



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

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**Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM  
Aviation Security and Facilitation Regional Group  
(AVSEC/FAL/RG/13)**

St. John's, Antigua and Barbuda, 2-6 June 2025

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**SUMMARY OF DISCUSSIONS**

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

The Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/13) was held at the American University of Antigua in University Park, Jabberwock Beach Road, Coolidge, Antigua in Antigua and Barbuda, from 2 to 6 June 2025. The AVSEC/FAL/RG/13 Meeting commenced with two side events: an ICAO Traveller Identification Programme (TRIP) Crash Course Session on 2 June, and a Human Trafficking Workshop on 3 June. A summary of both activities is included in **Appendix B** of this report.

**ii.2 Opening Ceremony**

The official opening of the Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/13) took place on 4 June. Mr. Peter Abraham, National Coordinator for Aviation Security and Safety at the Ministry of Civil Aviation of Antigua and Barbuda, served as master of ceremonies and introduced the opening remarks delivered by:

- Ms. Joan Joseph, Permanent Secretary, Ministry of Civil Aviation of Antigua and Barbuda
- Mr. Christopher Barks, Regional Director, North American, Central American and Caribbean (NACC) Regional Office, International Civil Aviation Organization (ICAO)
- Mr. Fabio Rabbani, Regional Director, South American (SAM) Regional Office, International Civil Aviation Organization (ICAO)
- Mr. Jaime Binder, Secretary of the Latin American Civil Aviation Commission (LACAC)
- Mr. Dionisio de la Rosa, Vice-Chairperson of the AVSEC/FAL Regional Group
- Ambassador Brian Challenger, Chief Technical Advisor (Civil Aviation), Ministry of Tourism and Civil Aviation

The opening ceremony concluded with the official group photo and the formal declaration of the meeting's inauguration by Ambassador Challenger.

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

The Chairperson of the Regional Group, Mr. Luiz Cavallari, was unable to be at the meeting, but he connected remotely to give a few words of thanks to the AVSEC/FAL Group for the work and results achieved in the last three years of its presidency. In this regard, due to the absence of the AVSEC/FAL/RG Chairperson, the Meeting AVSEC/FAL/RG/13 was conducted by its Vice-Chair, Mr. Dionisio de la Rosa, of the Dominican Republic. The Secretariat of the Meeting was led by the Regional Directors of ICAO's NACC and SAM Office, Mr. Christopher Barks and Mr. Fabio Rabbani respectively, and by CLAC, with Mr. Jaime Binder, Secretary of CLAC.

The Secretary was assisted by Mr. Julio Siu, Deputy Regional Director of the NACC Regional Office, Mr. José María Peral, Regional Aviation Security and Facilitation Specialist for the NAM/CAR Regions, and Mr. Leonardo Boszczowski, Regional Aviation Security and Facilitation Officer for the SAM Region, and Mr. Fernando Cardoso Coelho, Assistance Coordinator NAM/CAR/SAM of the Implementation and Development Support Section - Aviation Security, ICAO Headquarters.

### **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 Schedule and Working Arrangements**

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

### **ii.6 Agenda**

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|----------------------|--|
| <b>Agenda Item 1</b> | <b>Adoption of the Agenda and Meeting Schedule</b>       |
| <b>Agenda Item 2</b> | <b>Conclusions from Previous Meetings</b>                |
| <b>Agenda Item 3</b> | <b>Global and Regional Developments</b>                  |
| <b>Agenda Item 4</b> | <b>Programs and Projects – Aviation Security (AVSEC)</b> |
| <b>Agenda Item 5</b> | <b>Programs and Projects – Facilitation (FAL)</b>        |
| <b>Agenda Item 6</b> | <b>Training, Cooperation, and Assistance</b>             |
| <b>Agenda Item 7</b> | <b>Other Business</b>                                    |

**ii.7 Attendance**

The Meeting was attended by 19 States/Territories from the NAM/CAR/SAM Regions, 4 International Organizations, totalling 60 delegates as indicated in the list of participants contained in **Appendix A**.

**ii.8 List of Actions**

Number	Title	Page
13/1	Updates to AVSEC/FAL/RG Procedural Handbook and Terms of Reference	9
13/2	Inter-State Aviation Security Simulation Exercise	11
13/3	Common problems of Small Developing States (SDS) Regarding Acceptable Means of Compliance (AMC)	12
13/4	Standardized Explosive Detection Dog Certification Methodology	12
13/5	Development of the Content of a Standardized Security Awareness Course	13
13/6	Information on Evolving Threats to Civil Aviation	14
13/7	Application of AVSEC Continuous Quality Control Improvement Methodology	15
13/8	Continuity of the Task Force for the Development of a Model Regulation	16
13/9	Promotion of the implementation of the One Stop Security (OSS) Model in the NAM/CAR and SAM Regions	17
13/10	Development of a Course for National Facilitation Inspectors	18
13/11	Regional Actions Against Human Trafficking and Smuggling of Persons in Civil Aviation	20
13/12	Strengthening Regional Capacities through the ASIP Program	22

**ii.9 List of Working and Information Papers and Presentations**

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev.	1	Adoption of the Provisional Agenda and Schedule	03/06/2025	Secretariat
WP/02	2	Status of the Conclusions and Decisions of the Twelfth Meeting of the Regional Group on Aviation Security and Facilitation NAM/CAR and SAM ICAO/LACAC	13/05/2025	Secretariat
WP/03	3	Muscat Declaration on Aviation Security and Aviation Cybersecurity	26/05/2025	Secretariat
WP/04	4	OSS Project Within the Scope of the SAM and NACC Regional Offices	22/05/2025	Secretariat
WP/05	4	Model Regulation for Aircraft and in-Flight Security	27/05/2025	Secretariat
WP/06	6	AVSEC/FAL Developments, Implementation, and Compliance in the NAM/CAR and SAM Regions	27/05/2025	Secretariat
WP/07	4	Availability of the Applied Methodology Manual for Continuous Improvement of the AVSEC Quality Control Programme	15/05/2025	Brazil

