

involving physical confrontation with other passengers or crew. 9.2.2 Unruly behaviour differs from disorderly behaviour or making threats that could affect the safety of the crew, passengers and aircraft, to more serious situations like consumption of narcotics, assault of other passengers or crew, sexual abuse or harassment. In order to address the issue, IATA encouraged Member States from the Region to ratify the Montreal Protocol 2014 (MP14), which expand jurisdiction over offenses to the State of the Operator and the State of Landing.

1.2 IATA's presentation was followed by an intense debate in which States reflected on the passenger role as victim and aggressor and on his rights and obligations. Due to the delicate nature of the problem, the meeting agreed on the creation of a working group integrated by Antigua and Barbuda, Jamaica, Panama and IATA in which Jamaica would act as rapporteur. The working group will work in liaison with the LACAC GEPEJTA (Grupo de Expertos en Asuntos Políticos, Económicos y Jurídicos del Transporte Aéreo) and the ICAO Task Force in charge of updating ICAO Circular 288.

2. **Actions taken**

2.1 The Working Group Reviewed the Draft of ICAO Circular 288 and Regulatory Guidance provided by Transport Canada, Canadian Regulations 602.46 and Transport Canada Advisory on Unruly Passenger and Interference with a Crew.

2.2 The Working Group noted that it did not have sufficient samples from the Region to provide States with a final guidance document, and encourages States to review the draft of the Document Circular 288 Manual on Legal Aspects of Unruly and Disruptive Passengers.