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INFORMATION PAPER

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(NACC/DCA/13)**

Santo Domingo, República Dominicana, 4 al 7 de agosto de 2025

Agenda Item 3: Towards More Effective Implementation: Aviation Security (AVSEC) and Facilitation (FAL)

DEVELOPMENTS ON AVIATION SECURITY (AVSEC) AND FACILITATION (FAL)

(Presented by the ICAO Secretariat)

EXECUTIVE SUMMARY

This paper presents recent developments on AVSEC and FAL at both global and regional levels and provides an overview of the activities carried out by ICAO Headquarters and the ICAO NACC Regional Office.

Strategic Objective:

- Security & Facilitation

1. Developments reported by the aviation security policy section (ASP)

1.1. The Aviation Security Policy (ASP) Section of the AVSEC and FAL Branch is responsible for the development of new and amended Standards and Recommended Practices (SARPs) for the security of international air transport. The ASP Section also fosters cooperation on security matters with other United Nations agencies and international bodies.

1.2. The following points summarize the most recent developments in the different matters currently managed by ASP:

• Global Aviation Security Plan (GASeP)

In June 2024, ICAO issued the Second Edition of the *Global Aviation Security Plan* (Doc 10118) to reaffirm the Aspirational Goal to achieve and sustain a strong global aviation security system that is underpinned by full and effective implementation of ICAO aviation security Standards in all Member States. The updated Plan was designed to enhance international aviation security by providing detailed guidance to governments, industry and other stakeholders.

- **Security Week 2024 and Muscat Declaration**

In an effort to launch the new GAsEP and also address emerging challenges in the aviation sector, a High-level Ministerial Segment was convened on 11 December 2024 during ICAO Security Week 2024 hosted by the Civil Aviation Authority of Oman¹, in Muscat, from 9 to 12 December 2024. Ten Ministers participated in this event, with seven of them delivering oral statements. The event reaffirmed the commitment of States to enhancing aviation security and aviation cybersecurity, and provided policy direction, advancing the new Strategic Goal - Every Flight is Safe and Secure. The High-level Ministerial Segment culminated in the adoption of the Muscat Declaration on Aviation Security and Aviation Cybersecurity. As indicated in State letter AS 8/1.5-25/53 dated 22 May 2025, States are requested to take steps, as necessary, to achieve the objectives set out in the Muscat Declaration.

- **Conflict Zones**

Flying over or near conflict zones continues to pose serious risks to civil aviation, as demonstrated by past incidents involving commercial aircraft in Ukraine, Iran, and Azerbaijan. In response, the ICAO Council emphasized the urgent need to mitigate such risks and proposed that the 42nd Assembly adopt a dedicated resolution to reaffirm the responsibilities of States and operators. ICAO has also increased awareness efforts, promoting civil-military coordination and organizing six regional seminars on risk assessment processes and Doc 10084, in cooperation with the Safer Skies Consultative Committee and with support from ECAC, particularly in Europe and Africa.

- **Guidance Material**

New and updated guidance material was endorsed by the Thirty-sixth meeting of the Aviation Security Panel (AVSECP/36) and subsequently approved for distribution. The topics covered include hold baggage screening, handling and processing, as well as Automated Prohibited Items Detection Systems (APIDS) and Open Architecture—concepts aimed at helping States better understand and implement emerging security solutions. The guidance material on hold baggage is available on ICAO-NET (portal.icao.int) under “Publications” > “Others”, and public guidance will also be accessible at <https://www.icao.int/Security/SFP/Pages/Guidance-Material.aspx>.

In addition, the First Edition of the ICAO Aviation Security Training Manual (Doc 10207) is available on ICAO-NET (portal.icao.int). This manual is intended to support Member States, industry, and other organizations in delivering effective aviation security training, covering design, delivery, and quality assurance aspects, and in strengthening security culture and human capability in aviation.