<b>WORKING PAPERS</b>				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/08	4	Recognition of Third-Party One Stop Security Arrangements	20/05/2025	United States
WP/09	4	Proposal for Developing a Regional Methodology for Certification of Explosive Detection Dogs (EDD)	20/05/2025	Brazil
WP/10	4	Proposal for Developing a Standardized Virtual AVSEC Awareness Course for the SAM Region	20/05/2025	Brazil
WP/11	4	Promoting Flexibility Through Acceptable Means of Compliance (AMC) In AVSEC/FAL Implementation for Small States	22/05/2025	Jamaica
WP/12	4	OSS Task Force Actions	19/05/2025	Secretariat
WP/13	5	Activities of the Task Force on Trafficking in Persons in Civil Aviation	20/05/2025	Brazil
WP/14	4	Joint Aviation Security Exercise Between DINAC and the Tripartite Command of Argentina, Brazil, Paraguay	22/05/2025	Paraguay
WP/15	4	ICAO Regional Seminars on Aviation Cybersecurity and Conflict Zones (DOC 10084)	20/05/2025	Secretariat
WP/16	4	Implementation of Unilateral Recognition by Panama of Aviation Security Measures for One-Stop Security (OSS) – Lessons Learned	23/05/2025	Panama
WP/17	5	Development of an ICAO Training Course for National Facilitation Inspectors	22/05/2025	Dominican Republic
WP/18	3	Major Global and Regional Facilitation Events and Developments	26/05/2025	Secretariat
WP/19	4	Request for Aviation Security Improvement Plan (ASIP)	27/05/2025	Secretariat
WP/20	4	Initiative for Strengthening Aviation Security and Applicable Measures in Domestic Civil Aviation Operations	28/05/2025	Belize and COCESNA
WP/21	4	Information of Regional Threats Against Civil Aviation	28/05/2025	Dominican Republic

<b>INFORMATION PAPERS</b>				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev. 2	---	List of Working, Information Papers and Presentations	05/06/2025	Secretariat
NI/02	4	Manual de entrenamiento y evaluación de las unidades caninas (K-9) – <b>Available only in Spanish</b>	27/05/2025	Dominican Republic

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/03	4	Evolution and Implementation of Cybersecurity in Civil Aviation: A Brazilian Perspective	20/05/2025	Brazil
IP/04	3	AVSEC/FAL Information on the ICAO Secure Portal	22/05/2025	Secretariat
IP/05	4	Implementation of the Security Management System (SeMS) in Brazil	20/05/2025	Brazil
NI/06	4P	Implementación de un programa nacional de acreditación y certificación de seguridad de la aviación civil (PNACSAC) – <b>Available only in Spanish</b>	27/05/2025	Dominican Republic
IP/07	3	Update on Recent Developments of the Group at the Thirty-Sixth Meeting of the Aviation Security Panel (AVSECP)	14/05/2025	Brazil / Dominican Republic
IP/08	--	Cancelled	--	--
IP/09	3	Activities of the Latin American Civil Aviation Commission – LACAC	20/05/2025	LACAC
IP/10	4	Developments in Liquids, Aerosols, and Gels (Lags) Screening Technology and Policy	20/05/2025	United States
IP/11	5	The United Nations Countering Terrorist Travel (CT Travel) Programme	21/05/2025	UNOCT
IP/12	4	COLIBRI Project in the CAR/SAM Regions	22/05/2025	Paraguay

PRESENTATIONS				
Number	Agenda Item	Title	Presented by	
P/01	4	Aviation Security and Facilitation in the Organization of Eastern Caribbean States	ECCAA	
P/02	3	OAS presentation	OAS-CICTE	
P/04	3	Security and Facilitation in ICAO's Long Term Strategic Plan 2026–2050 – Balancing Protection and Efficiency in Global Civil Aviation	Secretariat	
P/05	3	LACAC Draft Resolution – Unruly and/or Disruptive Passengers	LACAC	
P/06	4	From the basics to today's advanced needs	Brazil/CASRA	
P/07	4	Strengthening Aviation Security	Belize	

**Refer to the Meeting web page: <https://portal.icao.int/>  
NAMCARSAMAVSECFALRG Group on the ICAO Secure Portal**

**Agenda Item 1                    Adoption of the Agenda and Meeting Schedule**

1.1                    The Secretariat presented WP/01 containing the Provisional Agenda and Schedule of the Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/13). The Vice-Chairperson invited the participants to review and approve the agenda. The AVSEC/FAL/RG approved the agenda and schedule as presented in WP/01. The historical and the IP/01 Rev list all the available Meeting documentation.

**Agenda Item 2                    Conclusions from Previous Meetings**

2.1                    The meeting participants reviewed the progress made on previous Conclusions and Decisions of the Group stemming from the AVSEC/FAL/RG/12 meeting, as presented in WP/02. The table below shows the final status after observations and comments were made:

Conclusions and Decisions	Description	Status and Comments
<b>AVSEC/FAL/RG/12/01</b>	Cooperation between AVSEC/FAL/RG and ICAO Expert Groups to share priorities and align actions	<b>Completed</b> The Chairperson will continue coordination with the various panels.
<b>AVSEC/FAL/RG/12/02</b>	Virtual presentation on the Global Aviation Security Plan (GASeP) once adopted	<b>Completed</b>
<b>AVSEC/FAL/RG/12/03</b>	Follow-up on OSS activities through a dedicated OSS Working Group (URU, BOL, BR, COL, US, PAR, PER, DOM, IATA)	<b>Completed</b>
<b>AVSEC/FAL/RG/12/04</b>	Organization of an English edition of the Security Equipment and Technology Workshop	<b>Valid</b> The course is pending for October 2025.
<b>AVSEC/FAL/RG/12/05</b>	Facilitation Survey to assess implementation of FAL SARPs	<b>Valid</b> Secretariat to present HLCC 2021 survey results.
<b>AVSEC/FAL/RG/12/06</b>	Organization of a briefing session on ICAO's TRIP strategy and API/PNR	<b>Completed</b>
<b>AVSEC/FAL/RG/12/07</b>	Organization of a workshop on combating human trafficking through a dedicated Task Force (BLZ, BOL, US, PAN, PAR, URU, VE, IATA)	<b>Completed</b>
<b>AVSEC/FAL/RG/12/08</b>	Coordination between ICAO Regional Offices and HQ for the use of API/PNR data for public health control	<b>Valid</b> To be discussed during CAPSCA/09 (Brasilia, 5–8 August 2025).
<b>AVSEC/FAL/RG/12/09</b>	Translation by COCESNA of signage material shared by Brazil with the AVSEC/FAL/RG	<b>Completed</b>
<b>AVSEC/FAL/RG/12/10</b>	Promotion of activities under the 2024 Year of Facilitation through national and regional reporting	<b>Completed</b>
<b>AVSEC/FAL/RG/12/11</b>	Preparation of a virtual API/PNR workshop	<b>Completed</b>

Conclusions and Decisions	Description	Status and Comments
AVSEC/FAL/RG/12/12	Development of a common methodology to improve national AVSEC quality control programmes through a dedicated Working Group (BR, AR, BOL, CU, US, PER, URU, VE, IATA)	Completed
AVSEC/FAL/RG/12/13	Development of a model AVSEC regulation for the region through a dedicated Working Group (BR, AR, CHL, CU, PAN, PAR, PER, URU)	Valid Valid Draft presented still requires several adjustments.

