónico, a fin de realizar el intercambio de ideas respecto de: (1) la necesidad de respuesta de la encuesta, por parte de aquellos países que no han contestado. (2) Verificar la implementación del proyecto. (3) Verificar a través de la Secretaría los Estados que están disponibles para colaborar con aquellos Estados que así lo requieran.</p>	<p>Standard compliance</p> <p>Cumplimiento de la norma.</p>	<p>Dominican Republic / República Dominicana</p>	<p>Brazil / Brasil Chile Paraguay</p>	<p>January 2014</p> <p>Enero 2014</p>
<p>Best practices in Facilitation /</p> <p>Mejores prácticas en Facilitación</p>	<p>Establish a Data base</p> <p>Establecer una Base de datos</p>	<p>Collect information from States and promote the best practices</p> <p>Recopilar información de los Estados y promover las mejores prácticas</p>	<p>a) Development of a methodology and creation of the database; b) Publication and maintenance of the database</p> <p>a) Elaboración de metodología y generación de base de datos b) Publicación y mantención de la base de datos</p>	<p>Consult with States to identify their best practices, or those of other States with a developed methodology; review compiled information and creation of the database; and a draft resolution that approves the proposed methodology.</p> <p>Consultar a los Estados para identificar mejores prácticas propias o de otros Estados basados en la metodología desarrollada; Revisar la información recopilada y crear una base de datos; y un proyecto de resolución que apruebe la metodología propuesta.</p>	<p>Chile</p>	<p>Colombia Dominican Republic / República Dominicana Ecuador Peru / Perú ALTA</p>	<p>January 2014</p> <p>Enero 2014</p>

AVSEC/FAL/RG/3
Appendix to the Report on Agenda Item 8

8B-4

AVSEC/FAL							
ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) strategic plan / Plan estratégico del Grupo Regional sobre Seguridad de la Aviación y Facilitación NAM/CAR/SAM OACI/CLAC (AVSEC/FAL/RG)	Strategic Plan Plan estratégico	Development of a strategic plan for the Group, based on the conduct of a SWOT (strengths, weaknesses, opportunities and threats) analysis, agreeing on a mission and vision, the long- and medium term objectives and the strategies for attaining them, as well as on measurement tools that will clearly establish development goals and indicators. Desarrollo de un plan estratégico del grupo basado en un análisis de Fortalezas, Oportunidades, Debilidades y Amenazas (FODA), consensuar sobre la misión y visión, los objetivos de largo y mediano plazo y en las estrategias para lograrlos así como herramientas de medición que apunten a establecer con claridad metas e indicadores de desarrollo.	Assess the tasks completed to date, anticipate the needs, and draft a plan. Evaluar las tareas desarrolladas hasta la fecha, proyectar las necesidades y elaborar una planificación	To optimize joint work and share the resources of member States, based on coordination and mutual support. Optimizar el trabajo conjunto y aprovechamiento común de recursos de los Estados miembros, sobre una base de habilidades de coordinación y apoyo compartido.	Argentina	Chile Jamaica Nicaragua Trinidad & Tobago United States / Estados Unidos Venezuela	January 2014 Enero 2014

Agenda Item 9 Other Business

9.1 Risk-based security

9.1.1 The United States presented WP/19 informing that they are evolving their application of intelligence-driven, risk-based security procedures and enhancing the use of technology through the Risk-Based Security initiative. States were invited to consider the benefits of risk evaluation based procedures application.

9.2 Aviation security information exchange between Central American States

9.2.1 Nicaragua presented WP/20 noting that this issue was presented at the 97th Meeting of Directors of Civil Aviation of Central America and Panama (DGAC/CAP/97) held on 26 February to 1 March 2013, in Managua, Nicaragua. This paper points out the experience accumulated by the Central American Region in relation to the handling of threats related to terrorism and other activities such as: airspace violations, drug trafficking, aircraft hijacking, fraudulent use of aircraft registration, money laundering, human trafficking, etc. Reference was also made to the benefits that could be obtained through the establishment of a regional system to share information on security threats among States of the region. Such a system would contribute to preventing the use of civil aviation for criminal acts and guarantee the orderly and secure use of civil aviation, reaching acceptable security levels in each individual State and all of the Central America Region.

