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

WORKING PAPER

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Varadero, Cuba, 28-30 June 2023

Agenda Item 5:   **NAM/CAR Regional Aviation Security/Facilitation Implementation**

AVSEC/FAL DEVELOPMENTS, IMPLEMENTATION AND COMPLIANCE

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents activities conducted and assistance provided by the NACC Regional Office on Aviation Security (AVSEC) and Facilitation (FAL) during 2022 and gives a general overview of planned activities in 2023. The paper also encourages NAM/CAR States to actively support AVSEC and FAL matters within their administrations.	
Action:	Suggested actions are presented in Section 10.
Strategic Objectives:	• Strategic Objective 3 – Security & Facilitation
References:	• Annex 9 — Facilitation (16th Edition) Amendment 29 • Annex 17 – Aviation Security (22nd Edition) Amendment 18

1.   Introduction

Restart and recovery of civil aviation from the COVID-19 pandemic

1.1   2022 can be considered as the year where the civil aviation sector was able to slowly return to the "business as usual" Status. According to the last available report (November 2022) from the ICAO Air Transport Monitor, the capacity in the region increased by 20% in North America and by 46.6% in Central America and South America compared with 2021. However, the capacity is still below 2019 figures, -6.9% in North America and -10.8% in South America.

1.2   Such big fluctuations pose an important challenge for the sector since a significant number of professionals retired from civil aviation, changed location, or simply decided to withdraw from their jobs. As a result, new professionals entered the sector at a faster pace than usual and mainly under the fixed-term contract modality, since airports and airlines still consider that part of 2022 growth is due to retained demand from 2021 and 2020.

Figure 1: Capacity by Region (ICAO Air Transport Monitor, November 2022)

1.3   Therefore, the training of new professionals has become a major concern not only for airports and airlines but also for all civil aviation stakeholders. In this employment market, security firms, already affected by high rotation rates and temporality, have been obliged to compete for solvent professionals that have other appealing opportunities.

2.   Developments at ICAO Headquarters on Aviation Security and Facilitation

2.1   Focusing on AVSEC, and in view of these global trends commented above, ICAO has made efforts to updating training materials and emphasizing the need for a risk management approach for States and stakeholders. Some worthy initiatives of 2022 and 2023 have been:

- Development of the **"ICAO Fundamentals of Security Culture"**, a free-of-charge e-learning training package created to obtain a more comprehensive understanding of security culture and its importance in aviation. It is available on the website that hosts all ICAO Security Culture resources: https://caainternational.com/media/icao-security-culture-resources/
- Development of the **ICAO Insider Threat Toolkit**, designed to assist organizations operating in the aviation environment to better react to the ever-evolving insider threat. It covers from initial and recurrent background checks to training, awareness campaigns, and reporting mechanisms.
- Development of the **"Behaviour Detection"** Aviation Security Training Package (ASTP), in two formats, in-person and virtual delivery. The ASTP is already incorporated in the list of ICAO AVSEC training materials.

2.2   The full catalogue of AVSEC/FAL available training in 2023 is summarized in the table below:

ASTP Courses	Workshops	Virtual class
Air Cargo and Mail Security Airport Security Supervisors AVSEC National Instructors AVSEC National Inspectors AVSEC Managers ICAO Annex 9 – Facilitation **Behaviour Detection**	**Security Culture** Risk Management Crisis Management National Civil Aviation Security Programme (NCASP) National Civil Aviation Security Training Programme (NCASTP) National Civil Aviation Quality Control Programme (NCASQCP) Airport Security Programme National Certification Systems **Insider Risk**	Air Cargo and Mail Security Risk Management Crisis Management Airport Security Supervisors **Security Culture** AVSEC Managers Airport Security Programme NCAQCP NCASP **Behaviour Detection**

Table 1: ICAO AVSEC Training Materials Available for 2023

2.3   Regarding the Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA), in 2022 ICAO was able to resume activities at a normal pace and several NAM and CAR States were audited on-site during these previous months: **Cuba** (October 2022), **Belize** (February 2023), **Mexico** (March 2023), **Saint Lucia** (March 2023) and **United States** (April 2023). For the remainder of 2023, Trinidad and Tobago is scheduled for November 2023.

2.4   The Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) also reactivated its technical assistance visits to evaluate the capacity and preparedness of the States in case of public health events. The next on-site CAPSCA assistance mission is planned to **Guatemala** in September 2023. Since only a few States in the region received the CAPSCA technical visits, it is worth noting that the ICAO TV platform (www.icao.tv) hosts recorded sessions with guidance on specific CAPSCA topics (e.g., CAPSCA programme fundamentals, establishing a Public Health Corridor).