2.2 Several conclusions and decisions were discussed further under other agenda items; the table reflects only their final status. Of the actions still valid, the following 3 actions remained valid for their respective reporting for the next AVSEC/FAL/RG 14:

- a) **AVSEC/FAL/RG/12/04** – The Security Equipment and Technology Workshop will be held in October 2025 in Trinidad and Tobago – **Valid:** The Secretariat will report for AVSEC/FAL/RG/14
- b) **AVSEC/FAL/RG/12/05** – HLCC 2021 Facilitation Survey results were not presented at the meeting: **Valid:** the Secretariat will compile them for AVSEC/FAL/RG/14;
- c) **AVSEC/FAL/RG/12/08** – The use of API/PNR data for public health control will be discussed during CAPSCA/09 (Brasilia, 5–8 August 2025): **Valid:** the Secretariat will report for AVSEC/FAL/RG/14
- d) **AVSEC/FAL/RG/12/13** – The draft regulation for aircraft security including final adjustments will be available by the end of 2025: **Superseded** by Action AVSEC/FAL/RG/13/08.

### Agenda Item 3 Global and Regional Developments

3.1 This item began with a presentation by the Secretariat (P/04) on the ICAO Strategic Plan 2026–2050. The presentation highlighted ICAO’s strategic goals, which form the foundation of its new business plan to be adopted at the next Assembly. The AVSEC/ FAL related goals were emphasized for the Meeting consideration.



- Aviation is environmentally sustainable;
- Every flight is safe and secure;
- Aviation provides seamless, accessible, and reliable mobility for all;
- The Convention on International Civil Aviation and other treaties, laws, and regulations address all challenges;
- Economic development of air transport guarantees economic prosperity and social well-being for all; and
- No country is left behind.

3.2 The AVSEC/FAL/RG then reviewed global progress in aviation security (AVSEC) and facilitation (FAL) through various expert groups and international AVSEC/FAL meetings.

*Aviation Security Developments*

3.3 The first noteworthy event was the 2024 Aviation Security Week held in Muscat from 9 to 12 December 2024, during which the Muscat Declaration on Aviation Security and Cybersecurity was adopted (attached in WP/03). The declaration urges States, ICAO, regional organizations, and industry to maintain aviation security as a sustained strategic priority; strengthen technical cooperation; and implement ICAO's aviation cybersecurity strategy.

3.4 The Aviation Security Panel (AVSECP) held its 36th meeting (AVSECP/36) from 7 to 11 April. Brazil and the Dominican Republic presented the work and priorities of the AVSEC/FAL/RG, as described in IP/07.

3.5 A total of 44 working papers and 9 information papers were presented at AVSECP/36. The Secretariat's presentation (P/03) detailed key developments and agreements:

- Upcoming amendments to Annex 17, including OSS recognition of aircraft security records and new definitions (e.g., human factors, transfer passengers and baggage, transit passengers and baggage);
- Updates to key documents: the Global Aviation Security Risk Context Statement (ICAO Doc 101108) and the Aviation Security Manual (ICAO Doc 8973), incorporating guidance to mitigate threats from Improvised Explosive Devices (IEDs) or Incendiary Devices (IIDs) in cargo and mail;
- AVSEC priorities for the 42nd ICAO Assembly: cybersecurity, a consolidated declaration for continuity of aviation security policies, support for the 2026 AVSEC Week; and
- Commitment to the aspirational goal of GASeP 2024 (2nd edition).

By 2027, 65% of States reach or surpass 75% EI
By 2030, 80% of States reach or surpass 75% EI
By 2033, 100% of States reach or surpass 75% EI

3.6 The Cybersecurity Panel (CYSECP) held its 4th meeting (CYSECP/4) from 2 to 6 June 2025. The Cybersecurity Glossary for Aviation and Global Cybersecurity Considerations (ICAO Doc 10213) are expected to be finalized in the coming months. ICAO continues conducting regional cybersecurity awareness seminars to cover all regions.

*Facilitation Developments*

3.7 In Facilitation, several events were organized to commemorate the 75th anniversary of Annex 9 – Facilitation. WP/18 highlights the ICAO Global Facilitation Forum, held in Bogotá (Colombia) from 21 to 23 October 2024, and the Facilitation Conference (FALC 2025) held in Doha (Qatar) from 14 to 17 April 2025. These events reviewed progress on facilitation guidance material; Amendment 30 to Annex 9, applicable as of 11 July 2025; and key concepts of the TRIP Programme and the Public Key Directory (PKD), which now includes 104 participating States. FALC 2025 concluded with the Doha Declaration, adopted by acclamation, affirming that facilitation is essential for the development and sustainable growth of aviation, and calling on States and stakeholders to prioritize and adequately resource this area.

*AVSEC/FAL/RG Terms of Reference and Partners*

3.8 During the presentation of these activities at AVSEC/FAL/RG/13, several States (i.e., Antigua and Barbuda, Jamaica, Trinidad and Tobago) chimed in to comment on their initial cybersecurity initiatives in the NAM, CAR and SAM regions—with the very first workshop having taken place in 2019. Cuba, for its part, underscored the importance of the events described and urged all States to take part. The vast majority of interventions also stressed the need to receive these updates and to formalize the interaction between AVSEC/FAL/RG and relevant forums by embedding it in the Group’s Terms of Reference (ToR). In this regard, the following Action was adopted:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/1</b>	<b>UPDATES TO AVSEC/FAL/RG PROCEDURAL HANDBOOK AND TERMS OF REFERENCE</b>
<p><b>What:</b> That,</p> <p>The Secretariat update the AVSEC/FAL/RG Procedure Manual and ToR to include:</p> <p>a) the responsibility that the Chairperson effectively communicates the AVSEC/FAL/RG needs, activities and results in forums of interest, as well as to coordinate this function with Member States of the AVSEC/FAL/RG who have representatives in the ICAO Panels, in order to align regional priorities with global discussions and developments and other administrative updates; and</p> <p>b) the necessary updates to align the Terms of Reference of the Group with the ICAO 2026-2050 Long Term Strategic Plan.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

<b>Why:</b> To formalize the coordination/communication actions with the ICAO Expert Groups, assigning this responsibility to the Presidency, which will also represent the group in forums of interest such as the LACAC Executive Committee. Also to update the Terms of Reference (ToR) of the AVSEC/FAL/RG and align them with the ICAO Long-Term Strategic Plan for 2026-2050.	
<b>When:</b> AVSEC/FAL/RG/14	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

3.9 The LACAC Secretary presented P/05, supported by IP/09, summarizing LACAC’s most relevant activities. He referred to a draft resolution under discussion on disruptive and/or unruly passengers, proposing five lines of action: establish preventive and disciplinary procedures; train personnel to handle onboard conflicts; collect and share data; launch regional awareness campaigns; and evaluate the application of sanctions, such as fines, to deter such behaviour. This presentation led to an exchange of views on the need to ratify the 2014 Montreal Protocol, which amends the Tokyo Convention (1963) to address the rise in unruly and disruptive passenger incidents.

