



**WORKING PAPER**

**ASSEMBLY — 41ST SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 13: Facilitation Programmes**

**NEED TO UPDATE AND ALIGN THE FACILITATION MANUAL TO THE UPDATED  
FORMAT OF ANNEX 9 SARPS – FACILITATION**

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States<sup>1</sup>)

**EXECUTIVE SUMMARY**

This working paper highlights the evolution of Annex 9 SARPs – *Facilitation* and the need to update the guidance materials linked to that Annex to ensure their effective implementation. Despite the fact that Standards and Recommended Practices (SARPs) in Annex 9 have evolved, the Facilitation Manual 1<sup>st</sup> edition, 2011 has remained unchanged and therefore, outdated. The Manual has not kept up with the reality of the situation even though guidance materials have been developed for specific topics such as the PNR and API.

The paper calls for the updating of the Facilitation Manual ICAO Doc 9957 to align it with the evolution of Annex 9 and to link it to relevant guidance materials in the specific areas of facilitation.

**Action required:**

The Assembly is invited to:

- a) take note of the information provided; and
- b) direct ICAO to update the Facilitation Manual to reflect the developments in the facilitation domain specifically in Annex 9.

Strategic objective:	This working paper relates to the Strategic Objective Security and Facilitation
Financial implications:	
References:	Annex 9 – <i>Facilitation</i> Doc 10042, <i>Model National Air Transport Facilitation Programme</i> Doc 9957, <i>The Facilitation Manual</i> (First Edition-2011)

<sup>1</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Cote d'Ivoire, Democratic Republic of the Congo, Republic of the 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, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe.

## 1. INTRODUCTION

1.1. Recent events such as the outbreak of COVID-19 pandemic, traffic growth, and the various needs of States to enforce their laws while ensuring efficient border control and minimizing delays in air operations have demonstrated once again, the importance of air transport facilitation.

1.2. To achieve effectiveness and overall efficiency in the implementation of facilitation Standards and Recommended Practices (SARPs), it is necessary for Contracting States to have updated guidance materials in relation to the updated version of Annex 9 – *Facilitation*.

## 2. DISCUSSION

2.1. Since Annex 9 – *Facilitation* came into effect, many changes have occurred in the field of facilitation. These changes have been reflected in various forms in the amendments to Annex 9 and have resulted in the adoption of new SARPs such as the 28<sup>th</sup> amendment to Annex 9, which is organized in 9 chapters and made the implementation of the PNR mandatory.

2.2. The projected evolution of Annex 9 in the amendment 29 will be simplified in order to keep the most relevant standards for more efficiency, to meet technological evolution and the needs of the States. This amendment will also be organized in 10 chapters with the 10<sup>th</sup> chapter focusing on provisions related to the management of public health events in aviation.

2.3. To enable Member States to have a common understanding of the SARPs, ICAO regularly issues guidance material in different areas of civil aviation covered by the Annexes. Thus, in the area of facilitation, the 1<sup>st</sup> edition of the Facilitation Manual (ICAO Doc 9957) was published in 2011.

2.4. Although the SARPs have evolved since Amendment 21 of Annex 9, the Facilitation Manual has remained unchanged. Thus, it is considered outdated as it has not kept up with the reality of the situation even though guidance materials have been developed for specific topics such as the PNR and API. Hence there is need to plan/program regular reviews to ensure that it remains current.

2.5. It is therefore appropriate to consider updating the Facilitation Manual to align it with the proposed evolution of Annex 9 and to link it to relevant guidance materials in the specific areas of Facilitation.

## 3. ACTION BY THE ASSEMBLY

- 3.1 The Assembly is invited to:
- a. take note of the information provided; and
  - b. direct ICAO to update the Facilitation Manual to reflect the developments in the facilitation domain specifically in Annex 9 – *Facilitation*.