



ICAO

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

INFORMATION PAPER

NACC/DCA/14— IP/11
14/05/26

**Fourteenth Meeting of the North American, Central American and Caribbean
Directors of Civil Aviation (NACC/DCA/14)**
St. George's, Antigua and Barbuda, 1 to 5 June 2026

Agenda Item 5: Every Flight is Secure

**OUTCOMES OF THE ICAO FALP/14 AND IMPLICATIONS FOR PASSENGER FACILITATION IN THE
NAM/CAR REGIONS**

(Presented by the International Air Transport Association)

EXECUTIVE SUMMARY	
<p>The Fourteenth Meeting of the ICAO Facilitation Panel (FALP/14) achieved significant progress toward a globally harmonized, risk-based, and digitally enabled facilitation framework under Annex 9 — Facilitation. The Panel endorsed several Working Papers addressing key facilitation priorities, including digital travel authorizations (DTAs), passenger data governance, inadmissible passengers (INADs), and crew facilitation. The outcomes of FALP/14 are of relevance to the North American, Central American and Caribbean (NACC) Region as States continue to modernize border management processes while ensuring operational efficiency, security, and compliance with ICAO Standards and Recommended Practices (SARPs).</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Every Flight is Safe and Secure• Aviation is Environmentally Sustainable• Aviation Delivers Seamless, Accessible, and Reliable Mobility for All• No Country Left Behind• The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges• The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All
<i>References:</i>	<ul style="list-style-type: none">• Support harmonized implementation of Annex 9 SARPs• Improve cooperation between States and industry on facilitation matters• Fourteenth Meeting of the Facilitation Panel (FALP/14), Montreal, Canada, 20-24 April 2026

1. Introduction

1.1 The Fourteenth Meeting of the Facilitation Panel (FALP/14) reaffirmed the importance of Annex 9 - Facilitation as the global framework supporting efficient air transport operations while maintaining border integrity and aviation security.

1.2 The Panel considered several Working Papers addressing key facilitation priorities, including digitalization of border processes, passenger data exchange, inadmissible persons, and facilitation measures applicable to crew members.

1.3 The outcomes of FALP/14 resulted in the endorsement of new and amended Standards and Recommended Practices (SARPs), expected to become applicable in 2027, aimed at improving harmonization, clarity, and operational efficiency for both States and industry stakeholders.

2. DISCUSSION

2.1 Digital travel authorization and digital credentials

2.1.1 The Panel endorsed the introduction of the ICAO Digital Travel Authorization (DTA), including a corresponding definition within Annex 9 and the broader concept of “authorizations to travel” encompassing visas, electronic visas (eVisas), and electronic travel authorizations.

2.1.2 FALP/14 further strengthened the relationship between Advance Passenger Information (API), interactive API (iAPI), and travel authorization systems, recognizing the role of iAPI in supporting real-time admissibility assessments prior to departure. The Panel also acknowledged the potential role of the DTA as an interim facilitation solution for States where iAPI systems are not yet fully implemented.

2.1.3 In addition, the Panel endorsed a new Recommended Practice encouraging States to integrate immigration and security risk assessments into iAPI responses transmitted to aircraft operators, thereby supporting risk-based border management processes.

2.2 Passenger data requirements and non-standard practices

2.2.1 The Panel considered concerns regarding the increasing proliferation of non-standard passenger data requirements imposed on aircraft operators.

2.2.2 To improve global consistency, FALP/14 endorsed measures including the introduction of a note linking Annex 9 Standards 2.11 and 9.15 in order to clarify the circumstances under which passenger manifests may be requested by States.

2.2.3 The Panel also supported the inclusion of Standard 9.15 within the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA), thereby strengthening oversight of State compliance with Annex 9 provisions relating to passenger data requirements.

2.2.4 FALP/14 reaffirmed that aircraft operators function primarily as transmitters of passenger data, while responsibility for border control, admissibility determinations, and enforcement actions remains with States.

2.2.5 These outcomes are intended to reduce duplication of data submissions, limit operational complexity, and support greater harmonization of passenger data exchange requirements.

2.3 Inadmissible passengers (INADs)

2.3.1 The Panel supported enhanced cooperation between States and industry stakeholders in addressing issues relating to inadmissible passengers (INADs).

2.3.2 Key outcomes included:

- reaffirmation of the shared responsibilities of States with respect to admissibility decisions, acceptance, and return procedures for inadmissible persons;
- encouragement of enhanced data-sharing arrangements and pre-travel verification processes;
- agreement to further develop ICAO guidance material in coordination with relevant working groups.

2.3.3 The Panel emphasized that obligations placed upon aircraft operators should remain within the scope established by Annex 9 SARPs and should not be expanded beyond existing provisions.

2.4 Crew identification and facilitation

2.4.1 FALP/14 endorsed revisions to facilitation provisions applicable to crew members.

2.4.2 A significant outcome was the recognition that a passport presented together with a crew identification card may be accepted as equivalent to a Crew Member Certificate (CMC) for the purposes of visa-free entry.

2.4.3 This approach addresses the limited global issuance of CMCs and contributes to greater consistency and efficiency in crew processing procedures.

2.5 Overall facilitation approach

2.5.1 FALP/14 reaffirmed a facilitation framework based upon:

- State responsibility for border control and admissibility decisions;
- harmonized implementation of ICAO SARPs;
- risk-based and intelligence-driven border management processes; and
- proportionality and legal clarity in regulatory measures.

2.5.2 The Panel addressed several sensitive facilitation issues while maintaining the principle that no additional obligations should be imposed on aircraft operators beyond those contained in Annex 9.

3. IMPLICATIONS

3.1 The outcomes of FALP/14 provide further direction toward a globally harmonized and digitally enabled facilitation environment.

3.2 For States, these developments support the implementation of interoperable digital travel authorization systems, reinforce the importance of aligning national regulations with ICAO SARPs, and encourage greater use of risk-based border management processes supported by iAPI systems.

3.3 For industry stakeholders, the outcomes contribute to limiting the proliferation of non-standard passenger data requirements, reaffirm the role of aircraft operators as data transmitters rather than enforcement authorities, and improve predictability relating to crew facilitation and the handling of inadmissible passengers.

3.4 The amendments to Annex 9 are expected to reduce operational complexity and support more efficient and consistent passenger processing across international borders.

4. CONCLUSION

4.1 FALP/14 delivered significant outcomes that advance global facilitation priorities while maintaining an appropriate balance of responsibilities between States and industry stakeholders. These developments are particularly relevant to the NAM/CAR Regions, where increasing passenger volumes, connectivity, and cross-border mobility continue to drive the need for efficient and secure facilitation measures.

4.2 The endorsed SARPs provide an important foundation for the continued digital transformation of border management processes within the NACC Region, including the implementation of interoperable digital travel authorization systems, enhanced use of API and iAPI, and greater harmonization of passenger data requirements among States.

4.3 Continued collaboration among NACC States, ICAO, and industry stakeholders will remain essential to support consistent implementation of Annex 9 provisions, strengthen regional interoperability, and promote risk-based, efficient, and secure facilitation processes throughout the Region.

5. SUGGESTED ACTION

5.1 The Meeting is invited to note the information contained in this Information Paper.