3.10 Agenda Item 3 concluded with presentation P/02 by the Organization of American States (OAS) describing their aviation security programme initiated in 2004, with ICAO’s support, to deliver training and assistance to States. Over 300 government and private-sector agents have been trained, and the National Focal Point Network for Aviation Security has been established. OAS-CICTE continues to focus on cybersecurity, raising airport awareness, providing basic training to national inspectors, and supporting the development of national aviation cybersecurity policies.

3.11 All presentations and working/information papers from the meeting are available on the ICAO Secure Portal. Instructions for requesting access to the ICAO Secure Portal and to the AVSEC/FAL/RG Group,, as explained by the Secretariat, were outlined in IP/04.

**Agenda Item 4                      Programs and Projects – Aviation Security (AVSEC)**

4.1 The Secretariat introduced Agenda Item 4 by presenting WP/14 on behalf of Paraguay, which was absent from the meeting. The paper proposed the organization of a joint improvised explosive device (IED) drill at Guaraní International Airport, located in the Tri-Border Area, in December 2025. It encouraged the participation of ICAO representatives, other States, and regional organizations (e.g., CLAC, IATA, COCESNA). The AVSEC/FAL/RG agreed that the Secretariat would promote this initiative—which had been conducted in the past—and that Paraguay would deliver a presentation at the next meeting describing the implementation and summarizing the lessons learned. In this regard, the following Action was adopted:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/2</b>	<b>INTER-STATE AVIATION SECURITY SIMULATION EXERCISE</b>
<b>What:</b> <p>The Secretariat will disseminate the activity by circulating the invitation to the simulation exercise to all NAM States, CAR and SAM. Paraguay will also give a presentation at the next meeting of the regional group with the main lessons learned after the joint drill.</p>	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> <p>To foster cooperation and support among States (GASep Priority Area 6) in the implementation of aviation security measures, using the simulation planning to be carried out by Paraguay, Argentina and Brazil:</p>	
<b>When:</b> AVSEC/FAL/RG/14	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	XX

4.2 Jamaica presented WP/11, which highlighted the persistent challenges faced by Small Developing States (SDS) in strictly complying with certain requirements of the USAP-CMA protocol questions (PQs), even when the intended objective was effectively met. One example given was the establishment of national committees and the frequency of their meetings. The paper concluded by advocating for the consideration of more flexible approaches, such as Acceptable Means of Compliance (AMCs). The presentation received broad support, with interventions from Canada, Panama, Trinidad and Tobago, and ECCAA, all calling for a more outcome-oriented focus in certain questions. The AVSEC/FAL/RG agreed to establish a task group composed of Jamaica, the Dominican Republic, Trinidad and Tobago, ECCAA, and COCESNA, coordinated by Jamaica and supported by the Secretariat, to draft a working paper raising these challenges at the AVSECP/37 Meeting, adopting the following Action:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/3</b>	<b>COMMON PROBLEMS OF SMALL DEVELOPING STATES (SDS) REGARDING ACCEPTABLE MEANS OF COMPLIANCE (AMC)</b>
<b>What:</b> That, a task force is formed by Dominican Republic, ECCAA, Jamaica, Trinidad and Tobago, and COCESNA, assigning the role of coordinator to Jamaica and with the support of the Secretariat, to present a working paper at the next meeting of the Security Panel exposing the areas where small States encounter the most compliance problems and where the AMC (acceptable means of compliance) philosophy can be applied.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To identify common problems of Small Developing States (SDS) where this philosophy of CMAs can be beneficial, the task of implementing the AMC seeks quality assurance in compliance with safety measures (GASeP Priority Area 5) and fosters cooperation and support among States (GASeP Priority Area 6).	
<b>When:</b> AVSECP/37	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

4.3 In WP/09, Brazil proposed the establishment of a task group aimed at developing a common methodology for the certification of explosive detection dogs (EDD). The proposal was supported by several States, including Chile—which is in the process of certifying its own K9 teams—the United States, and the Dominican Republic. The latter presented IP/02, outlining the certification methodology currently used by CESAC. From this discussion, the following Action was adopted:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/4</b>	<b>STANDARDIZED EXPLOSIVE DETECTION DOG CERTIFICATION METHODOLOGY</b>
<b>What:</b> That a task force be formed, made up of Brazil, Chile, Dominican Republic and United States, with Brazil as the coordinator of the group, to work on a standardized methodology for the certification of explosive detection dogs for the benefit of the NAM, CAR and SAM regions, presenting its work on the progress in the development of a standardized certification methodology for explosive detection dogs at the next meeting of the AVSEC/FAL/RG.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical



4.6 Opening the floor for a more detailed discussion on cybersecurity initiatives, the Secretariat presented WP/15, which summarized the ICAO regional seminars on cybersecurity and conflict zones (Doc 10084) held in the Dominican Republic from 5 to 9 May 2025. The seminars addressed best practices, incident response, and the need to integrate cybersecurity into operational management, as well as the use of Doc 10084 to assess and mitigate risks in conflict zones. At this point, IP/03 from Brazil further contextualized the growing importance of cybersecurity in civil aviation and the need for qualified human resources.

4.7 The Secretariat then presented WP/19, which reported on the development of standardized procedures for planning, implementing, and following up on technical assistance activities within the Aviation Security Improvement Plans (ASIP). For the initial assessment and diagnosis, a preliminary questionnaire would be used to provide an overview of the legal, institutional, and operational framework in the State. Interventions expressed support for the proposed changes.

