

ICAO FALP/14 Outcomes and Implications for the NACC Region

P/09 Agenda Item 5

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Background and Context

The Fourteenth Meeting of the ICAO Facilitation Panel (FALP/14) was held at ICAO Headquarters in Montréal from 20 to 24 April 2026.

FALP/14 reviewed proposals for amendments to **Annex 9 - Facilitation**.

Discussions focused on:

1. **WP/5** Digital transformation of border processes
2. **WP/28** Passenger data governance
3. **WP/29** Inadmissible passengers (INADs)
4. **WP/22** Facilitation of crew members

1) Digital Travel Authorization (DTA)

WP/5: IMPLEMENTATION OF THE ICAO DIGITAL TRAVEL AUTHORIZATION (DTA) AND RELATED MEASURES

FALP/14 endorsed Annex 9 changes to promote standardized ICAO DTAs issued under Doc 9303, including:

- **New definition of the ICAO Digital Travel Authorization (DTA)** and associated SARP s.
- **“Authorizations to travel ”** as the umbrella term for visas , e Visas , e TAs , etc .
- Strengthened links between interactive Advance Passenger Information (iAPI) and authorizations to travel, with the DTA serving as the solution where no iAPI system exists .
- A new recommended practice to encourage States to integrate immigration and security vetting in their iAPI response to carriers .

2) Passenger Data Non -Standard Requirements

WP/28: TACKLING PASSENGER DATA NON-STANDARD REQUIREMENTS- PASSENGER MANIFEST AND ADVANCE PASSENGER INFORMATION (API) DATA

FALP/14 endorsed key measures:

- A new note to Standard 2.11 for greater coherence on passenger manifest requirements, which prevents requiring passenger manifests in paper form or any non-standard electronic format when an API system is implemented.
- Inclusion of Standard 9.15 in the ICAO Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) to strengthen **monitoring of State compliance** .

3) Inadmissible Passengers (INADs)

WP/29: COOPERATION BETWEEN STATES AND INDUSTRY TO ADDRESS THE ISSUE OF INADMISSIBLE PASSENGERS IN SUPPORT OF STANDARDS & RECOMMENDED PRACTICES IN ANNEX 9

The Panel supported the paper's call for improved cooperation between States and industry:

- Reaffirmed States **shared responsibility** for admissibility decisions, acceptance, and returns.
- Encouraged improved data-sharing, pre-travel verification tools, and updated ICAO guidance.
- Sought to prevent continued responsibility and liability shifting to operators beyond Annex 9 SARPs.
- Agreed to develop **guidance material** in collaboration with the Guidance Material Working Group.

4) Crew Movement Facilitation

WP/22: CREW IDENTIFICATION AND FACILITATION

Crew Member Certificates (CMCs) are not widely used, while operational practices rely on passports combined with airline crew ID cards.

Current Annex 9 provisions therefore do not fully reflect global practice and may limit efficient crew movement.

FALP/14 endorsed amendments to Annex 9 SARPs that results in new SARPs recognizing the **equivalence of passport + crew ID card and CMC** for visa-free crew entry.

Key Takeaways

- FALP/14 delivered significant outcomes advancing global facilitation priorities, while maintaining a balanced distribution of responsibilities between States and industry.
- The endorsed SARPs support the ongoing digital transformation of border processes, including digital travel authorizations, expanded use of API/ iAPI, and greater harmonization of passenger data requirements.
- For the **NACC Region**, these developments are particularly relevant given growing passenger volumes and cross -border mobility, requiring efficient and secure facilitation measures.
- Continued **collaboration between States, ICAO, and industry will be essential** to ensure consistent implementation of Annex 9 and to strengthen interoperability across the region.

Thank you

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