3.   ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group

3.1   The ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) was established to coordinate the work of the NAM/CAR and SAM States on AVSEC/FAL, share experience and good practices, discuss AVSEC/FAL-related topics, and enhance compliance on AVSEC/FAL Standards and Recommended Practices (SARPs) in the regions.

3.2   In March 2020, the AVSEC/FAL/RG decided to interrupt the face-to-face meetings due to COVID-19, and during the next two years, the group convened virtually addressing topics mainly related to the COVID-19 (e.g., States' requirements upon departure/entry during COVID-19, health measures, increase of unruly and disruptive passengers).

3.3   In November 2022, the AVSEC/FAL/RG returned to the face-to-face format and held the Tenth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/10) in Foz de Iguazu, Brazil, from 23 to 25 November 2022. The conclusions and decisions adopted by consensus at the meeting are available in the correspondent report and summarized, for easy reference, in the following table:

Number	Type	Description
AVSEC/FAL/RG/10/01	**Conclusion**	Establishment of a mechanism to ensure responses to ICAO requested comments on AVSEC/FAL issues
AVSEC/FAL/RG/10/02	**Decision**	Establishment of working groups and participating States
AVSEC/FAL/RG/10/03	**Conclusion**	Establishment of a new AVSEC/FAL/RG management model and mechanism to submit GASeP comments and concerns to ICAO Headquarters
AVSEC/FAL/RG/10/04	**Conclusion**	Project to design a system to measure the level of compliance and follow-up on GASeP implementation activities in the region
AVSEC/FAL/RG/10/05	**Conclusion**	Support in the activities to be carried out for the implementation of GASeP in the region through the implementation of a civil aviation Security Management System (SeMS)
AVSEC/FAL/RG/10/06	**Conclusion**	Training material for a facilitation inspector training course
AVSEC/FAL/RG/10/07	**Decision**	Access to air transport of persons with disabilities
AVSEC/FAL/RG/10/08	**Conclusion**	Procedures for the implementation of the One-Stop Security (OSS) control programme
AVSEC/FAL/RG/10/09	**Decision**	Assistance to States in developing valid security equipment standards

Table 2: AVSEC/FAL/RG/10 list of conclusions and decisions

3.4   The next meeting is the Eleventh Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/11) and is scheduled in Santo Domingo, Dominican Republic, from 21 to 23 June 2023.

4.   ICAO NACC Regional Office Work Programme on Aviation Security and Facilitation

4.1   From 2022 to the present, the ICAO NACC Regional Office organized and/or participated in several meetings and events to share good practices, exchange views, and disseminate information in particular AVSEC/FAL topics. Below is a representative list of these activities:

- Aviation Security Talks – SeMS (On-line, 24 February 2022);
- VIII International Aviation Security Forum – Security & Facilitation (On-line, 27-29 April 2022);
- XI GAP AVSEC Symposium (La Paz, BCS, Mexico, 17-20 May 2022);
- NACC Webinar on Air Cargo Digitalization (On-line, 28 June 2022);
- 3rd Meeting of ECCAA National AVSEC Coordinators (Antigua and Barbuda, 13 July 2022);
- IX International Aviation Security Forum – Emergency Management & Operational Continuity in Civil Aviation (On-line, 24-26 October 2022);

- 4th Meeting of ECCAA National AVSEC Coordinators (Antigua and Barbuda, 5-6 December 2022);
- ACI Airport Day – Facilitation (San José, Costa Rica, 6-8 March 2023);
- CARICOM IMPACS – Special Meeting of Chiefs of Immigration and Comptrollers of Customs (CICC) (On-line, 29 March 2023); and
- XII GAP AVSEC Symposium (Guadalajara, Mexico, 22-26 May 2023).

4.2   Regarding specific assistance missions on AVSEC/FAL, directly linked with the execution of the NACC Systemic Assistance Programme (SAP), the ICAO NACC AVSEC/FAL Regional Officers took part in the following:

