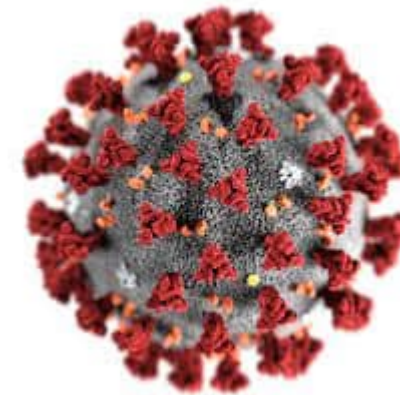


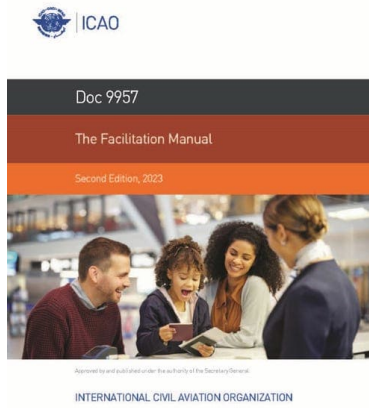
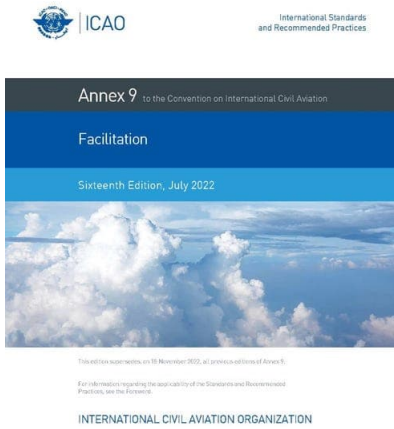
Developing a National Air Transport Facilitation Programme & Committee

- **In the beginning:** What is Facilitation?
- **Character and setting:** Who needs to be involved? What do they do?
- **Plot development:** What is your FALosophy?
- **Happily ever after?**



IN THE BEGINNING...





“Facilitation is the thread that runs through everything”

