



ICAO PARIS UNITING AVIATION

Annex 9 Facilitation Perspective:

National Air Transport Facilitation Committee – a vehicle for coordination between aviation and other sectors

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Joint ICAO EUR/NAT DGCA – EASA Conference

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Reminder on ICAO provisions

- Member States shall take effective measures to prevent the **spread by means of air navigation of communicable diseases** and keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft (**Chicago Convention Article 14**).
- Member States shall establish National Air Transport Facilitation Programmes (NATFP) to **define the mandates and responsibilities of various national stakeholders including responsibilities for managing Public Health Emergencies of International Concern** (Annex 9, Standard 8.17).
- Member States shall establish National Air Transport Facilitation Committees (NATFC), and Airport Facilitation Committees or **similar coordinating bodies** to serve as **permanent bodies for coordinating activities between all national stakeholders responsible for the implementation of the NATFP** (Annex 9, Standard 8.19).



Situation before COVID-19

- According to ICAO's Electronic Filing of Differences (EFOD) System **only 53% of States in the EUR/NAT Regions filed compliance with Standards 8.17 and 8.19;**
- **47% of States did not provide any information;**
- The ICAO/EUR/NAT Office approached Member States in April 2020 (beginning of the Pandemic) to understand better how the response to COVID-19 was coordinated. It was recognized that the vast majority of States developed their own new mechanism **and the NATFC was either not used or did not exist.**



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Annex 9 Facilitation Perspective by the Czech Republic

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Members of the NATFC

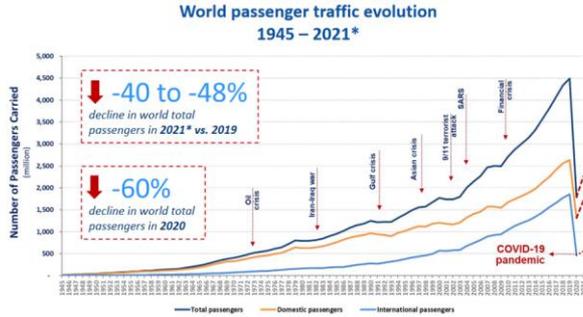
- Ministry of Transport
- CAA
- Ministry of Interior (Alien Police Service, Air Border Group)
- Ministry of Health (Public Health Department)
- Ministry of Finance (General Directorate of Customs, Customs Office)
- Ministry of Agriculture (State Veterinary Administration)
- Ministry of Foreign Affairs
- Airports
- Air Operators Committee
- (*Ground Handling Services, National Organization for PRMs*)



Duties of Members

- to implement Annex 9 SARPs and the amendments to proper national regulations
- to share relevant information, legislation
- to cooperate on notification of differences of Annex 9 SARPs with national regulations
- to cooperate on solving arising problems operatively and eliminate these problems
- improve their knowledge and awareness of the needs and problems of civil aviation in the facilitation field

Fatal Impact



Cooperation!

- Sharing all information from ICAO, EASA, CAPSCA, ECAC, ECDC
 - Extraordinary NATFC meeting
 - Extensive contact between members of NFC
- BUT**
- All measures were issued directly by Ministry of Health, mostly decisions of PM
 - Central Crisis Staff - a working body of the Government responsible for crisis management





Lessons learnt

- more magnitude of the NATFC – to share information about NATFC within the ministries, organizations, industry
- to improve cooperation with Ministry of Health and Public Health Officer
- to revise and amendment of NFP, it's statues
- to ensure more power of NATFC - **HOW??**
 - members of NATFC – Deputy ministries? Ministries? Directors of Departments?
 - what way to set up the form of cooperation with Central Crisis Staff?



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**National Air Transport Facilitation Committee –
a vehicle for coordination between aviation and other sectors :**

Experience of the Kingdom of Morocco In Pandemic Management "EBOLA" AND "COVID19"

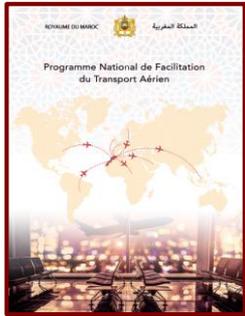
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MANAGEMENT & COORDINATION STRUCTURE



National Air Transport Facilitation Programme
NATFP - 1^{ER} Edition, February 2019



National Civil Aviation Security Programme
NCASP - 5th Edition, March 2019

- Decree n ° 2-15-259 of 18 kaada 1436 (September 3, 2015) establishing the **NATIONAL AIR TRANSPORT COMMITTEE AND LOCAL FACILITATION COMMITTEES.**
- Decree n ° 2-98-1011 of 12 hija 1419 (March 30, 1999) Establishing a National Civil Aviation Security Committee and Local Airport Security Committees.



