



ASSEMBLY — 42ND SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Facilitation Programmes

MODEL FRAMEWORK FOR THE FACILITATION AND CERTIFICATION OF FAL INSPECTORS AND INSTRUCTORS IN ANGOLA

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States²)

EXECUTIVE SUMMARY

This working paper highlights the model legal framework established in Angola for the facilitation and certification of Facilitation (FAL) inspectors and instructors. It demonstrates how a national-level legal and institutional approach can support the effective implementation of Annex 9 — *Facilitation* provisions and strengthen overall air transport facilitation programs. The paper outlines the advantages of developing a comprehensive FAL program and encourages other Member States to consider adopting similar models adapted to their national contexts.

Action: The Assembly is invited to:

- take note of the lessons learnt from the Angolan model as a reference for Member States aiming to strengthen their FAL inspectorate frameworks;
- urge Member States to implement comprehensive national air transport facilitation programs aligned with the International Civil Aviation Organization (ICAO) provisions and international best practices; and
- direct ICAO Secretariat to create a platform for sharing of experiences and best practices to enhance implementation of Annex 9.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goal — Aviation Delivers Seamless, Accessible and Reliable Mobility for All
<i>Financial implications:</i>	To be determined
<i>References:</i>	Annex 9 — <i>Facilitation</i> Doc 9957, <i>The Facilitation Manual</i> Doc 10042, <i>Model National Air Transport Facilitation Programme</i>

¹ English and French versions provided by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, United Republic of Tanzania, Togo, Tunisia, Uganda, Zambia and Zimbabwe.

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO) Annex 9 — *Facilitation* emphasizes the importance of enhancing efficiency and cooperation at border control points and aviation facilities. A key element of this implementation is the establishment of competent national facilitation personnel, including inspectors and instructors. With the Declaration of the Year of Facilitation, Angola joined the effort to strengthen the implementation of Annex 9 in the country, driving the improvement of airport services.

1.2 Doc 9957, *The Facilitation Manual* and Doc 10042, *Model National Air Transport Facilitation Programme* offer support to States to increase knowledge of facilitation issues and concepts, improve the results of facilitation programs and increase compliance with Annex 9.

1.3 In this context, Angola implemented a structured national legal and institutional framework to regulate, certify and build capacity for facilitation (FAL) inspectors and instructors. This experience offers useful insights for States aiming to strengthen their own FAL systems.

2. DISCUSSION

2.1 The effective implementation of Annex 9 Standards requires robust legal and institutional foundations at the national level. These should define the roles, responsibilities and certification requirements for FAL inspectors and instructors.

2.2 Angola's approach involved integrating FAL oversight functions into national regulations, aligning training programs with ICAO guidance, and establishing a formal mechanism for certification and periodic competency assessment. This included the National Facilitation Program incorporating Specific Regulations for Air Transport Facilitation NTA 30 for Airport Operators and Air Operators - National Quality Control, and Facilitation Training and Certification Programs.

2.3 The certification process for FAL Inspectors and Instructors was developed under the guidance of ICAO, with the active participation of the National Civil Aviation Authority (ANAC), which ensures the training of highly qualified personnel for supervision and teaching in Angola's aviation community.

2.4 The initiative also ensures cross-sectoral collaboration among civil aviation, immigration, customs, health and security agencies in line with the National Air Transport Facilitation Program.

3. LESSONS LEARNED FROM THE ANGOLAN MODEL

3.1 Angola's experience demonstrates that having a dedicated legal and institutional framework for FAL personnel facilitates:

- a) structured and consistent capacity building;
- b) improved compliance with ICAO Standards and Recommended Practices (SARPs)
- c) greater national coordination across border agencies; and
- d) sustainability of FAL oversight and training programs.

3.2 This model demonstrated a comprehensive national FAL program which enhanced the State's ability to:

- a) streamline border clearance procedures;
- b) improve passenger experience and throughput;
- c) strengthen security without compromising facilitation;
- d) respond efficiently to public health events and emergencies; and
- e) monitor compliance and performance of FAL functions.

3.3 By integrating the certification and development of FAL personnel within a broader programmatic approach, States can ensure a sustainable and responsive facilitation system.

3.4 This model may be adapted by other States to fit their legal systems and institutional arrangements while maintaining alignment with ICAO requirements.

4. **CONCLUSION**

4.1 The Angolan model offers valuable insights into how a well-structured legal and institutional framework can enhance the certification and oversight of FAL inspectors and instructors. Its implementation reflects a proactive approach to strengthening national facilitation systems in alignment with ICAO Annex 9, while fostering collaboration among border control agencies.

4.2 As Member States strive to improve facilitation, adopting tailored models that incorporate legal backing, inter-agency coordination, and sustainable capacity building will be essential. The Assembly is invited to recognize the importance of such frameworks in advancing seamless and secure air transport across the continent.

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