



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

INFORMATION PAPER

NACC/DCA/14 — IP/05  
25/05/26

**Fourteenth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/14)**

St. George's, Antigua y Barbuda, 1 al 5 de junio de 2026

**Agenda Item 5      Every Flight is Secure**

**AVIATION SECURITY AND FACILITATION ACTIVITIES IMPLEMENTED IN THE NAM/CAR REGIONS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This paper presents an overview of aviation security and facilitation assistance activities, training, workshops and regional initiatives implemented for NACC States and Territories during 2025 and the first part of 2026. It also outlines the main AVSEC/FAL activities planned for the remainder of 2026.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Every Flight is Safe and Secure</li><li>• Aviation Delivers Seamless, Accessible, and Reliable Mobility for All</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Annex 9 - Facilitation</li><li>• ICAO Annex 17 - Aviation Security</li></ul>

**1. INTRODUCTION**

1.1. Under ICAO NACC Systemic Assistance Programme (SAP), as part of its annual planning and review process, the ICAO NACC Regional Office reviews the aviation security and facilitation activities implemented in the NACC Region, assesses the progress achieved, and identifies the priorities established for the remainder of the year.

1.2. Accordingly, this paper first presents the current status of the Region based on the USAP-CMA results, which remain the main indicator available to assess aviation security oversight implementation. It then provides an overview of the main AVSEC/FAL activities implemented by the ICAO NACC Regional Office during 2025 and the first part of 2026, as well as those planned for the remainder of 2026.

## 2. USAP-CMA AUDIT RESULTS

2.1. The Aviation Security Audit Section (ASA) is responsible for managing and coordinating the ICAO Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA), which conducts regular audits of Member States’ aviation security oversight systems and their compliance with ICAO aviation security Standards and Recommended Practices (SARPs). ASA also publishes the Annual Analysis of USAP-CMA Audit Results, which presents the audit outcomes of each ICAO region in comparison with the global average.

2.2. For the NACC Region, the 2025 results, compared with the corresponding global averages, are as follows:



2.3. While the data show that further progress is still required for the NACC Region to reach global average levels in several critical elements, recent audits conducted in 2025 and during the first part of 2026 reflect a positive trend, with results progressively moving closer to global levels.

## 3. NACC AVIATION SECURITY TRAINING CENTRES (ASTC) ACTIVITIES

3.1. Training is a key component of the assistance provided to States and is normally coordinated through the ICAO Implementation Support and Development – Security Section (ISD-SEC). Training may be delivered through ad hoc activities organized in the recipient State or through the Aviation Security Training Centres (ASTCs) available within the ICAO ASTC network. The schedule of courses offered by all ASTCs is available through the [ASTC Schedule](#).

3.2. There are three (3) ASTCs in the NAM/CAR Regions, out of a total of 35 worldwide. Through this network, ICAO provides and organizes courses and workshops using standardized training material. ISD-SEC supports two training activities per year at each ASTC, with the subjects selected based on the needs and priorities of the Region.

3.3. The table below presents the training activities conducted at each ASTC during 2025, as well as those conducted or scheduled in 2026:

ASTC Name	Training activities conducted in 2025 and conducted in 2026
Port of Spain	<ul style="list-style-type: none"> <li>- National Civil Aviation Security Quality Control Programme (NCASQCP) Workshop (28 April - 2 May 2025) (EN)</li> <li>- Air Cargo and Mail Security Course (6-10 October 2025) (EN)</li> <li>- Aviation Security National Inspectors Course (20-28 April 2026) (EN)</li> </ul>
Santo Domingo	<ul style="list-style-type: none"> <li>- AVSEC Managers Course (3-11 July 2025) (ES)</li> <li>- Behaviour Detection Course (17-21 November 2025) (EN)</li> <li>- Risk Management Workshop (RMW) (20-24 July 2026) (ES)</li> </ul>
Mexico City	<ul style="list-style-type: none"> <li>- Insider Risk Workshop (12-16 May 2025) (ES)</li> <li>- Behaviour Detection Course (20-24 October 2025) (EN)</li> <li>- Air Cargo and Mail Security Course (25-29 May 2026) (ES)</li> </ul>

