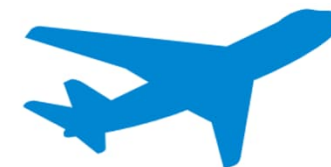


Joint ECAC-ICAO EUR/NAT workshop on National Facilitation Programmes and Committees

Athens, 12 March 2024

Italy, a case study on the role of the FAL Committee and FAL Programme in monitoring activities

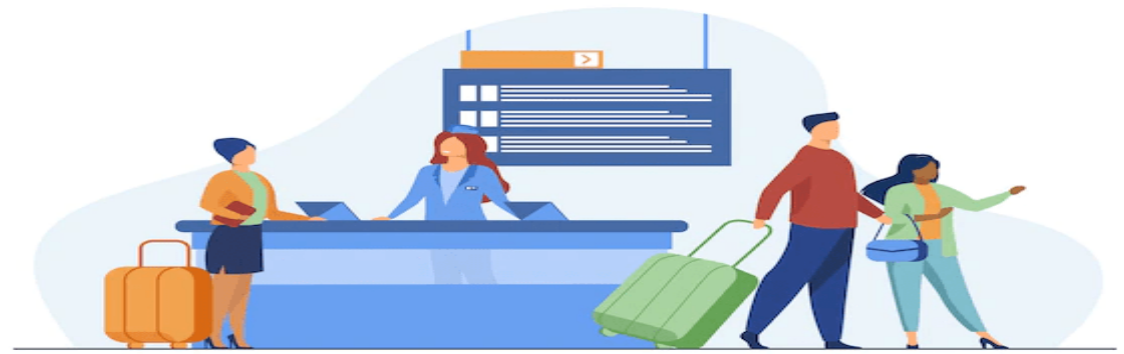


Denia Priami

FACILITATIONS

Activities, resources and procedures implemented to make the movement of aircrafts, passengers and goods through airports smoother and less burdensome, while ensuring compliance with national and international regulations and standards.

Facilitations involve four groups of stakeholders: States, aircraft operators, airport operators and customers (passengers or cargo operators).



STATES are primarily involved in achieving full compliance with national legislation



AIRCRAFT OPERATORS are focused on increasing productivity through cost rationalization, reduction of delays and technical times, and simplification of procedures



AIRPORT OPERATOR see facilitations as a means to make passenger transit and cargo management smoother, avoiding congestion in terminals and cargo areas



CUSTOMERS namely passengers and cargo operators, aspire to go through airport operations with minimal time and inconvenience, avoiding any administrative difficulty.



Slide 2

LFG1

Lo Forti Gabriele, 2/27/2024

THE NATIONAL AIR TRANSPORT FACILITATION PROGRAMME

Objectives of National Air Transport Facilitation Programme:

to meet all these needs by coordinating the actions of all stakeholders, both public and private.

The National Facilitation Programme also addresses issues that do not directly depend on the management of airport activities in the strict sense but that can certainly compromise the travel experience or be a serious danger.



Threats to security



Illegal immigration



Human trafficking



Narcotics trafficking



Contagious diseases



Aircraft accidents



THE FAL PROGRAMME IN ITALY



History of Committee and the Programme

- In Italy, The National Facilitation Committee was established in November 2016 and the National Facilitation Programme was adopted in September 2017.
- During 2023, the National FAL Programme was revised in light of recent developments regarding facilitations and of experiences gained from its initial adoption until today.
- The new FAL Programme became effective on February 2024

Evolution of the Programme

The new FAL programme also includes the **Triennial Action Plan for Facilitations**, that is the three-year objectives and work programme of the National Facilitation Committee.

The Action Plan will be updated every year and approved by the National FAL Committee.

In order to strengthen the role of the National Facilitation Committee, at least two meetings per year have been scheduled and the number of full members has been increased.