Finally, it is worth highlighting the recent release of the Addendum to the Third Edition of Doc 10108, the *ICAO Aviation Security Global Risk Context Statement*, which provides an update to both the global threat picture and the risk assessment results for different threat types.

¹ <https://www.icao.tv/latest-videos/videos/roundtable-advancing-the-gasep-with-renewed-ambition-dubai-7-november-2024>

- **Air Cargo and Mail Security – Improvised Incendiary Devices (IIDs)**

Following a series of Improvised Incendiary Device (IID) incidents in July 2024, ICAO and several States issued alerts and temporary measures to enhance vigilance in air cargo and mail operations, involving both industry and the Universal Postal Union (UPU). In response, the Aviation Security Panel (AVSECP/36) supported developing targeted guidance, promoting cooperation with key stakeholders like IATA and WCO, and exploring advanced screening technologies while reaffirming the importance of human oversight. To better understand the implementation of secure supply chains, ICAO also launched a global survey—developed with the AVSECP Working Group on Air Cargo Security—focusing on Annex 17 compliance, particularly regarding mail security and the role of approved entities.

- **Aviation Cybersecurity ²**

Since its creation, the Ad Hoc Cybersecurity Coordination Committee (AHCCC) has served as a platform to align cybersecurity efforts across aviation, refining the ICAO Cybersecurity Work Programme. The Cybersecurity Panel (CYSECP), established in 2022, leads these efforts and is responsible for the [guidance material](#) published by ICAO. It developed an aviation cyber threat and risk assessment methodology that integrates cyber risk management into aviation safety, security, efficiency, and capacity frameworks. This methodology is presented in the *Global Cyber Risk Considerations* (Doc 10213 – Restricted), along with an overview of the global cyber threat landscape. The Panel is also working to consolidate existing guidance material into a comprehensive *Aviation Cybersecurity Manual*, expected to be available by late 2026 or early 2027.

- **42nd Session of the ICAO Assembly**

For the 42nd Session of the Assembly, the Council will be presenting four working papers under Agenda item 13:

- a) the *Consolidated statement on continuing ICAO policies related to aviation security* proposing revisions to Resolution A41-18;
- b) the Assembly will be invited to reaffirm the commitments made in the Muscat Declaration on Aviation Security and Aviation Cybersecurity that was adopted during the ICAO Security Week in December 2024 in Oman;
- c) considering the importance of the topic in b) above, a paper regarding Conflict zones and obligations by States; and
- d) on the topic of cybersecurity, the Assembly will be invited to note the developments in aviation cybersecurity activities; and adopt the updated Assembly Resolution on *Addressing Cybersecurity in Civil Aviation*.

² <https://www.icao.int/aviationcybersecurity/Pages/default.aspx>

2. Developments reported by the implementation and development section – Security (ISD-SEC)

2.1. The primary objective of the Implementation Support and Development Section - Security is to support ICAO Contracting States in resolving significant security deficiencies identified through the ICAO Aviation Security Audit Programme (USAP), and to assist them in their efforts to implement Standards and Recommended Practices of Annex 9 and Annex 17. ISD-SEC support thus enables Member States to meet their aviation security obligations through the promotion of partnerships and coordination of assistance between Member States, industry, international financial institutions and various other stakeholders.

2.2. ISD-SEC achieves its objectives through the development and organization of targeted seminars, workshops, and assistance projects, as well as through a robust AVSEC training programme. All activities are coordinated closely with ICAO Regional Offices.

2.3. Currently there are 35 active ASTCs (3 in the NAM/CAR Regions) and 419 ICAO Instructors from 112 Member States (49 in NACC States). The current AVSEC/FAL training catalogue is presented in the following table, with courses color-coded as follows: AVSEC (**black**), FAL (**red**), and AVSEC/FAL related training (**green**).