- ✓ **First meeting of NATFC: 10 March 2016**
- ✓ **First facilitation day: 30 May 2013**
- ✓ **Second facilitation day: 16 February 2016**



Ministry of Foreign Affairs

- Issuance of certain travel documents readable at the machine
- Facilitate the formalities of entry and exit to the territory of Morocco

CAA

- Facilitation Policy
- National coordination

ONDA – Airport operator authority

- LATFC - Coordination at airports
- Equipment and installation
- Arrangement circuits

Customs

- Facilitation of custom’s and economic’s control at points of entry and exit of airports

Ministry of interior

- Issuance of machine-readable travel documents
- API / PNR system

Others

- Ministry of Justice / M of Tourism
- Royal Air Force / ONSSA
- CAA AVSEC representative
-

Ministry of Health

- Application of international health regulations
- Control health at the borders

Royal Gendarmerie

- Appropriate Security checks taking into account the facilitation aspects required

National Police

- Security checks and immigration authorities considering the facilitation aspects required

Air carriers

- Transportation of passengers, baggage and goods in compliance with facilitation requirements

ORGANISATION & RESPONSABILITES

KEYS ACTORS



MEASURES AND
ACTIONS TAKEN

2014-2016 : Coordination carried out within the framework of the **National Security Committee**

Development of a standard operating procedure for handling flights of Ambulance aircraft, transporting people from countries **affected** with Ebola or people infected or suspected of being infected with the Ebola virus, in **case** of a technical stop or emergency;

Publication of aeronautical information circulars relating to airports in Morocco where aircraft carrying people from countries affected by Ebola or people infected with the Ebola virus, can make technical stops;

Organization of a simulation exercise in response to a highly transmissible contagious disease, case of Ebola, on **May 30, 2015**;

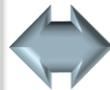


Measures and actions taken

Since the COVID-19 pandemic was declared as a “ Public health emergency of international concern” and in light of the development of the novel coronavirus COVID-19 internationally, the Moroccan Civil Aviation Authority, in close coordination with various actors concerned, has taken the following actions to :

- Reduce the spread of "COVID-19" by air transport;
- Protect the health of passengers, ground and flight personnel and the public;
- Ensure the continuity of cargo flights and the global air cargo supply chain.

National COVID-19 monitoring and response plan
“Central Coordination Post”
-PCC-



NATFC
Coordination of aspects related to the Civil Aviation sector

- Organization of coordination meetings of the **NATFC** and **the NCASC**;
- Conduct of **supervision activities** to inquire about the level of implementation of the recommendations relating to the context of the COVID 19 pandemic;
- Diffusion of notes, circulars, guide, etc.. ;
- Coordination at the airport level is ensured via the **Local Air Transport Facilitation Committees**.

Measures and actions taken

- **Guideline regarding health measures recommended for the management of passenger journeys (1st edition published on 09 June 2020);**
 - ONDA, airlines, as well as other airport service providers have drawn up operational guides and manuals containing guidelines and procedures adapted to **the** period of **sanitary** crisis;
- **« HEALTH PASSENGER FORM » :**
 - Developed by the PCC and validated by the NATFC;
 - Management process established by the NATFC;
- Recommendations related to security requirement implementation within the framework of the resumption of air transport activity, in accordance with **« CART Take-off Guidance »**



Difficulties faced

- Maintaining appropriate balance between AVSEC measures and public health measures ;
- Conducting effective oversight both on implementing effective AVSEC measures and public health measures ;
- Maintaining security staff competency, including security screening staff, during inactivity and reduced operations ;
- Difficulty to respect physical distancing especially during high activity (Infrastructural capacity, passengers and personnel constraints) ;
- Lack of human resources needed to implement new measures ;
- Lack of resources to assess public health measures implementation ;
- Managing unruly passengers situations relating to non respect of public health measures;
- ...

Lessons learnt

- Role of an effective coordination and communication;
- The need to be prepared to such emergencies :
 - Regulatory level;
 - Operational level, including exercises ;
- The importance of Technology and digitalization ;

« Pandemic culture! »

Lessons Learned

- The insufficient level of implementation of Annex 9 SARPs (8.17 and 8.19), specifically the lack of proper and functioning NATFC's, led to a lack of effective coordination and cooperation of contingency measures, recovery and restart;
- The establishment of ad-hoc coordination bodies for managing the pandemic resulted in unseasoned and inefficient coordination **and delayed an effective response**;
- To support States in a better implementation of respective SARPs, ICAO has developed:
 - **Annex 9 – Facilitation Course**;
 - **Facilitation Implementation Package (iPack) with a focus on the role and implementation of a NATFP and the NATFC as well as the airport committees**

States are urged to implement Annex 9 SARPS, establish a NATFP , NATFC and Airport Committees , define responsibilities, meet regularly and prepare for the response to Crisis Scenarie affecting Civil Aviation



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