

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK
MULTILATERAL INVESTMENT FUND

HAITI

STRENGTHENING OF AIRPORT SECURITY

(HA-M1006)

DONORS MEMORANDUM

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ABBREVIATIONS

AAN	Autorité Aéroportuaire Nationale (National Airport Authority)
AVSEC	Aviation Security
ICAO	International Civil Aviation Organization
ICF	Interim Cooperation Framework
OFNAC	Office Nationale de l'Aviation Civile (Civil Aviation Administration)
PCR	project completion report
PPMR	project performance monitoring report
TSA	U.S. Transportation Security Administration

HAITI
STRENGTHENING OF AIRPORT SECURITY (HA-M1006)

EXECUTIVE SUMMARY

Executing agency:	National Airport Authority of Haiti						
Beneficiaries:	The project will benefit the Ministry of Public Works, Transport and Communications, the National Airport Authority (AAN), businesses directly related to or dependent on the aviation industry, and society at large through a safe civil aviation sector.						
Financing:	<table> <tr> <td>MIF – Facility I:</td><td>US\$498,095</td></tr> <tr> <td>Local counterpart:</td><td>US\$213,405</td></tr> <tr> <td>Total:</td><td>US\$711,500</td></tr> </table>	MIF – Facility I:	US\$498,095	Local counterpart:	US\$213,405	Total:	US\$711,500
MIF – Facility I:	US\$498,095						
Local counterpart:	US\$213,405						
Total:	US\$711,500						
Objectives and description:	The goal of the program is to strengthen airport security by modifying and adapting civil aviation policies and regulatory frameworks in Haiti, as well as training AAN personnel in those areas. As an adjunct to the Transportation Infrastructure Rehabilitation Program (HA-0087), the objective also is to prepare construction projects to rehabilitate the runways, taxiways, and aircraft parking apron at the Port-au-Prince airport. The project will consist of the following components: (i) analysis and adjustment of airport security regulations at the Port-au-Prince airport to bring that facility up to the new ICAO security standards; (ii) equipment procurement for planned new administrative services; and (iii) specialized security training for Port-au-Prince and Cap-Haïtien airport personnel.						
Terms:	<p>Implementation period: 24 months</p> <p>Disbursement period: 30 months</p>						
Coordination with other official institutions:	The Bank is coordinating efforts with other institutions which are interested in supporting civil aviation security in Haiti, such as USAID, USTDA, and the Canadian Fund. The proposed project is consistent with the assistance being furnished by such agencies as the United Nations and ICAO.						
Environmental and social review:	Given the nature of the project, no environmental or social impacts or risks are envisaged (see paragraph 7.1).						

Conditions precedent to the first disbursement:

The following will be conditions precedent to the first disbursement: (a) appointment by the AAN of the project coordinator, and (b) receipt by the Bank of a letter of commitment in which the authorities pledge to implement the airport security standards the technical-cooperation operation will be helping to institute, to support and implement the basic security training program for personnel, and to implement comprehensive training programs reaching all aviation-industry and other interested sectors.

Special contractual conditions:

The Bank will not disburse more than 40% of the MIF grant until the terms of paragraph 8.2 have been fulfilled and more than 80% until the terms of paragraph 8.3 have been fulfilled.

I. BACKGROUND AND RATIONALE

A. The importance of civil aviation security to Haiti's development

- 1.1 With the reinvigoration of Haiti's economy, the role of civil aviation in freight and passenger transportation has become increasingly important for the development of all sectors of the economy. Freight transport, in particular, has become an important development factor for less developed economies, and its interruption could have a significant effect on the way business is done and on corporate earnings, especially for smaller companies. Manufactured products with high added value, as well as perishable goods, are shipped primarily by air.
- 1.2 Improving airport security has become crucial throughout the region and worldwide and it is imperative to ensure passenger and exporter confidence in the safety of the air traffic system. This will involve making changes in a number of areas. The first change, and the one underpinning all other reforms, has to do with regulation. To this end, the International Civil Aviation Organization (ICAO) has decided to enhance the Annex 17 aviation security standards and audit ICAO member countries' compliance with the standards.
- 1.3 The standards include the development of a national airport security plan, a web of regulations, procedures, and guidelines, a team of experienced advisors trained to oversee operators, and installation and use of the equipment needed to prevent illegal and criminal acts against civil aviation. These standards apply to airlines, airports, the air traffic system, and all aviation services personnel.