ASTP, AVSEC y FAL
<ul style="list-style-type: none"> - Basic Security Course - AVSEC National Instructors - AVSEC Supervisors - Air cargo and air mail security - AVSEC National Inspectors - AVSEC Managers - Behaviour Detection - ICAO Annex 9 – Facilitation - Course on the strategy of the ICAO Traveller Identification Programme (TRIP) - ICAO SARPs Compliance Management (MCIS) Course
AVSEC Workshops
<ul style="list-style-type: none"> - Security Culture Workshop (SCW) - Airport Security Program (ASP) Workshop - National Civil Aviation Security Program (NCASP) Workshop - National Civil Aviation Security Quality Assurance Program (NCASQCP) Workshop - National Aviation Security Certification Workshop - National Civil Aviation Security Training Program (NCASTP) Workshop - Risk Management Workshop (RMW) - Crisis Management Workshop (CMW) - Internal Risk Workshop (IRW)
AVSEC and FAL virtual Courses and Workshops
<ul style="list-style-type: none"> - Air cargo and air mail security - AVSEC Supervisors - AVSEC Managers - Security Culture Workshop (SCW) - Risk Management Workshop (RMW)

- Crisis Management Workshop (CMW)
- ICAO Annex 9 – Facilitation
- ICAO SARPs Compliance Management (MCIS) Course
Interactive Packs (no instructor)
- Security Culture Fundamentals (free)

2.4. Most AVSEC/FAL assistance is provided through the AVSEC/FAL Fund, managed by ISD-SEC, or via direct contributions from donor States and International Organizations. Assistance is typically delivered through an Aviation Security Improvement Plan (ASIP), a phased framework tailored to the State’s specific needs and developed jointly with the civil aviation authority and key stakeholders. It defines the scope, roles, and deliverables for each activity, enabling structured monitoring and coordinated progress toward fulfilling AVSEC/FAL obligations.

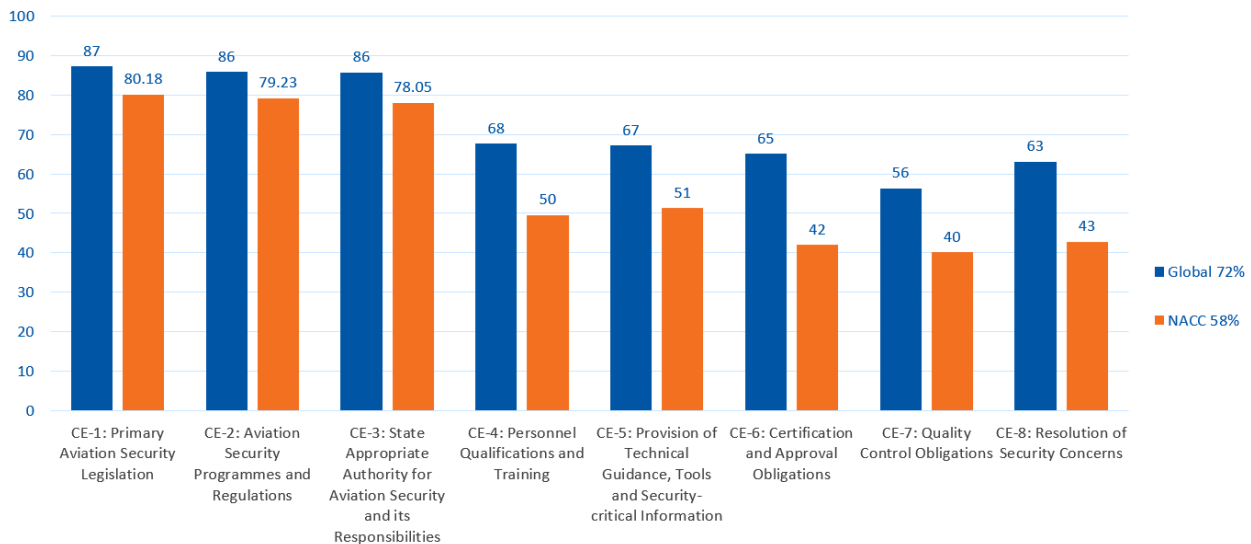
2.5.