9.2.2 This system should consider information exchange and coordination between civil aviation administrations, regarding aircraft and technical aeronautical personnel linked to criminal acts that have involved air transport. The information exchange should provide updated information on aircraft registered in the States as well as technical aeronautical personnel, revoked registrations, and information indicating reasons for the revocation. Ideally, a database should be created to assist States with taking necessary actions.

9.2.3 The Meeting took note of and congratulated Nicaragua on its initiative to face the increasing problem affecting the entire Region. Following various expressions of support and some deliberation, which included the fact that this subject is not related to aviation security, the Meeting adopted the following conclusion:

Conclusion 3/10 Information exchange among States on civil aviation issues

States are urged to:

- a) consider the necessary legal instruments and adopt necessary preventive measures through corresponding security entities; and
- b) request the LACAC Secretariat to present this issue to GEPEJTA in order that legal and technical instruments are considered to deal with this sensitive issue affecting civil aviation in the Region.

9.4 Initiative for the development of a model security programme for aircraft operators

9.4.1 Brazil presented WP/21 whose objective is compliance with Standard 3.3.1 of Annex 17 and shared their experiences with the process of drafting, analysis and approval of aircraft operator security programmes, based on three main documents: National Civil Aviation Security Programme (NCASP); a regulation directed at aircraft operators; and supplementary instructions contained in a model security programme that facilitates compliance with Standards.

9.4.2 The Meeting was invited to consider the use of the methodology adopted by Brazil and to evaluate the possibility of its application in their States. Extracts of the Model Aircraft Operator Security Programme is being included in the Appendix of the working paper presented by Brazil.

9.5 Coordination between States to standardize passenger and cabin baggage screening procedures to include a list of prohibited articles

9.5.1 Chile presented WP/22 indicating that international passengers have been negatively impacted at screening points. In particular, prohibited articles are confiscated in some States but not in others. Although it can be deduced that this situation can result from regulatory differences among the different States as well as differing risk levels in each State, a mechanism is proposed to mitigate the impact to the passenger in an attempt to balance between aviation security and facilitation.

9.5.2 To achieve this objective, the creation of a working group for this project was proposed, with the initial responsibility of determining the differences existing among all the NAM/CAR and SAM States with respect to screening procedures under normal operating conditions (low risk) and, in particular, prohibited articles lists. At the conclusion of this study, a series of recommendations could be proposed such that States that are members of this Group standardize their national programmes. The second phase would consist of determining whether screening criteria could be standardized based on the risk level. If this is not possible, it would be important to determine if a coordination mechanism could be established such that criteria affecting passengers can be similar across the entire Region.

9.5.3 The Meeting welcomed this initiative and created a work project headed by Chile and supported by Argentina, Colombia, Cuba, Ecuador, Paraguay, Peru, Venezuela and Uruguay. The results should be presented to the Secretariat not later than 31 January 2014.

9.6 Best FAL practices

9.6.1 Chile presented WP/23 pointing out that according to Chicago Convention, Annex 9, and Doc 9957 *Facilitation Manual*, each State adopts facilitation measures of which some are successful and could serve as an example for other States. Therefore, it was deemed relevant to note that these best practices can result in better procedures and/or solutions.

9.6.2 In this regard, a project, named “FAL Best Practices” was proposed to generate a FAL best practices database. The objective is to collect and promote implementation of FAL best practices among the States.

9.6.3 This project would consist of two phases. The first one would be the drafting of a methodology and the development of a database. The second phase would be database publication and maintenance. Once the project is concluded, LACAC would develop a resolution to promote the use of the database.

9.6.4 The Meeting agreed to proceed with the project, headed by Chile as coordinator, and assisted by Peru, the Dominican Republic and ALTA.