B. Haiti's sector strategy

- 1.4 Haiti has two international airports (Port-au-Prince and Cap-Haïtien) and five airfields. The Toussaint Louverture International Airport is in the center of the Port-au-Prince metropolitan area. It is the only airport equipped with navigational aids and the only one able to accommodate large aircraft on its main runway, which measures 3,040 meters long and 43 meters wide. The main runway at the Cap-Haïtien airport is 1,500 meters long and airport operations are restricted due to insufficient maintenance and investment.
- 1.5 In 2005, an estimated 826,762 passengers, 14,818 metric tons of freight, and approximately 28,087 airplanes passed through the Port-au-Prince international airport: 83% of traffic was international and 17% local. Ninety percent of tourists come through this airport. Some of Haiti's agricultural exports are shipped by air, such as mangoes.
- 1.6 American Airlines accounts for 53% of scheduled international traffic, Dutch Caribbean Airlines for 14%, and Air France for 11%. The concentration of service in such few carriers distorts competitiveness and thus makes air transportation more expensive (in passenger/km or metric ton/km). The most frequently used aircraft in

international traffic is the EA-300-600R, with 267 seats, accounting for 58.4% of said traffic, followed by the B737-800 with 142 seats (20.7%) and the 164-seat EA-320-200 (12)%. These three aircraft account for 91% of international air traffic.

- 1.7 The Port-au-Prince airport is the port of entry for anyone wishing to enter the country. In light of poor security conditions, the U.S. Transportation Security Administration (TSA) issues advisories about the risks of flying to Haiti. This is one element that is keeping tourists away. However, air traffic is expected to increase over the next few years as services and operations are reinstated.
- 1.8 The Haitian government, by way of the AAN, is interested in improving Haiti's technical capacity in aviation security consistently and permanently. This will require improving service delivery, revamping aviation sector regulations, and training security personnel, so the government can maintain continual surveillance of airlines, aircraft service companies, workshops, aviation schools, and air operations personnel, with a view to complying with established requirements to be able to improve the country's current rating.

C. The Bank's sector strategy

- 1.9 The Bank is Haiti's primary source of investment finance, maintaining a permanent presence in the country during the worst of the crisis, as the Country Office has never shut its doors. In July 2003, when investment program lending resumed, six operations were updated and reactivated, totaling US\$197.6 million. Four new operations were approved, for an additional US\$201.9 million. At year-end 2004, US\$72 million had been disbursed.
- 1.10 In the area of infrastructure investment, the Bank's strategy is to consolidate the support provided to the transportation sector through existing operations and to promote renewed private sector participation. In the roads sector, it seeks to identify the most pressing investments to ensure permanent accessibility throughout the country. With respect to ports and airports, immediate investments are planned for Port-au-Prince to make infrastructure operational and accessible again, to begin preparatory studies to reform these subsectors, to modernize management and engage the private sector in investment and operations. Given the Bank's extensive involvement in preparing the Interim Cooperation Framework (ICF), its 2004-2006 transition strategy is tightly aligned with that of the Government of Haiti. The Bank's strategy further aims to move on from this phase and to develop a country vision for the medium and long term.
- 1.11 The Bank historically has financed transportation infrastructure programs in Haiti. A secondary and tertiary roads loan (991/SF-HA) approved in 1997 was revived in 2003; this project is still under way. In 2004, a loan was approved for the rehabilitation of basic economic infrastructure (1493/SF-HA), to improve the quality of life of the population through the improvement of several public services.

In June 2005, the Bank's Board of Executive Directors approved a loan for the Transportation Infrastructure Rehabilitation Program (1638/SF-HA). Several technical cooperation operations (ATN/8676-HA, ATN/8959-HA, and ATN/8960-HA) are supporting the execution of these projects. In 2004, the Bank approved operation ATN/8957-HA to update the road inventory and classification.

- 1.12 In the specific area of support for the air transport sector, the Bank is funding a specific component for the rehabilitation of the Port-au-Prince airport runway, the study of the new airport for Cap-Haïtien, and the study for the rehabilitation of the main terminal at the Port-au-Prince airport, which is in a state of disrepair. This component is found in the Transportation Infrastructure Rehabilitation Program (HA-0087), which is executing satisfactorily.
- 1.13 Other international cooperation agencies are also supporting the stabilization of Haiti and, in particular, the airport. The U.S. Transportation Security Administration plans to invest in training for operational personnel.