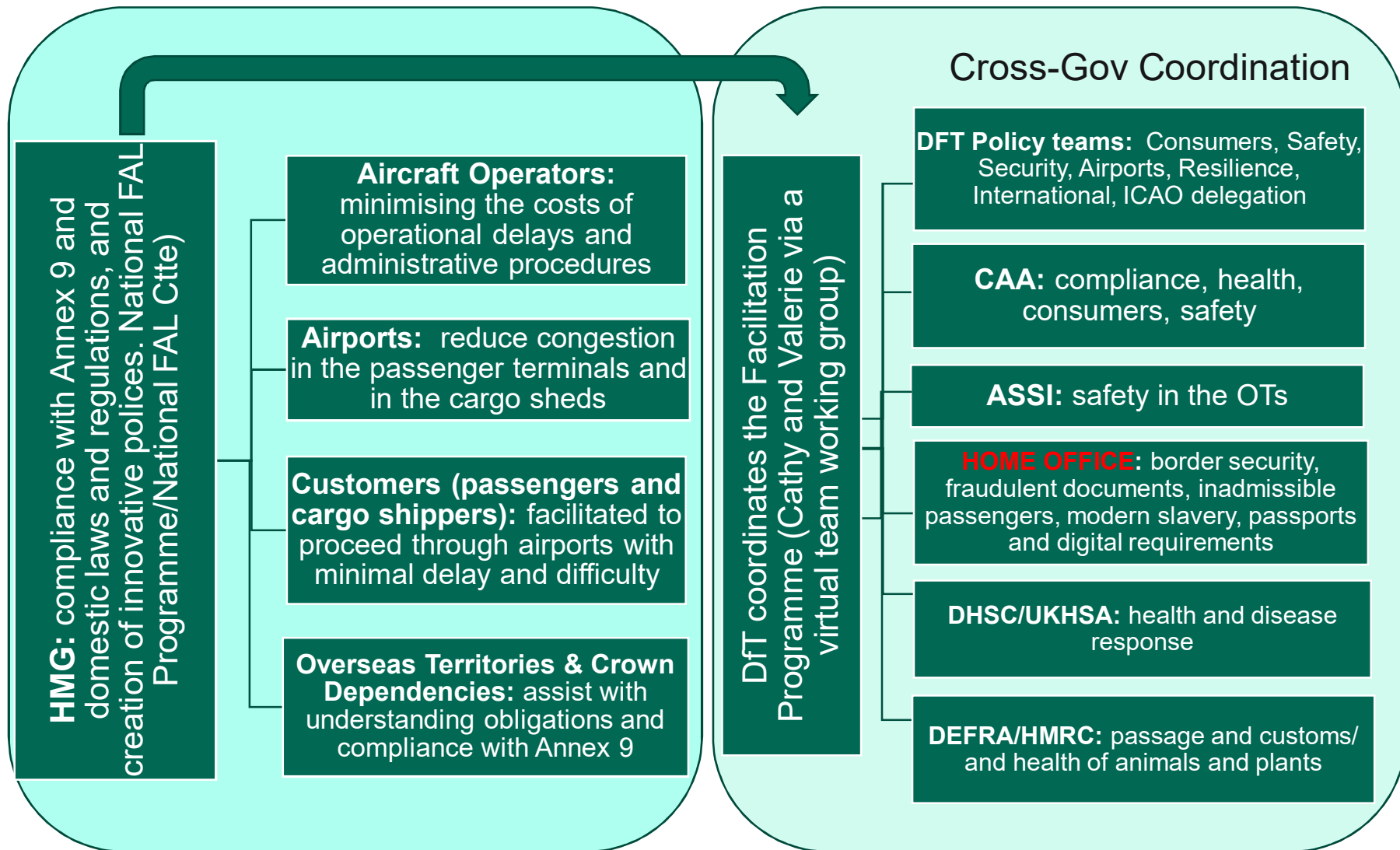


PLOT DEVELOPMENT....

1. Stakeholder mapping

	A	B	C	D	E	F
1	Annex 9 Chapter	Topic	Contact	Department	Email address	Notes/touchpoint
27	Chapter 4	A. General	Carol Dicker; Ade Willoughby	HO HMRC		
28	Chapter 4	B. Information required by the public authorities	Carol Dicker; Ade Willoughby; Mark Cairns	HO HMRC CAA AHU		
29	Chapter 4	C. Release and clearance fo export and import cargo	Carol Dicker; Ade Willoughby	HO HMRC		
30	Chapter 4	D. Spare parts, equipment, stores and other matial imported or exported by	Carol Dicker; Ade Willoughby	HO HMRC		
31	Chapter 4	E. Containers and pallets	Carol Dicker; Ade Willoughby	HO HMRC		
32	Chapter 4	F. Mail documents and procedures	Carol Dicker; Ade Willoughby	HO HMRC		
33	Chapter 4	G. Radioactive material	Carol Dicker; Ade Willoughby	HO HMRC BEIS		Safety team?
34	Chapter 5	A. General	Simon Watkin	HO		
35	Chapter 5	B. Inadmissible persons	Simon Watkin	HO		
36	Chapter 5	C. Deportees	Simon Watkin	HO		
		D. Procurement of a				

Facilitation Stakeholders (basically everyone!)



2. Compliance with Annex 9 SARPs and plotting to fill the gaps

- Update the EFOD
- Have patience – this can be a long process

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ANNEX 9: CHAPTER 2

SARP Identifier	FACILITATION Annex Standard or Recommended Practice	State Reference	Difference				Significant Difference	Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs						
			A) More Exacting or Exceeds	B) Difference in character or other means of compliance	C) Less protective or partially implemented or not implemented					
2.1	Contracting States shall adopt appropriate measures for the clearance of aircraft arriving from or departing to another Contracting State and shall implement them in such a manner as to prevent unnecessary delays.	NEW: Air Navigation Order 2016, Civil Aviation Act	X							
2.2	In developing procedures aimed at the efficient clearance of entering or departing aircraft, Contracting	NEW: Air Navigation Order 2016, Civil Aviation Act, Aviation Security Act	X							

Page 1 of 40 3574 words English (United Kingdom) Text Predictions: On Accessibility: Investigate Focus 100%

