

Terms of Reference

Task Force on the Global Aviation Facilitation Implementation Strategy

1. Establishment

1.1 At its Fourteenth Meeting, the Facilitation Panel (FALP), in consideration of WP/2 and in response to referrals from the Forty-second Session of the ICAO Assembly, agreed to establish a time-limited Task Force to examine the feasibility of a Global Aviation Facilitation Implementation Strategy.

1.2 The Task Force is established under the auspices of the Facilitation Panel and shall operate in accordance with relevant ICAO's procedures and Annex 9 — *Facilitation*.

2. Purpose

2.1 The purpose of the Task Force is to examine the feasibility, scope and possible framework of a Global Aviation Facilitation Implementation Strategy, as a structured and realistic manner to advance the effective and sustainable implementation of Annex 9 SARPs, taking into account technological advances, practical implementation considerations, and ICAO No Country Left Behind initiative.

2.2 This initial phase of work shall focus on feasibility and scope only, without prejudging the development, content or adoption of any future Strategy. Any such Strategy would need to clearly articulate its objectives and scope, priority outcomes and actions, and arrangements for monitoring and review, be sustainable and realistic in terms of resources, enshrine international cooperation and information sharing, foster a strong facilitation culture, encourage innovation and efficiency, and appropriately identify and manage facilitation-related risks.

3. Scope of Work

3.1 In carrying out its work, the Task Force shall:

a) Assess the feasibility of a Global Aviation Facilitation Implementation Strategy, taking into account:

- No Country Left Behind initiative;
- technological advances, practical implementation considerations, and existing ICAO facilitation instruments, guidance material and implementation tools;
- the diversity of national circumstances and levels of Annex 9 implementation;
- data availability, resource implications and sustainability considerations.

b) Define the potential scope and boundaries of any such Strategy, including whether it should:

- support, and not duplicate, existing ICAO programmes and plans;
- remain voluntary, implementation-focused and non-prescriptive.

c) Identify, if feasibility is established, the essential elements that any future Strategy would need to articulate clearly, including:

- objectives and scope;
- priority outcomes and actions;
- arrangements for monitoring, review and continuous improvement.

d) Ensure that consideration is given to all Annex 9 provisions, without prioritizing specific SARPs at this stage.

e) Be sustainable and realistic, including with regard to human, technical and financial resources;

f) Promote international cooperation, information-sharing and interoperability among States and stakeholders;

g) Foster a strong and enduring facilitation culture at the global, regional and national levels;

h) Encourage innovation, efficiency and modernization in facilitation practices;

i) Appropriately identify, assess and manage facilitation-related risks, including those arising from growth in air traffic, technological change and evolving operational contexts.

4. Method of Work

4.1 The Task Force shall conduct its work in close cooperation with the ICAO Secretariat and may draw, as appropriate, on expertise from:

- ICAO technical bodies;
- regional aviation organizations;
- industry stakeholders, as appropriate, within ICAO's established consultation practices.

4.2 The Task Force shall adopt a phased and consultative approach, refining its work following completion of the initial feasibility and scope assessment, and further direction by the Facilitation Panel.

5. Deliverables

5.1 The Task Force shall submit to the Facilitation Panel:

a) An initial report presenting:

- its assessment of the feasibility of a Global Aviation Facilitation Implementation Strategy;
- proposed scope and guiding parameters, if feasibility is established;
- key considerations, constraints and enabling factors.

5.2 Any further work shall be undertaken only subject to direction by the Facilitation Panel, based on the outcome of this initial phase.

6. Membership

6.1 Participation is open to Facilitation Panel members, subject-matter experts (SME) from ICAO TAG/TRIP, PKD Board, Member States, and other relevant Observer organizations. Participation from all regions is encouraged to ensure that, as much as practicable, there is widespread regional representation.

6.2 Following the call for nominations and after consultation with the Chairperson of the ATC, the Secretariat will circulate the membership of the Task Force to all its members.

7. Working Method

7.1 The Task Force will work in English only, by correspondence, including video conferencing. In-person meetings will be held, when necessary and possible, in order to finalize the work to be submitted to the Facilitation Panel for consideration.

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