#### 4. AVSEC ACTIVITIES CARRIED OUT IN THE NACC REGION

4.1. The ICAO NACC Regional Office organizes its technical assistance to NAM and CAR States in aviation security matters through the NACC Systemic Assistance Programme (SAP), in coordination with the ICAO Implementation Support and Development – Security Section (ISD-SEC). The following paragraphs provide a summary of the most significant AVSEC activities carried out in the Region from January 2025 to May 2026.

- **Direct Technical Assistance to NACC States and Territories**

From January 2025 to May 2026, the ICAO NACC Regional Office provided direct technical assistance to eight (8) NACC States:

- a) three (3) Spanish-speaking States: El Salvador, Honduras and Nicaragua. This assistance was carried out jointly with ACSA-COCESNA; and
- b) five (5) English-speaking States: Antigua and Barbuda, Barbados, Dominica, Grenada and Saint Vincent and the Grenadines. This assistance was carried out jointly with the Eastern Caribbean Civil Aviation Authority (ECCAA).

The assistance activities focused on specific technical areas, including the development and review of national and airport-level risk assessments, human resources studies, the review of Airport Security Programmes (ASPs), and the review and amendment of national aviation security programmes.

- **Training Activities organized for the benefit of all NACC States and Territories**

- a. *ICAO NACC and SAM Regional Seminar on Aviation Cybersecurity and Conflict Zones (Doc 10084) (Santo Domingo, Dominican Republic, 5-9 May 2025)*

This combined regional seminar addressed two increasingly relevant priorities for international civil aviation: conflict-zone risk management and aviation cybersecurity. The activity aimed to enhance States' understanding of ICAO requirements, tools and relevant ICAO guidance material, including Doc 10084, while promoting information-sharing, civil-military coordination, risk-based decision-making and regional cooperation among States, operators and other aviation stakeholders.

- b. *ICAO Workshop on Aviation Security Inspection Equipment (AVSEC) and Technology (AVSEC/TEC) (Port of Spain, Trinidad and Tobago, 13-17 October 2025)*

This regional workshop aimed to strengthen States' technical capacity in the selection, deployment, testing and oversight of aviation security screening equipment. It provided an overview of key security technologies, their capabilities and limitations, and promoted the exchange of practical experience and good practices on technical specifications, acceptance testing, routine performance checks and quality control activities.

- c. *ICAO Workshop for Explosive Detection Dogs (EDD) (Mexico City, Mexico, 27–31 October 2025)*

This specialized technical workshop was organized to support States interested in authorizing the use of Explosive Detection Dogs (EDD) as an aviation security screening method. The activity provided technical knowledge on the operational deployment of canine teams, the regulatory and guidance material required to support their use, and the procedures needed to provide appropriate assurance to both the appropriate authority and regulated entities. Particular emphasis was placed on the evaluation and certification of canine teams, including handler performance, dog behaviour, operational testing scenarios, technical specifications, animal welfare, and oversight responsibilities.

- **Special projects: Cybersecurity**

Through the ICAO Mobility Project, the ICAO NACC Regional Office was able to temporarily engage a cybersecurity specialist to develop and pilot a regional cybersecurity workshop and assessment methodology focused on air navigation services. Under this initiative, two technical assistance missions were conducted in 2025: one with the Trinidad and Tobago Civil Aviation Authority and another with COCESNA. The initiative also provided reusable workshop material and a practical assessment methodology that may support future cybersecurity capacity-building activities in the Region.

- **Other topics: Panama One-Stop Security (OSS)**

In 2024, ICAO issued an initial notification to NACC States receiving direct flights from Panama regarding an aviation security concern affecting One-Stop Security (OSS) considerations. Following the implementation of corrective measures by Panama and the corresponding ICAO follow-up, the Significant Security Concern (SSeC) related to passenger and baggage security was removed and no longer appears in the USAP secure portal. In Q2 2026, the same NACC States were formally informed that the concern had been resolved.