2.6. In 2024, a total of 10 States from the NAM, CAR, and SAM Regions benefited from AVSEC assistance activities supported by ICAO Headquarters.

3. Developments reported by the aviation security audit section (ASA)

3.1. The Aviation Security Audit Section (ASA) is responsible for managing and coordinating the ICAO Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA). This programme aims to enhance global aviation security by conducting regular audits of Member States’ aviation security oversight systems and their compliance with ICAO SARPs.

3.2. The *Analysis of USAP-CMA Audit Results*, published annually by ASA, presents regional audit outcomes for each ICAO region compared against the global average. For the NAM/CAR Region, the 2024 results indicate the following:



3.3. Although the data show that the NAM/CAR Regions remains below the global average in all critical elements, the audits conducted in 2024 and 2025 reveal a progressive improvement, with figures increasingly aligned with global levels. In 2024, only two NACC States received a USAP-CMA audit, and in 2025, only two States are scheduled to undergo audits following several postponements.

3.4. Additional responsibilities of ASA include the development and revision of audit procedures and tools (such as updates to the USAP-CMA Protocol Questions (PQs)); quality control of all audit reports; follow-up on Corrective Action Plans (CAPs); and the training of USAP-CMA auditors. A recent training session in Spanish was held in Santo Domingo, Dominican Republic, from 26 May to 3 June 2025.

4. **Developments reported by the FAL section**

4.1. The FAL Section manages three interrelated programmes:

- **Annex 9 – Facilitation Programme**

This programme focuses on the implementation and continuous evolution of Annex 9 to the Chicago Convention, which aims to simplify and harmonize border control procedures to facilitate the secure and efficient movement of aircraft, passengers, cargo, and mail. Amendments to Annex 9, as well as the development of related guidance material and training, are undertaken through the Facilitation Panel.

- **ICAO Traveller Identification Programme (TRIP)**

The TRIP Programme supports Member States in enhancing the integrity and efficiency of their traveller identification systems. It promotes a holistic approach based on five key elements: evidence of identity, machine-readable travel documents (MRTDs), document issuance and control, inspection systems and tools, and interoperable applications such as Advance Passenger Information (API) and Passenger Name Record (PNR). TRIP also supports capacity-building and fosters international cooperation in identity management.

- **ICAO Public Key Directory (PKD)**

The PKD Programme facilitates the global verification of electronic Machine Readable Travel Documents (eMRTDs), such as ePassports. It enables the secure exchange and validation of digital certificates used at borders, helping States authenticate travel documents and enhance both facilitation and aviation security.

4.2. ICAO declared 2024 as the Year of Facilitation, which gave momentum to several initiatives, including newsletters, updated and improved training, and social media campaigns, highlighting the importance of facilitation formalities and procedures in international aviation. The campaign emphasized the need to streamline all these processes to minimize operational delays and enable the organic growth and development of air transport.

4.3. This celebration culminated with the ICAO Facilitation Conference (FALC 2025), held in Doha, Qatar, from 14 to 17 April 2025. During the Ministerial Segment, the Doha Declaration on Facilitation of International Air Transport was adopted on 17 April 2025. The Declaration reaffirms States' commitment to strengthening air transport facilitation as a critical enabler of safe, secure, and efficient aviation. It recognizes the foundational role of Annex 9, the TRIP Strategy, and the PKD in ensuring seamless border processes and building a more resilient global air transport system. It also underscores the lessons learned from the COVID-19 pandemic and the importance of harmonized, future-proof facilitation frameworks. The Declaration places also strong emphasis on inclusivity, accessibility for persons with disabilities, support for victims of aviation accidents, and the protection of human rights—particularly for refugees, stateless persons, and victims of trafficking.