9.7 ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group Strategic Plan

9.7.1 The Secretariat presented WP/25 proposing the development of a strategic plan. For the development of this plan, the conduct of strengths, weaknesses, opportunities and threats (SWOT) analysis should be completed, including mission, vision, medium and long-term objectives, strategies, and tools to measure goals and implementation indicators. Planning, as a fundamental element for the success of these activities, should also take into account that facilitation and aviation security services are closely related to other activities developed at airports with the participation of other related entities.

9.7.2 To fulfil this task, the creation of a working group was proposed to design a strategic plan with goals and medium and long-term objectives, and establish strategies and measurable goals based on a timetable indicating specific dates. The working group should consider ICAO’s strategic plan and as a reference: the Terms of Reference, work programmes and projects of ICAO/LACAC AVSEC/FAL/RG completed to date, LACAC’s strategic plan and LACAC Resolution A-20-11.

9.7.3 The Meeting agreed on the creation of a project headed by Argentina, as coordinator, and supported by Chile, Jamaica, Nicaragua, Trinidad and Tobago, United States, and Venezuela. The representative from Brazil needed authorization of his administration to be part of this project.

9.8 Coordination between the States for the creation of a working group to standardize regulations and procedures linked to certification and "oversight" of AVSEC instructors

9.8.1 Peru presented WP/27 highlighting that several States had implemented standards and procedures for the certification and oversight of AVSEC instructors with the objective of standardizing the quality of instruction and controlling the quality and supervision of instruction in their States.

Although the standards and procedures vary between States, the majority based themselves on best practices established for certification, selection and training established in Doc 8973, *Security Manual*.

9.8.2 It was deemed that the current variation with certification of AVSEC instructors implemented by States was primarily related to the criteria established by each State. In the absence of clear standards and procedures for the certification of AVSEC instructors, a significant number of States do not recognize or validate certifications issued to AVSEC instructors from other States, which under certain conditions demands that instructors be subject to multiple certification processes for the States requiring his/her services.

9.8.3 It was proposed that there is a need for States to implement a certification and oversight process for AVSEC instructors, standardized at a regional level, which guarantees that certification is issued to qualified personnel by applying effective quality control over certification and recertification. The objective is to reach a level where States will be able to recognize and/or validate certification issued by other States on the basis of homogeneous standards and procedures thereby creating reliability by which States, through their instructors, can exchange knowledge and experience and share their resources.

9.8.4 The Meeting accepted Peru's proposal and created a project, which shall be coordinated by Peru and supported by Chile, Ecuador, Paraguay and Venezuela.

**9.9 35th Session of the ICAO Legal Committee
(Proposal for amendment to the Convention on Offences and Certain Other Acts
Committed on Board Aircraft (Tokyo, 1963))**

**Inclusion of reference to security officers on board aircraft in the Protocol to
Amend the Tokyo Convention**

9.9.1 LACAC Secretariat presented WP/24 requesting that the Group note the information and comment, if appropriate, so that the LACAC Secretariat can present the information at GEPEJTA and its Executive Committee at their next meeting.

9.9.2 After some deliberation, the Meeting determined that the content of the working paper related to legal matters, not technical ones, and therefore suggested that the AVSEC/FAL/RG was not the appropriate forum to refer this subject.

9.10 Location and dates of the next meeting

9.10.1 The Chairperson of the AVSEC/FAL Regional Group thanked ICAO and LACAC for hosting the meeting and the representatives of the States for their participation.

9.10.2 The next meeting will be conducted at the ICAO North America, Central America and Caribbean Regional Office in Mexico City, Mexico, and it is tentatively planned for the first week of June 2014.

9.10.3 Following the Second Meeting of the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/2), the ICAO Secretary General requested, if possible, that subsequent meetings of the AVSEC/FAL Group be held at ICAO Regional Offices unless a host State offered to cover the expenses of the entire Secretariat.