## 5. **FAL ACTIVITIES CARRIED OUT IN THE NAM/CAR REGIONS**

5.1. Under the NACC SAP activities, facilitation-related assistance to NACC States has been more targeted, as many States continue to prioritize aviation security activities. Nevertheless, the modernization of travel documents, the expected increase in passenger flows linked to the FIFA World Cup 2026, and the need to strengthen preparedness for potential public health events have provided renewed momentum for facilitation activities in the Region.

- **State-specific Capacity Building Activities to NACC States and Territories**

During this period, the ICAO NACC Regional Office supported two facilitation-related capacity-building activities:

- a. Online delivery of the *ICAO Facilitation Course* for the Agencia Federal de Aviación Civil (AFAC) of Mexico in October 2025.
- b. Deployment of the *ICAO Implementation Package (iPack) on Assistance to Aircraft Accident Victims and their Families (AAAVF)* for Aruba and Curaçao in Q1 2026. This recently developed iPack, funded through a contribution from the Netherlands, supports States in developing or revising national family assistance arrangements, training relevant personnel, engaging key stakeholders, and assessing the adequacy of related plans and procedures.

- **Training Activities organized for the benefit of all NACC States**

- a. *ICAO Traveller Identification Programme (TRIP) Strategy Course (Mexico City, Mexico, 24–28 February 2025)*

This regional training course was organized to strengthen States' capacity to implement the ICAO Traveller Identification Programme (TRIP) Strategy and related Annex 9 provisions. The course provided participants with a comprehensive overview of the five elements of traveller identification management: Evidence of Identity, Machine Readable Travel Documents (MRTDs), Document Issuance and Control, Inspection Systems and Tools, and Interoperable Applications. The activity also supported participants in understanding the link between secure travel document issuance, effective border control processes, passenger data systems and facilitation of legitimate travellers.

*b. ICAO Public Key Directory (PKD) Workshop (Buenos Aires, Argentina, 28–29 April 2026)*

This workshop was organized for the benefit of NAM/CAR/SAM States to enhance understanding of the purpose, capabilities and practical use of the ICAO Public Key Directory (PKD), particularly for States issuing or planning to issue electronic travel documents. The activity addressed organizational and technical arrangements required to maximize the benefits of PKD participation, including its role in passport issuance, border control, eGates and kiosks, and broader traveller identification processes. The workshop also provided a platform to discuss regional challenges, best practices and next steps for strengthening the use of PKD across the Americas.

- ***Projects with States through ICAO Capacity Development and Implementation***

Several States in the NACC Region have requested ICAO assistance through Capacity Development and Implementation (CDI) projects to support the modernization of travel document issuance systems and the implementation of electronic passports. In 2025 and 2026, ICAO support included assistance to Mexico, the Dominican Republic and Guatemala. In these projects, the role of the ICAO NACC Regional Office was to support coordination with CDI, follow up on project activities, and monitor overall progress and results.

- ***Collaborative Arrangements for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Americas***

CAPSCA Americas was relaunched in the NACC and SAM Regions in 2024 to strengthen coordination between civil aviation and public health authorities in the prevention and management of public health events in civil aviation. In 2025, the Ninth ICAO CAPSCA Americas Meeting (CAPSCA/09) was held in Brasilia, Brazil, from 5 to 8 August 2025, hosted by the National Civil Aviation Agency of Brazil (ANAC). The meeting focused on preparedness for public health emergencies during mass gatherings and climate-related events, harmonization of ICAO and PAHO/WHO assessment tools, passenger contact tracing, and aircraft disinfection and disinfestation. The need to update CAPSCA training material and define the profile of CAPSCA Focal Points and Technical Advisors was also highlighted.