II. PROGRAM DESCRIPTION

A. Program goal and purpose

- 2.1 The goal of the program¹ is to strengthen airport security in Haiti by modifying and adapting civil aviation policies and regulatory frameworks and training AAN personnel in those areas. It also proposes to help in the reconstruction of the Port-au-Prince airport by preparing a master infrastructure plan for the facility and to develop reform proposals for management of the airport system, incorporating private management and financing in Port-au-Prince and Cap-Haïtien.

B. Components

- 2.2 **Component I: Regulatory strengthening (MIF US\$221,200; counterpart US\$3,800).** Activities falling under this component involve the modification of the legal framework governing airport security in Haiti, including current procedures, to comply with the minimum provisions in ICAO Annex 17 and design a long-term strategy for financial and operational sustainability of airport security systems and mechanisms. To this end, the AAN will hire consultants to:
 - a. Review and identify current vulnerabilities in the airport system and devise a plan to correct them.

¹ The present technical-cooperation operation was prepared to be approved as part of the Line of Activity for the Strengthening of Airport Security (document MIF/GN-71). That line of activity expired on 10 March 2006. Management is presenting the operation to the Donors Committee as a regular project.

- b. Review and improve the national plan for civil aviation security, airport security standards, and emergency plans for each international airport, and prepare a contingency plan for the airports identified in the project.
 - c. Develop first-response manuals and carry out an accident drill.
 - d. Prepare a master infrastructure plan for the Port-au-Prince airport and develop reform proposals for management of the airport system, incorporating private management and financing in Port-au-Prince and Cap-Haïtien.
- 2.3 **Component II: Procurement of equipment (MIF US\$98,250; counterpart US\$79,250).** Under this component, the AAN plans to purchase equipment to screen passengers and staff entering the airport, in order to tighten controls from concentrated surveillance points. The equipment includes:
- a. Two scanners for detecting prohibited materials.
 - b. Six walk-through metal detectors.
 - c. Hardware and software for an ongoing training system.
- 2.4 The budget specified for this component in the cost table is indicative only. It may increase based on the consultant evaluation of airport vulnerabilities.
- 2.5 **Component III: Training (MIF US\$169,645; counterpart US\$30,355).** Under this component, the AAN will carry out training programs on airport security and set up train-the-trainer programs. Consultants will be hired to train airport personnel in Haiti and funding will be provided for training courses abroad. Training courses for personnel will consist of the following:
- a. Five ICAO Basic Aviation Security (AVSEC/123) courses
 - b. One instructor training course
 - c. Two supervisor training courses
 - d. Seven refresher courses
 - e. One management course
 - f. Two crisis and emergency management courses
 - g. One crisis-management course
 - h. One course for cargo and mail security officials
 - i. One airline security course

- j. One equipment maintenance course.
- 2.6 The above-described courses will enable the AAN to train its 125 employees in airport security.

III. COST AND FINANCING

A. Summary cost table

	U.S. dollars		
	MIF	Local contribution	Total
Component 1: Regulatory strengthening	221,200	3,800	224,000
Component 2: Equipment	98,250	79,250	177,500
Component 3: Training	169,645	30,355	200,000
EVALUATION AND AUDIT	15,000	-	15,000
PROJECT COORDINATION AND ADMINISTRATION	-	100,000	100,000
Total	498,095	213,405	711,500

B. Description and composition of funding

- 3.1 The total cost of the project is estimated at US\$711,500, to be funded with a MIF grant of US\$498,095 and a local contribution of US\$213,405 furnished by the AAN.

C. Financial and institutional sustainability

- 3.2 Pursuant to the Interim Cooperation Framework, with respect to airports, the Government of Haiti and cooperation providers will see that resources are there to maintain a stable level of security. This also entails strengthening the institutional capacity of the AAN.