5. AVSEC and FAL achievements in the NAM/CAR Regions

5.1. The ICAO NACC Regional Office organizes its technical assistance to NAM and CAR States in AVSEC/FAL matters through the NACC Strategic Assistance Programme (SAP), in coordination with ISD-SEC. A summary of the most significant activities carried out from 2024 to date is provided below (in **green** the ones scheduled):

- **Direct Technical Assistance and Training to NACC States**
 - 6 Technical Assistance Activities in NACC States;
 - 6 Training Activities in NACC States; and
 - 2 Annual Training Activities per ASTC (6 per year in total)
- **Regional Meetings, Workshops and Seminars (in collaboration with ICAO SAM Regional Office)**
 - ICAO Seminar on Aviation Security Audits (St. John's, Antigua and Barbuda, 15-18 January 2024);
 - 8th CAPSCA Americas (Mexico City, 27-29 February 2024);
 - Workshop on Aviation Security Detection Equipment and Technology (AVSEC-TEC) (Lima, Peru, 12-15 March 2024);
 - ICAO Air Cargo Workshop (Lima, Peru, 6-7 May 2024);
 - 12th Meeting of the ICAO/LACAC NAM/CAR and SAM AVSEC/FAL Regional Group (Lima, Peru, 8-10 May 2024);
 - Advanced Workshop for National AVSEC Inspectors (Piarco, Trinidad and Tobago, 1-5 July 2024);
 - ICAO Facilitation Global Forum (Bogota, 21-23 October 2024);
 - Insider Threat Workshop (Mexico City, 19-21 November 2024);
 - ICAO NACC and SAM Regional Seminars on Aviation Cybersecurity and Conflict Zones (Doc 10084) (Santo Domingo, Dominican Republic, 5-9 May 2025);
 - Crash Course Session TRIP (St. John, Antigua and Barbuda, 2 June 2025);
 - Human Trafficking Workshop (St. John, Antigua and Barbuda, 3 June 2025);
 - 13th Meeting of the ICAO/LACAC NAM/CAR and SAM AVSEC/FAL Regional Group (St. John, Antigua and Barbuda, 4-6 June 2025);
 - 9th CAPSCA Americas (Brasilia, 5-8 August 2025);
 - Workshop on Aviation Security Detection Equipment and Technology (AVSEC-TEC) (Piarco, Trinidad and Tobago, 13-17 October 2025); and
 - Workshop for Canine Team Examiners (Mexico City, 27-31 October 2025).
- **Guidance Material developed at NAM, CAR and SAM**

- Guidance material on Airport Terminal Signage (*available at the AVSEC-FAL-RG portal*)
- Advanced Workshop for National AVSEC Inspectors; and
- Workshop on Aviation Security Detection Equipment and Technology.

5.2. In addition, the ICAO NACC Regional Office has contributed through presentations and lectures at AVSEC and FAL-related events organized by other entities, including PAHO/WHO, OAS-CICTE, COCESNA, and CARICOM-IMPACS.

6. AVSEC and FAL initiatives and projects

6.1. The work programme of the ICAO NACC Regional Office in AVSEC/FAL matters is guided by the actions agreed upon by regional groups, as well as by the specific needs of NAM and CAR States and Territories. Current guidance material and projects proposed and foreseen include:

- Supplementary Station Procedures for Foreign Aircraft Operators;
- National Aviation Security Training Programme Template; and
- FAL Inspectors Course.

6.2. However, there are additional ideas and projects that could significantly enhance the implementation of AVSEC/FAL SARPs but require funding for execution. To facilitate funding for such initiatives, ICAO launched the Implementation Support Group (ISG) Platform in 2024. This platform allows donors to identify and support specific projects in specific regions. Under this mechanism, the ICAO NACC Regional Office has published the following four AVSEC/FAL projects:

- Development of Emergency Plans for the NAM and CAR Regions;
- Comprehensive Aviation Security Assistance for the Caribbean;
- Development of an AVSEC Awareness Course in video format; and
- CAPSCA Technical Assistance for the NAM and CAR Regions.

6.3. For further information on these proposals, or to clarify any of the points mentioned in this information note, you may contact directly the Aviation Security and Facilitation Regional Officer at the ICAO NACC Regional Office.