- AVSEC Technical Assistance Mission (TEAM) – El Salvador (San Salvador, 15-18 March 2022);
- General Guidelines and Good Practice on Passengers with Disabilities (Dominican Republic, 28 March – 1 April 2022);
- AVSEC Technical Assistance Mission (TEAM) – Mexico (Mexico City, 28 June – 1 July 2022);
- Risk Assessment Mission to Grenada (Saint George, 4-8 July 2022);
- Air Cargo and Mail Security Course (Santo Domingo, Dominican Republic 22-26 August 2022);
- Cybersecurity Workshop (La Habana, 5-9 September 2022);
- AVSEC Technical Assistance Mission (TEAM) – Belize (Belize City, 19-23 September 2022);
- 2nd AVSEC Technical Assistance Mission (TEAM) – Mexico (Mexico City, 31 October - 9 November 2022);
- 2nd AVSEC Technical Assistance Mission (TEAM) – Belize (Belize City, 9-17 November 2022);
- National AVSEC Inspectors Course for Honduras (On-line, 6-10 February 2023);
- OJT National AVSEC Inspectors Course (Tegucigalpa, 13-17 February 2023);
- AVSEC Technical Assistance Mission (TEAM) – Costa Rica (San José, 6-8 March 2023);
- Risk Management Course (San Salvador, El Salvador, 13-17 March 2023); and
- Security Culture Workshop for Jamaica (On-line, 24-28 April 2023).

4.3   In addition to on-site assistance and on-line courses, the ICAO NACC Regional Office provides on-line support through email and teleconference to all NAM/CAR States and Territories.

5.   Global Aviation Training (GAT) support and ICAO Implementation Packages (iPacks)

5.1   The ICAO Global Aviation Training (GAT) section manages the Trainair Plus Programme and provides virtual training through the iGAT Portal (https://igat.icao.int/tpems) and on-site training through the network of training centres associated to the programme.

5.2   Since AVSEC-related courses are managed mainly through the Aviation Security Training Centres (ASTC) network, GAT covers only Facilitation. Currently two courses are related to AVSEC/FAL matters:

- *ICAO Annex 9 – Facilitation (FAL) Course:* This course is designed to provide ICAO global training in facilitation to relevant staff from Civil Aviation Authorities (CAA) and relevant border control authorities to deal collectively, in an inter-agency manner, with Annex 9's facilitation provisions and support development and implementation of a National Air Transport Facilitation Programme (NATFP), National Air Transport Facilitation Committee (NATFC) and Airport Facilitation Committee; and
- *Managing Compliance with ICAO SARPs (MCIS) Course:* The aim of the MCIS course is to enable CAA senior and middle managers to plan, manage and continuously monitor the implementation of Standards and Recommended Practices (SARPs) in their States.

5.3   GAT also manages the Implementation Packages (iPacks) which were developed considering the unprecedented impact that COVID-19 was inflicting on the air transport industry. Through the iPacks ICAO was able to address various needs of Member States in order to coordinate the response to COVID-19 challenges and prepare restart and recovery of air transport.

5.4   An iPack is a bundle of standardized guidance material, training, tools, and expert support which aim to facilitate and guide the implementation of ICAO provisions. The iPacks are intended to be self-contained packages.

5.5   Current iPack portfolio covers thirteen (13) subjects, four (4) of them directly related with aviation security and facilitation:

- Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation (FAL iPack);
- Establishing a Public Health Corridor (PHC iPack);
- COVID-19 Aviation Security Quality Control Oversight (AVSEC iPack); and
- Implementing a Visible Digital Seal for Non-Constrained Environments (VDS-NC) for Travel-Related Health Proofs.

5.6   Several NAM/CAR States already took advantage from these AVSEC and FAL-related iPacks. From 2022 to the present, the following iPacks have been delivered:

- ECCAA PHC iPack (May 2022);
- Belize AVSEC iPack (June 2022);
- El Salvador AVSEC iPack (June 2022);
- Barbados AVSEC iPack (September 2023);
- Trinidad and Tobago PHC iPack (October-December 2022); and
- Haiti FAL iPack (scheduled September 2023).

5.7   The NACC Regional Office continues seeking funds to deliver more iPacks in the NAM/CAR Regions to guide the recovery and resilience efforts of the States and align their activities to the most up-to-date ICAO provisions.

6.   **Training and Aviation Security Training Centres (ASTCs) activity**

6.1   Although still applying health restrictions and limitations, Aviation Security Training Centres (ASTCs) were able to resume in-person activities in 2022. ICAO's policy continues to fund one on-site training activity per ICAO ASTC.

6.2   Below is the list of 2022 and 2023 supported courses at the three ICAO NAM/CAR ASTCs:

-   Aviation Security Managers Course (Virtual) (ASTC Port of Spain, 05-13 September 2022);
-   Aviation Security Managers Course (Virtual) (ASTC Mexico City – CIIASA, 17-25 October 2022);
-   Aviation Security Managers Course (Virtual) (ASTC Santo Domingo – ESAC, 21-29 November 2022);
-   Aviation Security Managers Course (Virtual) (ASTC Santo Domingo – ESAC, 17-26 April 2023);
-   Security Culture Workshop (ASTC Santo Domingo – ESAC, 26-29 June 2023);
-   Aviation Security Managers Course (ASTC Port of Spain, 4-12 September 2023); and
-   ICAO AVSEC Instructors Certification (ASTC Mexico City – CIIASA, 13-17 November 2023).