IV. PROJECT EXECUTING UNIT AND IMPLEMENTATION ARRANGEMENT

A. Executing agency

- 4.1 The project executing agency will be Haiti's National Airport Authority (AAN), through Office Nationale de l'Aviation Civile (National Civil Aviation Administration—OFNAC), the technical regulator of aviation services and safety. The AAN was established as an autonomous State institution, with its own assets and legal identity, by decree enacted on 29 September 1980. The AAN is entrusted with all functions related to planning, research, direction, oversight, inspection,

operation, and development of civil aviation in Haiti. It is empowered to set fees and rates for the use of its facilities or for services it provides or supplies. The AAN has constantly monitored the risk and threat levels in its airports and has assigned personnel to run and manage the National Program for International Civil Aviation Security (AVSEC). The director of national airport security is responsible for compliance with AVSEC regulations.

- 4.2 The AAN is an autonomous commercial institution whose mandate is to ensure the creation, expansion, management, development, and implementation of civil airport and airfield facilities throughout the country. It also is responsible for proposing infrastructure rehabilitation projects for any airport facility.
- 4.3 In the operation proposed here the AAN will be responsible for: (i) supervising and monitoring fulfillment of the project goals and objectives; (ii) reviewing and approving the project's annual work plans and budgets, including the use and allocation of the local counterpart; (iii) providing the financial resources necessary to ensure the project's continuity; and (iv) appointing the project coordinator, who may be an AAN senior official; the coordinator's services may count as part of the local counterpart contribution.
- 4.4 Other AAN responsibilities will be to: (a) establish and operate adequate internal, accounting, and financial controls and keep records systems up to date to be able to ascertain sources and uses of project funds in detail. The project records at AAN will: (i) identify resources and sources of funding; (ii) provide information on project expenditures, segregating MIF grant funds from funding from other sources; and (iii) be sufficiently detailed to identify goods procured and services contracted; (b) see that disbursement requests and the respective expenditure support documents are processed following the Bank's disbursement procedures; and (c) prepare and submit to the Bank the project's final financial statements, audited by an independent firm acceptable to the Bank in accordance with terms of reference previously approved by the Bank, within 90 days after the last disbursement; and (d) prepare and submit to the Bank the revolving fund reports within 60 days after the close of each six-month period.
- 4.5 The AAN project coordinator will work closely with the AAN line departments that are involved directly or indirectly with the project. These include the Aviation Security Department, the Air Navigation Department, the Airport Security Department, and the Institute of Science and Technology. It will fall to the coordinator to evaluate the consulting work content, edit the reports, and see to it that the project is carried out properly in each specialized area. The coordinator will submit regular reports to the Director General in order to expedite the project's implementation.

B. Project readiness

- 4.6 This project has been designed in coordination with the AAN project team, which has duly submitted the relevant design documents so that the operation can execute expeditiously. The AAN has also provided for training its staff in security matters.

C. Implementation and disbursement periods

- 4.7 The project will be executed over a period of 24 months. The Bank's resources will be disbursed over a span of 30 months.

D. Procurement

- 4.8 Goods and consulting services for the program will be procured in accordance with the Bank's standard policies stated in document GN-2349-6 (Policies for the procurement of works and goods financed by the IDB) and document GN-2350-6 (Policies for the selection and contracting of consultants financed by the IDB).

V. MONITORING AND EVALUATION

A. Monitoring

- 5.1 The Bank's Country Office in Haiti will be responsible for supervision, contract compliance monitoring, and processing of disbursement requests, and will receive the project's audited financial statements.

B. Evaluations

- 5.2 Two evaluations—one midterm and one final—will be performed by an international consultant specializing in airport security, selected and contracted by the Bank using the MIF grant resources. The first evaluation will be carried out once more than 50% of the Bank's resources have been disbursed or at the nine-month point, counted from the effective date of the technical cooperation agreement, whichever occurs first. Items to be analyzed include: (a) the executing agency's implementation capacity; (b) the extent to which the specific objectives of the project have been achieved; (c) the way in which the new security rules have been implemented; (d) the number of persons trained and training programs conducted by the agency to ensure that all key airport security personnel have the requisite expertise; (e) a review of funds expended and allocation of counterpart resources; and (f) activities performed regarding the review of airport security standards. This report is to be presented to the Bank within three months after the date on which it is commissioned.

- 5.3 The second and final evaluation will take place within three months after the last disbursement, and will analyze the following aspects, among others: (a) the

executing agency's implementation capacity; (b) the degree to which the project's specific objectives, as set out in the logical framework, have been achieved; (c) the way in which the new security rules have been implemented; and (d) the number of persons trained and training programs conducted by the agency to ensure that all key airport security personnel have the requisite expertise. This report is to be presented to the Bank within three months after the date on which it is commissioned.