4.8 In WP/21, the Dominican Republic proposed using the AVSEC/FAL/RG as one of the channels through which ICAO and States could communicate the evolution of threats to civil aviation, with information tailored to the regional context. The discussion on the paper made clear that intelligence information is generated by States, and that ICAO could only report the outcomes of the AVSECP Working Group on Threat and Risk (WGTR) and updates to the Global Aviation Security Risk Context Statement (Doc 10108). In this regard, the following Action was adopted:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/6</b>	<b>INFORMATION ON EVOLVING THREATS TO CIVIL AVIATION</b>
<p><b>What:</b></p> <p>The Secretariat will include in the agenda of the next meeting of the AVSEC/FAL/RG an agenda item for the following:</p> <p>a) update the group of changes in global risks reflected in the Global Aviation Security Risk Context Statement (Doc 10108); and</p> <p>b) States can share the information they deem relevant to contextualize the threat at the regional level.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The AVSEC/FAL/RG considers it beneficial to receive information on the evolution of threats against civil aviation. The group should continue to be a forum for the secure sharing of information that complements States' information and helps them to conduct risk assessment. This activity is aligned with priority area 1 of the GASep, improving awareness and response to risks.</p>	
<p><b>When:</b> AVSEC/FAL/RG/14</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

4.9 ECCAA presented P/01, which summarized the role of the OECS in aviation and its key pillars in security and facilitation: harmonization, training, oversight, and technical support. It also described its current main areas of work, including having a full-time AVSEC/FAL inspector and ongoing collaboration missions with ICAO. Following the presentation and interventions from OECS States, the importance of a resilient and secure civil aviation system was clearly emphasized.

4.10 Before reviewing the work of the various task groups created and/or continued since the previous meeting, additional information papers included under Agenda Item 4 were mentioned. IP/10, submitted by the United States, reported on progress in the inspection of liquids, aerosols, and gels (LAGs) and how these advances may enable States to start lifting certain restrictions. IP/05, from Brazil, outlined ANAC's experience in implementing a Security Management System (SeMS); IP/06, from the Dominican Republic, described its National Civil Aviation Security Accreditation and Certification Programme, now separated from the National Aviation Security Training Programme (PNISAC); and IP/12, submitted by Paraguay, informed about the Colibri project, funded by the European Union and implemented by the World Customs Organization (WCO), aimed at controlling illicit flows in general aviation.

4.11 Brazil acted as spokesperson for the Task Force on the development of a common methodology for continuous improvement of AVSEC quality control, presenting WP/07. The task force's work resulted in the development of a manual outlining the methodology in four stages: contextualization, risk identification, risk assessment, and implementation of mitigation and response measures. During the interventions following the presentation, Colombia volunteered to pilot the aforementioned methodology with Brazil. In this regard, the following Action was adopted:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/7</b>	<b>APPLICATION OF AVSEC CONTINUOUS QUALITY CONTROL IMPROVEMENT METHODOLOGY</b>
<b>What:</b> Brazil and Colombia, as pilot States, will apply the AVSEC continuous quality control improvement methodology, presenting their results at the next meeting of the AVSEC/FAL/RG.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> The practical application of the material developed by the working group aims to evaluate the methodology and promote the improvement of surveillance and quality assurance by States, according to priority area 5 of the GASeP.	
<b>When:</b> AVSEC/FAL/RG/14	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	Brazil and Colombia

4.12 The Secretariat presented WP/05, which reported on the progress made in developing a model AVSEC regulation. The task force, composed of Argentina, Brazil, Chile, Cuba, Peru, and Uruguay, initially focused on aircraft security and developed a draft text which, in the view of the AVSEC/FAL/RG, still requires revisions and clarifications.

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/8</b>	<b>CONTINUITY OF THE TASK FORCE FOR THE DEVELOPMENT OF A MODEL REGULATION</b>
<p><b>What:</b></p> <p>That the Task Force for the development of a model regulation for the region be continued to deliver a final version of the safety measures for aircraft and in flight. Panama volunteered as rapporteur of the task force and Brazil, Chile, Cuba and Panama continue as members.</p> <p>The task force will finalize the measures related to aircraft and in-flight safety by 1 January 2026, reporting the final text to the next meeting of the Regional Group.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>The development of a model aviation security regulation aims to increase cooperation and support between States (GASep Priority Area 6) and strengthens the harmonization of security measures.</p>	
<p><b>When:</b> AVSEC/FAL/RG/14</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>Task Force: Brazil, Chile, Cuba y Panama</p>

*One-Stop Security (OSS)*

4.13 The Secretariat introduced WP/12, which summarizes the progress of the OSS Working Group, including meetings held for the exchange of experiences, in particular between the initiatives of Peru and Colombia, and Brazil and Spain, as well as the analysis of the current limitations to start OSS operations due to security requirements imposed by United States at airports with Last Point of Departure (LPD) status. The group also reinforced the need for United States to come up with a framework that could make OSS initiatives viable in the region.

4.14 The Secretariat also introduced WP/04, which documents the progress of the OSS project in the SAM and NAM/CAR regions, including the activities carried out, the progress in the development of reference documents, and the analysis of pilot tests carried out at the Bogota Airport. The paper highlighted the operational viability of the model, its positive impact on regional connectivity and the need for formal agreements for its implementation.

4.15 United States introduced WP/08, where it shared its framework entitled “Recognition of OSS Equivalence in Third Party States”. This document defines the procedures for OSS agreements entered into between third States that have flights to the United States to be coordinated with TSA representatives, allowing this authority to participate in the validation process and evaluate the possibility of not imposing additional security measures when such operations are implemented. The evaluation process includes a review of the OSS agreement, the results of continuous validation, evidence of effective enforcement of passenger and baggage controls, lists of prohibited items, inspection equipment, staff training, management of restricted areas, and quality control activities. TSA must receive this information at least 120 days prior to the scheduled start of OSS operations.

4.16 Panama presented WP/16, in which it presented its progress with the unilateral implementation of the OSS model at Tocumen airport. The paper described the procedures applied to transit passengers and the operational adjustments made especially in the last year. Panama stressed that it is proposing the signing of MoU, based on the model presented by the ICAO, with the States that operate flights to its territory, as well as establishing more robust mechanisms for analysis and validation of security measures. It also reported that it is reviewing its bilateral air services agreements to include the aviation security clause.

4.17 All OSS Working Papers received strong support from States to promote the OSS programme in the NAM/CAR and SAM Regions, valuing its positive impact on connectivity, efficiency and security. States also thanked the TSA for presenting the expected framework, which brings clarity and feasibility to future mutual recognition initiatives. The use of the documents developed by both the regional working group and the AVSECP Panel was encouraged as key technical references for the formulation of OSS agreements and regulatory harmonization in the NAM/CAR and SAM Regions.