6.3   NAM/CAR States and Territories Civil Aviation Authorities (CAA) staff can attend any training offered at ICAO NACC ASTCs or at any of the other ASTCs belonging to the ICAO ASTC network. More information regarding the ASTC schedule can be found in:

https://www.icao.int/Security/isd/Training/Lists/ASTC%20Schedule/AllItems.aspx

7.   **Specific projects and AVSEC/FAL Subject Matter Expert (SME) Groups**

7.1   The ICAO NACC Regional Office manages three specific projects on AVSEC and FAL for the benefit of its States and Territories:

-   **Risk assessment project in the Caribbean Region ($70.000).** Since several USAP-CMA Protocol Questions are linked to mandatory risk assessments that States need to carry out, this project aims to help the States in conducting these risk assessments in accordance with ICAO guidelines.
-   **Establishment of General Guidelines and Best Practices for Passengers with disabilities ($35.000).** This project funded by Saudi Arabia analyses States' regulations and good practices to enhance ICAO guidance and improve current SARPs in the subject.
-   **Implementation of One Stop Security in the NAM/CAR Regions (($35.000).** The aim of this project is to foster the recognition of security measures equivalence between States with similar characteristics, avoiding duplication of security controls.

7.2   Two AVSEC SME groups have been established in the region with the purpose of harmonizing aviation security programmes and procedures and establishing a base of competent AVSEC experts:

- **AVSEC Central America Regional Group.** Established initially in 2017 the group encompasses all COCESNA Member States (i.e., Belize, Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua).
- **AVSEC ECCAA SME Group.** Established in 2022 under the auspices of Eastern Caribbean Civil Aviation Authority (ECCAA), the objectives of the group are to define clearly ECCAA functions on aviation security and facilitation, discuss and align regulation and procedures, and coordinate assistance and support received for the benefit of all ECCAA Member States.

7.3   The creation of these regional Subject Matter Experts (SME) groups allows the ICAO NACC Regional Office to apply a more comprehensive approach to greater benefit of the States and Territories. Coordinating need assessments, training, and on-site assistance with the regional SME groups benefits the host State and fosters On-the-job training (OJT) training of the SMEs. In the first stage, initiated in 2022, the ICAO NACC Regional Office is evaluating State's USAP-CMA Protocol Questions (PQs) jointly with these SMEs.

8.   2023 upcoming activities in aviation security and facilitation

8.1   For 2023 the ICAO NACC Regional Office continues developing its work programme in aviation security and facilitation combining technical missions to individual States which requested tailored assistance and organizing general events for the benefit of all States and Territories. Planned general activities for the year are:

- NAM, CAR and SAM One Stop Security Workshop (Miami, United States, 25-29 September 2023); and
- Advance workshop for National AVSEC Inspectors (Mexico City, Mexico, 4-8 December 2023).

9.   Actions by the NACC/DCA/11

9.1   Aviation Security and Facilitation in the NAM/CAR region still have a wide improvement range:

- In AVSEC, the average USAP-CMA Effective Implementation (EI) of critical elements in the NAM/CAR Region is 61.02% with huge differences between States; and
- In FAL most of the States recently established their National Air Transport Facilitation Committee (NATFC), but still did not designate a focal point in Facilitation matters or a focal point in CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation).

9.2   It is of utmost importance the commitment of Directors General towards their AVSEC and FAL units, resulting in specific actions and more resources oriented to close pending USAP-CMA findings and achieve a greater level of compliance with ICAO AVSEC and FAL SARPs.

9.3   ICAO NAM/CAR States also need to consider Recommendation 2.5.4 of Annex 17 Amendment 18 (applicable on 18 November 2022) which encourages States to use advanced security equipment:

2.5.4   **Recommendation.—** *Each Contracting State should employ consider the use of advanced security equipment, when investing in new equipment, where appropriate, to the extent operationally, technically, and financially practicable, to achieve civil aviation security objectives.*

10.   Suggested actions

10.1   The meeting is invited to:

   a)   note the information in this working paper;

   b)   assign sufficient resources for dealing with AVSEC/FAL matters; and

   c)   nominate focal points in AVSEC, FAL and CAPSCA.

— END —