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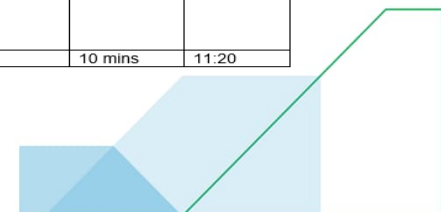
3. Building the NATFP & NATFC



UK National Air Transport Facilitation Committee	
Date and time	Wednesday 27 July, 10:00 – 11:30
Location	Microsoft Teams / GMH 3.6
Chair	Ben Smith, Director of Aviation, Department for Transport

AGENDA

Item	Presented by	Papers	Timing	Time
Item 1: Introductions	Ben Smith, Director of Aviation	N/A	5 mins	10:00
Item 2: A refreshed National Facilitation Committee: a reminder of its purpose	Jasmine Banghard, Deputy Director, International Aviation Strategy	N/A	10 mins	10:05
Item 3: Terms of Reference, membership, standing agenda <i>Questions for participants:</i> 1. Do you agree with the Tors? 2. Do you agree with the membership? 3. Do you agree with the standing agenda items?	Chair, Ben Smith, Director of Aviation	Terms of Reference	10 mins	10:15
Item 4: Standing agenda item no1: Updates on key Facilitation topics <ul style="list-style-type: none"> Update on Facilitation at ECAC and ICAO Update on health/resilience *NEW* Update on cross-Government pandemic preparedness Update on consumers/accessibility Update on borders and Working Group on Annex 9 <i>Questions for presenters</i>	Cathy West, DFT Mark Cairns, CAA Ross McNulty, DFT Jonet Tann, DFT Simon Watkin, Home Office	N/A	30 mins	10:25
Item 5: Standing agenda item no2: Topical issues <ul style="list-style-type: none"> Summer resilience Passport issues 	Kate Skidmore, DFT Stephen Chapman, HMPO	N/A	10 mins	10:55
Item 6: Standing agenda item no3: Industry focus/best practice <ul style="list-style-type: none"> Future of Facilitation 	Nuria Feroso, Head of European Passenger Experience at IATA	N/A	15 mins	11:05
Item 7: AOB		N/A	10 mins	11:20



Plot development: What is your FALosophy?

This is key to making progress and where you need to explore Facilitation's place within your organisation, the wider Government, and the aviation ecosystem. **One size does not fit all** – it will depend on structure, maturity of your aviation system, number of stakeholders etc. The UK's facilitation team has a **coordination, collaboration** and **strategy** function. We have settled on a Basics and Brilliance model – for now....

Basics

- Complete EFOD filing and ensure we are up-to-date with all SARPs/amendments
- Ensure CDOT compliance with Annex 9
- Build upon the x-gov virtual FAL team - who understand their role and contribute to UK FAL priorities
- Continue great governance through – **National Air Transport FAL Committee**
- Refresh **National Air Transport FAL Programme**

Brilliance

- Programme of **continual improvement** – reduce barriers to make flying more attractive; learn from best practice
- **Become a facilitation nation** through engagement activities (bilateral, multi-lateral), learning from best-practice and showcasing our policies
- **Develop influence** in all spheres by encouraging policy areas to become more outward facing
- **Become the experts** and help bring others along with us

Get involved! WGA9, Doc30 study group etc...

LESSONS LEARNED ON THE JOURNEY



Aviation is more than the sum of its parts



Boundaries are artificial and need to be broken down



ONE SIZE DOES NOT FIT ALL!!!!



We have a great story to tell – learn from others!

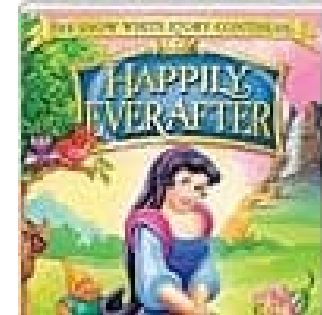


Ambition is boundless – but pick your wins



FALosophy – a unique perspective

HAPPILY EVER AFTER?



What should our level of ambition be? From zero to hero

Bare minimum (comply with ICAO SARPs) → Focus on some areas →
Become a 'Facilitation Nation'

How can we break down the silos for a holistic journey?

Examples: borders; disruptive passengers; air accident vic`tims; health
measures at airports/on flights

How do we measure success?

The sky's the limit!

THANK YOU!