4.18 In conclusion, the OSS Task Force was considered completed and the meeting agreed to adopt the following action:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/9</b>	<b>PROMOTION OF THE IMPLEMENTATION OF THE ONE STOP SECURITY (OSS) MODEL IN THE NAM/CAR AND SAM REGIONS</b>
<b>What:</b> <p>That States that establish OSS agreements for unilateral, bilateral or multilateral recognition:</p> <p>a) develop and formalize memorandums of understanding; and</p> <p>b) apply the provisions of Annex 17 and Doc 8973, establish ongoing validation and oversight processes, and consider the guidelines of the TSA's "<i>Recognition of OSS Equivalence in Third Party States</i>" document.</p>	<b>Expected impact:</b> <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> <p>To harmonize legal and operational frameworks that enable OSS agreements, optimize control processes, and strengthen airport capacity in the face of the projected growth of air transport.</p>	
<b>When:</b> AVSEC/FAL/RG/14	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

**Agenda Item 5            Programs and Projects – Facilitation (FAL)**

5.1            The Dominican Republic introduced WP/17, proposing the development of a standardized ICAO course for National Facilitation Inspectors. He noted that there is no specific training to monitor compliance with Annex 9 under a national quality control system. The course would be based on the AVSEC course model and would initially be offered in the Dominican Republic.

5.2            During the discussions, several States stressed that the main role in Facilitation should focus on institutional coordination, and not on the direct inspection of specific procedures of public health, migration, customs or other competent authorities. They pointed out that assuming direct inspection functions in these areas could generate conflictive institutional relations and challenges of competition between entities.

5.3            The possibility of conducting a gap analysis to map the expected roles of facilitation officers and assess the current capacity of States to assume these responsibilities was also discussed.

5.4 Based on what was discussed, it was adopted an Action to hold a regional workshop, probably in the Dominican Republic, open to all interested States, with a focus on good practices, common challenges and mechanisms to strengthen the implementation of Annex 9. This activity will also serve as a basis for evaluating the feasibility of developing a standardized course for National Facilitation Inspectors, taking into account the institutional reality of the States and the need for effective coordination between the different national authorities involved:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/10</b>	<b>DEVELOPMENT OF A COURSE FOR NATIONAL FACILITATION INSPECTORS</b>
<b>What:</b> That ICAO and the Dominican Republic organize a regional workshop on institutional coordination in FAL, open to all interested States, with a focus on good practices, common challenges and mechanisms to strengthen the implementation of Annex 9. That States support the initiative by expressing their interest in training personnel involved in FAL activities and contributing with technical and operational contributions.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
<b>Why:</b> The initiative will contribute to structuring a supervisory system in Facilitation, strengthening institutional capacities and improving the uniform application of Annex 9.	
<b>When:</b> AVSEC/FAL/RG/14	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Dominican Republic

5.5 The Secretariat reported on the existence of IP/11 on the United Nations programme “Countering Terrorist Travel (CT Travel)”. It was indicated that States interested in learning more details or exploring possible synergies with the implementation of the ICAO TRIP strategy can contact the Regional Office to request the corresponding support.

5.6 On behalf of the Task Force on Trafficking in Persons, Brazil presented WP/13, which highlighted progress in the development of a reference manual to support States in the prevention and detection of cases of trafficking in civil aviation. The note also proposed that States adapt and implement the course given during the regional week, and that a new task force be formed to prepare a joint Note for the next ICAO Assembly, making visible the situation of affected States and promoting an articulated regional response. The active participation of the member States of the group was appreciated and its expansion was encouraged.

5.7 Several States commended the work done by the group and appreciated the content of the material produced. During the exchange, the growing concern regarding the use of non-scheduled flights as a possible form of human trafficking was highlighted. Recent experiences of irregular air operations that raised alerts were shared, and the importance of civil aviation authorities being prepared to verify the legitimacy of these flights was mentioned.

5.8 Participants stressed that, in addition to scheduled flights, there is a need to strengthen oversight mechanisms over unscheduled operations, especially in contexts where the arrival of private aircraft or tourist flights may mask illicit activities. In this sense, it was proposed to strengthen the use of tools such as API/PNR to support the identification of patterns associated with human trafficking.

5.9 It was also agreed to form a task force, coordinated by Jamaica, with the participation of States that expressed interest in raising awareness of this issue at the next ICAO Assembly through the preparation of a joint Working paper. The participation of multiple States was encouraged to reinforce the regional nature of the proposal. In this regard, the following Action was adopted:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/11</b>	<b>REGIONAL ACTIONS AGAINST HUMAN TRAFFICKING AND SMUGGLING OF PERSONS IN CIVIL AVIATION</b>
<p><b>What:</b></p> <p>That States:</p> <ul style="list-style-type: none"> <li>a) Consider implementing concrete actions to combat trafficking and smuggling of persons in civil aviation, using the manual prepared by the Task Force as a reference for the development of policies, protocols and training programmes.</li> <li>b) Replicate, when possible, the course given during the regional week, adapting it to their operational realities and key actors, especially airlines and airport operators.</li> <li>c) Share feedback on the implementation of these actions at the next meeting of the regional group.</li> <li>d) that a Task Force be formed, coordinated by Jamaica and open to all interested States (Antigua and Barbuda, Belize, Brazil, Dominican Republic, Grenada, ECCAA, Saint Vincent and the Grenadines, United States and Venezuela), with the objective of preparing a joint working paper to be presented at the next ICAO Assembly, highlighting the specific concerns and needs of the States affected by this problem.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>

<b>Why:</b> To raise the region's concern about existing incidents and to highlight, within the framework of the regional group, the need to make visible the vulnerabilities detected and promote a common response that reflects the commitment of States to ICAO standards and the protection of human rights.	
<b>When:</b> a) - c) immediately d) 42th Session of ICAO Assembly	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Task Force (Antigua and Barbuda, Belize, Brazil, Dominican Republic, Grenada, ECCAA, Jamaica, Saint Vincent and the Grenadines, United States and Venezuela)

### Agenda Item 6 Training, Cooperation, and Assistance

6.1 Under WP/06, the Secretariat promoted a round of discussion with States to gather ideas for making technical assistance and cooperation initiatives in the region more efficient.

6.2 Brazil highlighted that in recent years, the group has made progress in balancing the issues of AVSEC and FAL, addressing issues such as the digitization of cargo, disruptive passengers, ICAO TRIP and human trafficking, and that based on the international commitments assumed in the Doha Declaration, Brazil proposed that the group continue to explore new initiatives aligned with the guidelines issued and, as an example of what he considers important, he mentioned the need for actions for the development of actions related to the support of victims of air accidents, in line with paragraph L of said Declaration, considering that ICAO already has programs on the subject.