C. Progress reporting and final report

- 5.4 The AAN will be responsible for progress tracking and reporting. Every six months it will produce a progress report documenting the activities that took place during that period, to be delivered to the Bank within 30 days after the end of the six-month period. The executing agency will use these reports as a basis for preparing a final report within the three months following completion of the project. The Country Office will use the reports to monitor the project.

VI. PROJECT BENEFITS AND RISKS

A. Benefits and rationale

- 6.1 This project will be funded under the MIF Technical Cooperation Facility. The following benefits will accrue from the project: (i) consolidation of Haitian laws and regulations to bring them into compliance with international airport security standards set by the International Civil Aviation Organization (ICAO); (ii) minimization of the economic impact on the country which could otherwise be severely affected by interruptions to critical activities such as trade, tourism, and regional integration; and (iii) expedited institution of the requisite regulatory framework for large-scale investments and improvements and the introduction of state-of-the-art airport security technologies.

B. Beneficiaries

- 6.2 The project will benefit the National Airport Authority (AAN), businesses directly involved in or dependent on the aviation industry, and society at large, through a safer civil aviation sector.

C. Risks

- 6.3 **Deterioration of security in Haiti.** In Haiti's current process of recovery, public security is very vulnerable. This technical-cooperation operation will not be able to improve security in the country, but it will contribute to airport and air transportation safety. This will allow airlines that are occasionally threatened to continue operating regularly, and lower their operating costs.

VII. SOCIAL AND ENVIRONMENTAL VIABILITY

- 7.1 In view of the nature of operations under the Line of Activity for the Strengthening of Airport Security, the Committee on Environment and Social Impact does not consider them to have any direct or indirect adverse social and environmental impact. Since this project was prepared under that line of activity, the office of the CESI secretary considered formal individual consideration of this project to be unnecessary.

VIII. SPECIAL CONTRACTUAL CONDITIONS

- 8.1 The following will be conditions precedent to the first disbursement: (a) the project coordinator must have been appointed, and (b) the Bank must have received a letter of commitment in which the authorities pledge to implement the airport security standards and deliver the basic aviation security training program to staff and comprehensive training programs for all sectors of the aviation industry and other interested parties.
- 8.2 The Bank will not disburse more than 40% of the MIF grant until it has been demonstrated that the comprehensive training programs mentioned in Component III are being implemented.
- 8.3 The Bank will not disburse more than 80% of the MIF grant until it has been demonstrated that (i) the basic airport security rules have been reviewed and amended and are in the process of being approved by the appropriate authorities; and (ii) the training program is in progress and at least 20 of the 26 courses identified in the document have been successfully completed.

STRENGTHENING OF AIRPORT SECURITY (HA-M1006)
LOGICAL FRAMEWORK

Narrative summary	Indicators	Means of verification	Assumptions
<p>Goal:</p> <p>Contribute to the security and effective functioning of the air transport sector in Haiti, to enable the country to capture the economic benefits of access to global markets.</p>	<p>Three years after project completion:</p> <p>Aviation activity functions normally and airport security systems in Haiti are operating on a sustainable basis.</p> <p>Confidence in the country's aviation system.</p> <p>Airport is operating according to civil aviation security standards and are more compliant with ICAO international standards.</p>	<p>Data on passenger numbers</p> <p>Immigration services data</p> <p>Data on number of flights</p> <p>TSA evaluation and audit reports</p>	<p>Economic indicators remain positive.</p>
<p>Purpose:</p> <p>Strengthen airport security in Haiti by modifying and adapting civil aviation policy and regulatory frameworks, introducing new administrative services and equipment, and providing training for staff.</p>	<p>By the end of the project:</p> <ol style="list-style-type: none"> 1. International airports participating in the project are compliant with international civil aviation standards and are ICAO-audited. 2. Airport security systems in Haiti are financially and operationally sustainable. 	<ul style="list-style-type: none"> • TSA evaluation and audit reports • Semiannual project reports from the executing agency • Project midterm and final evaluation reports • Baseline benchmark data • PPMR and PCR 	<p>The government remains interested in improving airport security.</p>

