

**60th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

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**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

**POTENTIAL IMPACTS OF ICAO ASTC-TPP INTEGRATION
ON AVSEC CAPABILITY IN THE APAC REGION**

(Presented by the Republic of Korea)

SUMMARY

This paper presents the Republic of Korea's views on ICAO's proposed integration of Aviation Security Training Centers (ASTCs) into the TRAINAIR PLUS Programme (TPP). While supporting the initiative's goals of operational efficiency and standardized training through the TPEMS platform, the Republic of Korea highlights key concerns related to possible cost burdens and reduced accessibility for trainees from developing countries, and potential weakening of global aviation security training quality. A more balanced, phased, and qualitatively informed approach is suggested to be proposed.

POTENTIAL IMPACTS OF ICAO ASTC-TPP INTEGRATION ON AVSEC CAPABILITY IN THE APAC REGION

1. INTRODUCTION

1.1 ICAO has proposed integrating the Aviation Security Training Centre (ASTC) network into the TRAINAIR PLUS Programme (TPP) as part of its ongoing reforms to centralize and optimize training through the use of the TRAINAIR PLUS Electronic Management System (TPEMS). This proposal, developed amidst budget constraints, aims to enhance training standardization and operational efficiency.

1.2 However, with recognition of benefits of integration and streamlined management, there has been a review on the implications of the transition plan and identified concerns that warrant deeper discussion before implementation.

2. DISCUSSION

2.1 In recent years, ASTCs have played a vital role in delivering ICAO-recognized AVSEC training across different regions. These centers have contributed significantly to the consistency, specialization, and sustainability of AVSEC training within the global framework.

2.2 To address administrative and financial challenges, ICAO proposed the integration of ASTCs into the TPP, which is managed by the Global Aviation Training Office (GAT) under the Capacity Development and Implementation (CDI) Bureau. This initiative aims to centralize training efforts and standardize delivery through the TPMEs, improving accessibility and administrative efficiency.

2.3 The draft integration plan was first introduced in February 2024, and subsequently presented at the 35th ICAO AVSEC Panel in April 2024. Initially, the proposal included eliminating the ASTC certification system entirely and replacing it with TPP membership requirements, such as a membership fee ranging from \$5,000 to 20,000 and an additional administrative charge of \$430 per trainee. This plan was met with strong opposition from ASTCs and many panel members, leading ICAO to revise the proposal.

2.4 The revised proposal maintains ASTC network while allowing the use of TPEMS. It waives TPP membership fees and lowers the administrative cost to \$100 per trainee. Despite these adjustments, several fundamental concerns still remain:

- a) **Increased Financial Burden:** ASTCs have maintained a low and stable training fees of approximately \$500 for a 5-day course over 20 years. The newly introduced TPMEs fee would impose additional operational pressure to ASTCs. Without external support, centers may need to raise training fees to remain sustainable – ultimately passing the burden to trainees. Raising costs for AVSEC training could deter participants from developing countries, potentially contradicting ICAO’s “No Country Left Behind” policy. This could lead to decreased participation from those States in the region most in need for capacity-building support.
- b) **Training Quality Risks:** An increase in training centers may dilute training quality due to overstretched instructor resources. The centers that want to reduce their operation cost may cut the number of instructors to run each course instead from two to one, which commonly happens in the current ASTC system.
- c) **Global AVSEC Network Impact:** The current ASTC network plays a key role in regional cooperation. Changes could undermine the cohesion and leadership roles of established ASTCs and weaken the collective quality assurance system.

2.5 Given these issues, ICAO needs to adopt a phased and balanced implementation strategy with a qualitative impact assessment – addressing professional standards, accessibility and long-term sustainability. Such an approach will help ensure that efforts to standardize training administration do not inadvertently undermine global aviation security objectives.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the concerns raised regarding the current ICAO's proposal of the ASTC-TPP integration;
- b) encourage ICAO to conduct a qualitative impact assessment, including analysis of training quality and accessibility for developing States; and
- c) discuss the potential impacts of the integration on AVSEC capability in the APAC region.

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