6.3 The representative of ISD-SEC proposed that the first two days of the next meeting of the AVSEC/FAL/RG Group be devoted to a forum for the exchange of experiences between States, focusing on common problems of the NAM/CAR and SAM regions. It was suggested that States with the highest level of implementation share their practical solutions and that prior coordination be carried out during the year, using audit reports and national priorities to properly structure the discussions.

6.4 Cuba expressed its support for the proposal and stressed the importance of collaboration between States, the key role of supervisors and the need to link these actions with the commitments of the Muscat Declaration, especially with regard to institutional strengthening.

6.5 From this discussion, the Secretariat took note of this proposal and shall look to apply it in the next AVSEC/FAL/RG 14 Meeting.

6.6 Finally, the representative of ISD-SEC briefed the Group on the status of discussions regarding the transition of ASTCs to the TRAINAIR Plus system. He explained that the impact analysis is not yet conclusive, so the ASTCs that are not TRAINAIR Plus centres will continue to operate under the current regime. However, he clarified that all new centres proposed as ASTC must, on a mandatory basis, first be constituted as TRAINAIR Plus centres. In addition, he recalled that ICAO maintains the requirement that ASTCs offer at least one course per year.

6.7 The Secretariat introduced WP/19, which proposed to strengthen and promote the ASIP Programme as a strategic tool for technical assistance, within the framework of ICAO's Implementation Support Policy. A structured methodology for its implementation was presented, with criteria for selection, monitoring and measurement of results, aimed at achieving a more effective, measurable ASIP aligned with the priorities of the States.

6.8 The Meeting appreciated the presentation of WP/19, recognizing the importance of having a more effective tool for channelling technical assistance in the area of security, adopting the following Action:

<b>ACTION</b>	
<b>AVSEC/FAL/RG/13/12</b>	<b>STRENGTHENING REGIONAL CAPACITIES THROUGH THE ASIP PROGRAM</b>
<p><b>What:</b></p> <p>That States:</p> <p>a) Coordinate with its corresponding Regional Office to identify priority aviation security needs that can be addressed through the ASIP Programme.</p> <p>b) Facilitate the execution of ASIP missions by providing their instructors and experts on a short-term basis for technical collaboration with other States.</p> <p>That ICAO:</p> <p>C) Implement the ASIP according to the methodology presented in the WP, with clear criteria for selection, monitoring, and impact measurement.</p> <p>D) Present a consolidated evaluation of the activities carried out and their results at the next AVSEC/FAL/RG meeting.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To enable the ASIP to incorporate a security improvement assessment, with monitoring and impact measurement, strengthening its effectiveness as a technical assistance tool in the region.</p>	
<p><b>When:</b> AVSEC/FAL/RG/14</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

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**Agenda Item 7            Other Business**

*Election of AVSEC/FAL/RG Chairperson and Vice-Chairperson*

7.1            Agenda Item 7 commenced with the Chairperson mentioning the need for the Group to elect the Chairperson and Vice-Chairperson for the next three-year term. In this context, Colombia proposed Mr. Dionisio de la Rosa of Dominican Republic and Ms. Diana Helena Ferreira of Brazil to occupy these positions, highlighting their careers, active participation and technical experience. Jamaica supported the proposal, underscoring her commitment, knowledge of the Group's issues and leadership, particularly in promoting gender equity. Argentina expressed its support for Mr. de la Rosa in an official communication, and Cuba supported the acclamation of both candidates. Mr. de la Rosa and Ms. Ferreira accepted the appointment and were acclaimed by consensus as Chairperson and Vice-Chairperson of the AVSEC/FAL/RG Group for the period 2025-2028.

*RASG-PA Experience*

7.2            Subsequently, with the aim of promoting the exchange of experiences between the different regional groups, the representative of Canada, Mr. Andrew Larsen, who also participates in the RASG-PA, made a presentation on the use of data in the RASG-PA, highlighting how this experience can serve as a reference to strengthen the implementation of the GASP through collaborative activities between the NAM/CAR and SAM regions. The value of Safety Advisories as a tool to raise awareness about risks and promote a culture of safety was highlighted.

7.3            The ICAO Regional Director for the SAM Region underlined that the recent evolution of the AVSEC/FAL/RG Group already incorporates elements similar to those of the RASG-PA, such as the active role of its chair and the identification of needs, either from data or by direct observation. It was also proposed to consider the formation of action teams with the participation of States and industry to address specific challenges, following the successful model of the RASG-PA, including the figure of safety partners as allies in the exchange and analysis of information.

*Venue of next AVSEC/FAL/RG*

7.4            Finally, it was confirmed that the next meeting of the AVSEC/FAL/RG Regional Group will be held in Panama, on a date to be confirmed in due course through the official channels of ICAO.

*Meeting closing*

7.5 The Meeting highlighted the excellent AVSEC/FAL/RG/13 organization and logistical support throughout the week. In addition, the closing speeches expressed sincere appreciation to the Government and technical team of Antigua and Barbuda for their warm hospitality, excellent organization and logistical support throughout the week. The active participation of States and organizations was also recognized, and their commitment made it possible to advance common security and facilitation priorities. With these words of appreciation, the Chairperson formally declared the Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/13) closed.

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**APPENDIX A / APÉNDICE A**

**Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM  
Aviation Security and Facilitation Regional Group  
Décimo Tercera Reunión del Grupo Regional sobre  
Seguridad de la Aviación y Facilitación NAM/CAR y SAM OACI/CLAC  
(AVSEC/FAL/RG/13)**

St. John's, Antigua and Barbuda, 2-6 June 2025 / St. John's Antigua y Barbuda, del 2 al 6 de junio de 2025

**LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES**

**ANTIGUA AND BARBUDA**

1. Peter Abraham
2. Cosmore Barnes
3. Latisha Edwards
4. Geno Samuel
5. Jamaine Ryan
6. Jahdai Thomas
7. Donald McPhail
8. Thomas Richards
9. Donté Walters
10. Allison Anthony