Composition of the National Facilitation Committee

1. ENAC
2. Ministry of Transport
3. Ministry of the Interior – Immigration and Border Police and Criminal Police
4. Custom Agency
5. Ministry of Health
6. Ministry of Agriculture
7. Ministry of Defence – Air Force Staff
8. Ministry of Foreign Affairs
9. Organizations from aviation industry (air carriers and airport operators, ground services providers)

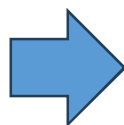


THE ITALIAN EXPERIENCE - AN EXAMPLE OF GOOD PRACTISE IN MONITORING ACTIVITY

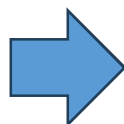
The experience conducted in Italy allows us to say that today the FAL Committee is the reference point for examination and consultation on facilitation issues among public entities directly involved and private stakeholders with an interest in the subject.

Why is the FAL Committee a reference point?

Because it acts as a forum for discussing proposals for changes to national and international legislation on facilitations, particularly by working to transpose ICAO Standards and Recommended Practises into national legislation



The experience within monitoring of compliance with SARPs of Annex 9, through the completion of checklist in the ICAO's EFOD system, has proven to be particularly effective.



In order to comply with ICAO regulations, ENAC established in 2016 a dedicated **USOAP-CMA Working Group** → The Members of the Working Group are the National Continuous Monitoring Coordinator and the National Continuous Monitoring Assistance, supported by focal points for each Annex.



MEMBERS OF THE USOAP-CMA WORKING GROUP



The National Continuous Monitoring Coordinator (NCCM)

- is the interface between the Member State and ICAO for all CMA-related aspects;
- is responsible for ensuring that the information requested by ICAO is communicated in a comprehensive and systematic manner with input from the relevant stakeholders (focal points);
- manages access credentials to the OLF platform and assigns them to focal points.

The National Continuous Monitoring Coordinator Assistant

- deals with the operational aspects of the management of the CMA, such as:
- to inform the focal points of the availability of the check lists of the new amendments of the ICAO Annexes, the new Protocol Questions introduced and the SAAQ sections to be updated;
- to ensure that updated data from focal points are entered in the OLF Platform;
- to monitor Corrective Action Plan actions and deadlines.

The Focal Point

- is appointed by the competent Directorate; has access to the OLF platform with reading and/or writing rights limited to the field of competence.
- In coordination with the Head of the Directorate of reference:
- identifies the differences between the Annex and national/European legislation and compiles the dedicated check lists;
- identify the corrective actions of the CAP, ensuring that the relevant Directorate takes the necessary steps to implement them;
- keeps SAAQ and PQs up to date.

FAL COMMITTEE AND USOAP – CMA WORKING GROUP EXPERIENCE



Through the involvement of the FAL Committee, the Working Group has been integrated with experts from the relevant Administrations and organizations, achieving much more satisfactory results than in the past.

First step: The ENAC working group has conducted a workshop with the aim of informing the experts about the purposes of ICAO USOAP-CMA Programme and methodology for completing the checklist in the EFOD system. Subsequently experts identified their respective areas of expertise and the SARPs of their competence.

OPERATIONAL PHASE:

- 1) Drawing up a work programme;
- 2) Definition of the timing of the activities;
- 3) Meetings to overcome critical issues and assess the progress.

General review of the information provided by experts and a quality control performed by the ENAC team. The “quality control” is aimed at verifying the standardization of the entered data and compliance with the requirements established by the ICAO USOAP-CMA Programme.

Finally, the focal point designated by ENAC for Annex 9 entered all data in the OLF - EFOD platform for notification to ICAO.

CONCLUSIONS



The National Facilitation Programme and National Facilitation Committee, must be intended as useful tools to achieve the objectives that the civil aviation community intends to accomplish in the facilitation field.

The goal is to make air transport more accessible and safer and ensure the right to sustainable and inclusive mobility for all.

This is also necessary to face new challenges, as the experience of the COVID-19 pandemic has taught us.

Thank you!