Narrative summary	Indicators	Means of verification	Assumptions
Components: 1. Regulatory strengthening	12 months after the first disbursement: 1.1 Regulatory framework reviewed and updated in accordance with ICAO Annex 17 regulations. 1.2 Initial steps taken to comply with the new regulatory requirements. By the end of the project: 1.3 The Port-au-Prince airport complies with the new regulatory requirements.	<ul style="list-style-type: none"> • ICAO and TSA evaluation and audit reports • Semiannual project reports from the executing agency • Project midterm and final evaluation reports • Baseline benchmark data • PPMR and PCR • Reports on the number of illegal items confiscated 	Recently amended ICAO standards are not further amended in the short term.
2. Implementation of new administrative services	2.1 Equipment for employee and passenger inspection is in place at the airport by the end of the project.		Availability of equipment
3. Training	Communication between security personnel has improved at two international airports. 12 months after the first disbursement: 3.1 At least 60 AAN employees have received training in airport security topics listed in terms of reference/budget. By the end of the project: 3.2 At least 125 AAN employees have received training in airport security topics listed in terms of reference/ budget.		Staff trained remain interested in furthering their professional careers.

Narrative summary	Indicators	Means of verification	Assumptions
Activities:			
<p>1.1 Upgrade the national plan for civil aviation security and the emergency plans for each international airport.</p> <p>1.2 Amend airport security regulations and procedures to comply with ICAO Annex 17 changes</p> <p>1.3 Develop security manuals for the international airports</p>	<p>National security plan and sustainability plan developed</p> <p>Security procedures and regulations modified</p> <p>Airport security manuals completed</p>	<ul style="list-style-type: none"> • ICAO and FAA evaluation and audit reports • Semiannual project reports from the executing agency • Project midterm and final evaluation reports • Baseline benchmark data • PPMR and PCR 	<p>The national plan is approved.</p> <p>The current level of government funding for the AAN is maintained.</p>
<p>2.1 Procurement and installation of access control management equipment</p> <p>2.2 Procurement and installation of minor equipment to improve surveillance systems</p>	<p>Database installed and in use</p> <p>Equipment purchased and in use</p>	<p>Copy of evaluations conducted</p> <p>Copy of security action plan</p>	
<p>3.1 Five ICAO Aviation Security courses (AVSEC/123 Basic)</p> <p>3.2 Instructor training course</p> <p>3.3 Supervisor training course</p> <p>3.4 Refresher course</p>	<p>Basic security courses taken by 125 employees</p> <p>One 5-day supervisor course taken by 4 people</p> <p>Seven refresher courses taken by 100 employees</p>	<p>Copy of manuals</p> <p>Copy of strategy</p>	<p>Equipment is delivered on schedule.</p>
<p>3.5 Management course</p> <p>3.6 AVSEC/123 – Crisis management, aviation security management</p> <p>3.7 Course for cargo and mail security officials</p>	<p>Instructor training taken by 10 employees</p> <p>One crisis planning course taken by 40 officials</p> <p>Security management courses taken by 20 managers</p>	<p>Registration</p> <p>Course evaluations</p>	<p>Consultants are hired on schedule.</p> <p>Funding is available from executing agency.</p>

Narrative summary	Indicators	Means of verification	Assumptions
3.8 Airline security course	One 5-day course taken by 4 people		
3.9 Equipment maintenance course	One 5-day course taken by 20 people One 5-day course taken by 6 people		

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK
MULTILATERAL INVESTMENT FUND

PROPOSED RESOLUTION MIF/DE-___/06

Haiti. Nonreimbursable Technical Cooperation ATN/MT-____-HA
for the Strengthening of Airport Security

The Donors Committee of the Multilateral Investment Fund

RESOLVES:

1. That the President of the Inter-American Development Bank, or such representative as he shall designate, is authorized, in the name and on behalf of the Bank, as Administrator of the Multilateral Investment Fund, to enter into such agreements as may be necessary with Haiti, and to take such additional measures as may be pertinent for the execution of the project proposal contained in document MIF/AT-___ with respect to technical cooperation for the strengthening of airport security.

2. That up to the amount of US\$498,095, or its equivalent in other convertible currencies, shall be authorized for the purpose of this resolution, chargeable to the resources of the Technical Cooperation Facility of the Multilateral Investment Fund.

3. That the above-mentioned sum is to be provided on a nonreimbursable basis.

(Adopted on __ _____ 2006)

LEG/OPR/RGII/IDBDOCS689822
HA-M1006