**BELIZE**

11. Andrew Kelly - Belize

**BRAZIL**

12. Michelle Salgado Ferreira Arcúrio
13. Diana Helena Ferreira
14. Adam Troczynski

**CANADA**

15. Andrew Larsen

**CHILE**

16. Loreto Monzo Gonzalez
17. Juan Carlos Casanova Pinilla

**COLOMBIA**

18. Claudia Liliana Olarte Charry

**CUBA**

19. Nestar María Rojas Álvarez

**ECCAA**

20. Anthony Whittier
21. Nekisha C. Pryce
22. Augustus John
23. Sharmaine Poyotte
24. Myrvin Davis

**EL SALVADOR**

25. Liliana Magdalena Guillen

**GRENADA**

26. Marlon Carter

**HONDURAS**

27. Jasser Abdel Ramos Betancourt
28. Alex Isai Cubas Perdomo

**JAMAICA**

29. Althea C Bartley
30. Monique Ingrid Brown

**PANAMÁ**

31. Fabio Salvatierra De Luca
32. Abdel Martinez Espinosa
33. Rogelio Lombardo
34. Aristides Aldeano Vasquez

**REPÚBLICA DOMINICANA**

35. Enmanuel Marcelino Souffront Tamayo
36. Dionisio de la Rosa Hernandez
37. Fernando Alberto Cotes García
38. Angel Edwin Guzman Garcia
39. Jenny Guillermo de souffront

**SAINT LUCIA**

40. Hasani Neptune
41. Simone Nichola Mc Lennon

**SINT MAARTEN**

42. Raymond Jacobs

**SAINT VINCENT AND THE GRENADINES**

43. Andrea Best

**TRINIDAD AND TOBAGO**

44. Shehenaz Mohammed
45. Felix Jesus Gonzalez
46. Melisa Mohammed

**UNITED STATES**

47. Yanisha Brown
48. Sandra Melendez
49. Caleb Septoff

**VENEZUELA**

- 50. Belkis Cristina Calderon Escobar
- 51. Alfredo Alejandro Dávila Alfonso
- 52. Nelcys Jecire Cairo Martinez
- 53. Belkis Cristina Calderón Escobar
- 54. Alfredo Alejandro Dávila Alfonso

**ICAO / OACI**

- 61. Fabio Rabbani
- 62. Christopher Barks
- 63. Julio Siu
- 64. Fernando Cardoso Coelho
- 65. José María Peral Pecharromán
- 66. Leonardo Boszczowski

**COCESNA**

- 55. Mariana Pérez Ulate
- 56. Iván Salas Morales

**CLAC-LACAC**

- 57. Jaime Binder
- 58. Paola Bullon

**OAS/CICTE**

- 59. Shevaun Culmer-Reid

**SITA**

- 60. Camilo Cárdenas

**LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES**

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AVSEC/FAL/RG/13  
Appendix A to the Summary of Discussions

A-4

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**APPENDIX B**  
**Summary of the ICAO/LACAC NAM/CAR and SAM TRIP Crash Course Session**  
(Saint John, Antigua and Barbuda, 2 June 2025)

The Traveller Identification Programme (TRIP) Crash Course was held prior to the regular AVSEC/FAL/RG meeting, providing participants with a comprehensive overview of the ICAO TRIP Strategy and a solid foundation for understanding the global framework shaping modern traveller identification.

The goal of the TRIP Strategy is to enable each Member State to uniquely identify individuals with certainty, security, and efficiency — thereby enhancing both global security and facilitation.

The session addressed the five key interdependent elements of the TRIP Strategy:

- **Evidence of identity (EOI):** Establishing credible identity through the tracing, linkage, and verification of identity using breeder documents.
- **Machine Readable Travel Documents (MRTDs):** Designing and producing ICAO-compliant MRTDs, including ePassports.
- **Document issuance and control:** Implementing secure issuance processes and preventing theft, tampering, or loss.
- **Inspection systems and tools:** Ensuring effective verification of MRTDs, including the use of the ICAO Public Key Directory (PKD).
- **Interoperable applications:** Developing globally compatible protocols to securely link travel documents with relevant data during inspection.



The ICAO Public Key Directory (PKD) was also explained as a key enabler of secure ePassport validation. As a central repository, the PKD facilitates the exchange of cryptographic information required to verify the authenticity of ePassports and other electronic travel documents. This centralized approach replaces inefficient bilateral exchanges and ensures timely, reliable, and standardized data sharing.

Of the 150 States issuing ePassports, 104 currently participate in the ICAO PKD. Within the NACC and SAM regions, participating States and Territories include:

- **NACC:** Canada, United States, Mexico, Belize, Costa Rica, Barbados, Jamaica, Saint Kitts and Nevis, Bermuda
- **SAM:** Argentina, Brazil, Chile, Colombia, Ecuador, Guyana, Peru

The final presentation was delivered by SITA, a global IT provider for the air transport industry. SITA clarified key concepts previously introduced, including:

- **Advance Passenger Information (API)** – Passenger identification data sent at wheels-up as a manifest, including basic flight and document information. *(Currently implemented in 91 States)*
- **Interactive API (iAPI)** – An enhancement of the traditional API system that allows real-time communication between airlines and border control authorities before the passenger boards. iAPI enables destination States to issue board/no-board decisions based on advance risk assessments, improving both facilitation and security. *(Currently implemented in 21 States)*
- **Passenger Name Record (PNR)** – Created when a passenger books a flight; transmitted in multiple batches as required by governments.
- **Departure Control System (DCS)** – May overlap with PNR data but also includes check-in information such as baggage and seat assignment.

The presentation also described the capabilities of the single window concept, which allows different agencies to access data pushed by airlines, offering flexibility through customized query rules.

The session concluded with a quiz to reinforce the key concepts presented, thus fulfilling AVSEC/FAL/RG/12/11, which called for the organization of a TRIP workshop to explain the ICAO TRIP Strategy and key concepts related to passenger data exchange.

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**Summary of the ICAO/LACAC Civil Aviation Human Trafficking Prevention Workshop for the  
NAM/CAR and SAM Regions**

(Saint John, Antigua and Barbuda, 3 June 2025)

On Tuesday, Brazil, which coordinated the Working Group to develop the Civil Aviation Human Trafficking Prevention Workshop together with the Regional Office, delivered the workshop to participants. The activity was based primarily on the content of the Manual developed by the group, complemented by the guidance contained in ICAO Circulars 352 and 357, Doc 10171, as well as the United Nations Palermo Protocol.

The definition of human trafficking established in the Palermo Protocol was explained, and the distinction with migrant smuggling was highlighted, noting that human trafficking involves exploitation and lack of consent, whereas migrant smuggling entails a voluntary agreement that ends upon arrival at the destination.

The difficulty of identifying potential victims of human trafficking was emphasized, along with the importance of consistently reinforcing this subject among all entities in direct contact with passengers, such as check-in personnel, cabin crew, immigration officers, and AVSEC staff.

Case studies were also discussed to illustrate realistic situations that may occur at an airport, encouraging dialogue on appropriate indicators and response procedures.

Finally, it was stressed that States should have clear procedures for reporting and responding to human trafficking cases, as well as ensure that the personnel involved are properly trained to act in a coordinated, safe, and effective manner in such situations.

– END –