## **6. ICAO/LACAC NAM/CAR AND SAM AVSEC/FAL REGIONAL GROUP**

6.1. The ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) serves as the regional forum for NAM/CAR/SAM States and Territories to promote the implementation of Annex 17 — Aviation Security and Annex 9 — *Facilitation SARPs*. The Group supports cooperation between ICAO and LACAC, avoids duplication of work, and promotes alignment and collaboration on AVSEC and FAL matters among States, international organizations, and industry stakeholders.

6.2. The AVSEC/FAL/RG provides the framework through which regional AVSEC and FAL activities, priorities and developments are reported and discussed. It also reviews the regional AVSEC/FAL work programme and the outcomes of related ICAO Panels, and serves as a forum to provide recommendations and exchange good practices.

6.3. The Thirteenth Meeting of the ICAO/LACAC NAM/CAR and SAM AVSEC/FAL Regional Group (AVSEC/FAL/RG/13) was held in St. John's, Antigua and Barbuda, from 4 to 6 June 2025. The next meeting (AVSEC/FAL/RG/14) is going to be held in Panama City, Panama, from 24 to 26 June 2026.

## **7. UPCOMING AVSEC AND FAL INITIATIVES AND PROJECTS**

7.1. The work programme of the ICAO NACC Regional Office in AVSEC/FAL matters is guided by the actions agreed by the ICAO/LACAC NAM/CAR and SAM AVSEC/FAL/RG, as well as by the specific needs identified by NAM and CAR States and Territories.

7.2. Among the upcoming AVSEC and FAL activities already confirmed, the following should be highlighted:

a. *ICAO NACC Regional Air Cargo and Mail Security Workshop (Panama City, Panama, 22–23 June 2026)*

This regional workshop will be organized immediately before the AVSEC/FAL/RG/14 Meeting and will provide participants with an overview of aviation security measures applicable to air cargo and mail. The workshop will address key concepts related to the secure supply chain, facility and personnel security, screening, chain of custody, oversight and compliance, and mail security. It will also include discussions on emerging threats targeting air cargo and mail, including recent concerns related to Improvised Incendiary Devices (IIDs), and will support regional awareness of ICAO guidance, industry coordination and secure supply chain implementation.

b. *ICAO NACC Regional Workshop on Assistance to Aircraft Accident Victims and Their Families (AAAVF) (Mexico City, Mexico, 19–21 October 2026)*

This regional workshop will aim to strengthen States' understanding and implementation of ICAO provisions and policy related to assistance to aircraft accident victims and their families, including Annex 9, Annex 13, relevant ICAO Assembly Resolutions and ICAO Doc 9998. The activity will focus on the establishment, implementation and testing of Family Assistance Plans through experience sharing, case studies and practical exercises. It will also address legal frameworks, liability and compensation, crisis communication, operational response, family notification, coordination among States, airlines, airports and emergency authorities, and the development of national AAAVF action plans.

- c. *ICAO National Aviation Security Training Programme (NASTP) Workshop (dates and location to be confirmed)*

This workshop will provide practical guidance on ICAO requirements related to aviation security training for personnel with AVSEC responsibilities. It will review the main training requirements applicable to different categories of personnel and present a simplified template for National Aviation Security Training Programmes that meets minimum ICAO requirements while facilitating implementation by States. The workshop will be practical in nature, using case studies and examples to support the appropriate assimilation of concepts, and will be primarily addressed to technical staff from Appropriate Authorities.

7.3. In addition to the activities already confirmed, several proposed initiatives could significantly enhance the implementation of AVSEC/FAL SARPs in the NAM/CAR Regions, subject to the availability of funding. To facilitate resource mobilization, ICAO launched the Implementation Support Group (ISG) Platform in 2024, which allows donors to identify and support specific implementation projects in selected regions. Under this mechanism, the ICAO NACC Regional Office has submitted several AVSEC/FAL projects that remain pending funding, including:

- a) development of Emergency Plans for the NAM and CAR Regions;
- b) enhancing AVSEC Oversight Capacity in the Caribbean through targeted technical support and capacity building;
- c) development of an AVSEC Awareness Course in video format; and
- d) CAPSCA Technical Assistance Visits for the NAM and CAR Regions.

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