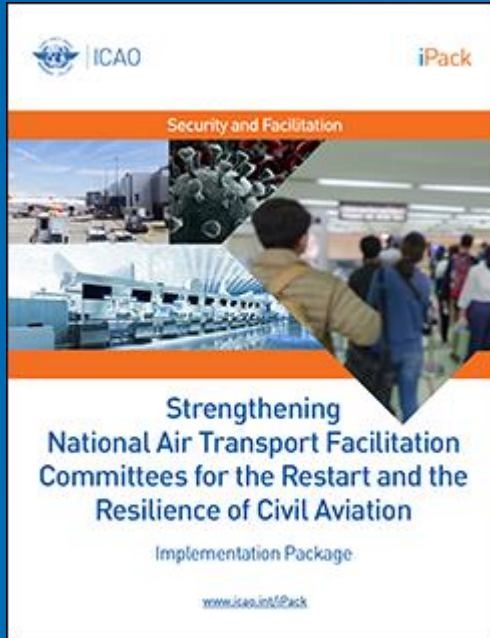


# 9ème REUNION REGIONALE CAPSCA AFRIQUE



## iPack FAL

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## 1- Concept de l'iPack

Un iPack est un produit composé de documents d'orientation standardisés, de formations, d'outils et de soutien d'experts, qui vise à faciliter et à guider la mise-en-œuvre des dispositions de l'OACI pour les États, les prestataires de services, ou autres parties prenantes et leur personnel. Un iPack est destinée à être une assistance autonome composée des éléments pertinents:

- **Documents:** comprenant les Annexes et autres documents de l'OACI, etc...
- **Formation standardisée:** cours, ateliers en salle ou en mode virtuel,
- **Outils:** applications, système de report ou de notification électronique, etc...
- **Expertise de consultants:** mis à la disposition de l'Etat bénéficiaire
- **Conseils pour l'acquisition:** dans les cas d'infrastructure ou d'équipements

## 2- Objectifs de l'iPack FAL

1. Élaborer ou réviser les dispositions nationales existantes relatives à l'établissement Programme National de Facilitation du Transport Aérien (PNFTA) ;
2. Élaborer ou réviser les dispositions nationales existantes pour la création du Comité National de Facilitation du Transport Aérien (CNFTA) et de comités de facilitation aéroportuaire ;
3. Établir un mécanisme de rapport et de coordination entre l'aviation civile et les principales parties prenantes impliquées ;
4. Établir des comités de facilitation aéroportuaire ; et
5. Soutenir la mise en œuvre du PNFTA et établir un plan d'action si nécessaire.



### 3- Aperçu des composantes de l'iPack FAL

1. **Expertise:** Consultant pour une durée de 15 jours consécutifs de travail ou sur une période d'un mois.
2. **Formation:** Cours virtuel sur l'Annexe 9 – Facilitation de l'OACI
3. **Outils:** Système électronique de notification de différences (EFOD)
4. **Documents:** Annexes de l'OACI, manuels et autres documents pertinents

## 4- Déploiement de l'iPack FAL

- Lors du déploiement de l'iPack, le travail doit être effectué par le personnel de l'aviation civile et non pas par l'Expert FAL.
- Le rôle de l'expert FAL est d'identifier et d'hiérarchiser les besoins de l'Etat, d'accompagner le personnel dans l'atteinte des objectifs spécifiques de l'iPack et d'assurer la durabilité grâce au renforcement des capacités du personnel.
- Le personnel de l'aviation civile doit veiller à ce que toutes les parties prenantes de la facilitation comprennent bien leurs rôles et responsabilités ainsi qu'assurer un suivi continu.

## 5 – Rôles et Responsabilités

### Etat

- ✓ Nommer un point focal
- ✓ Participer à l'évaluation des besoins
- ✓ Désigner les participants à la formation
- ✓ Mettre en application (avec support du SME)

### Expert FAL

- ✓ Participer à l'évaluation des besoins
- ✓ Préparer le plan de travail
- ✓ Assurer la conduite de l'ipack

### Bureau Régional

- ✓ Participer à l'évaluation des besoins et support technique

### ATB/FAL

- ✓ Support technique

### TCB

- ✓ Coordination du déploiement

## 6 –iPacks FAL déployées en Afrique

### ESAF

### WACAF

ETATS	ANNEE
MALAWI	2021
ESWATINI	2021
COMORES	2022
SOMALIE	2022
BURUNDI	2023 (en cours)

ETATS	ANNEE
GAMBIE	2021
SIERRA LEONE	2021
MAURITANIE	2022
GABON	2022
GUINEE	2023 (en cours)



*Appendix A*

**Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation Objectives**

FAL Implementation Package Objectives	Ref. to ICAO CART Principles	Ref. to Doc 10042	Deliverables	Indicators to measure Implementation Package success
<p>1. Review existing national provisions related to the establishment of a National Air Transport Facilitation Programme</p>	<p>Principle 1, Principle 2, Principle 3, Principle 4, Principle 5</p>	<p>Chapter 1, 2, 3, and 4</p>	<p>a. Contact the lead agency in charge of coordinating, drafting, and implementing of the NATFP to verify that the national legislation is established or exists as foundation for the implementation of a National Air Transport Facilitation Programme (NATFP).                      b. Verify that a stakeholder management strategy exists and committees with appropriate participation and support are established.                      c. Prove that platforms to support collaborative decision-making have been established.                      d. Confirm that coordination groups with appropriate stakeholders have been established.</p>	<p>a. Copy of existing regulations setting the national legal framework.                      b. Terms of reference for each agency/stakeholder.                      c. Defined responsibilities for each agency/stakeholder.                      d. Contingency plans and other emergency response documents.                      e. List of Implementation guidelines.</p>



<p>2. Review existing national provisions for the establishment of National Air Transport Facilitation Committee and Airport Facilitation Committees</p>	<p>Principle 1, Principle 2, Principle 3, Principle 4, Principle 5</p>	<p>Chapter 5 and 6</p>	<p>a. Verify that a Stakeholder management strategy exists. b. Ensure that the committees with appropriate participation and support have been established. c. Check that platforms to support collaborative decision-making have been established. d. Check if coordination groups have been established with appropriate stakeholders. e. Provide guidance on input to the Annex 9 Compliance Checklist.</p>	<p>a. Terms of reference for each agency/stakeholder. b. Minimum number of stakeholders involved in quarterly National Facilitation Meetings. c. Minutes and corresponding decisions/actions taken. d. Entries into ICAO Compliance Checklist (Electronic Filing of Differences System).</p>
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<p>3. Verify that a reporting and coordination mechanism between the Civil Aviation Authority (CAA) and other key facilitation stakeholders, including public health authorities for public health emergencies, such as COVID-19, has been established.</p>	<p>Principle 1, Principle 2, Principle 3, Principle 4, Principle 5</p>	<p>Chapter 5, 6, and 7</p>	<p>a. Verify that a phased planning for restart coordinated with national authorities, public health authorities, airport operators, aircraft operators and other relevant stakeholders has been put in place. b. Check that a communication and reporting protocol has been established.</p>	<p>a. Number of coordination or table top exercises completed. b. Number of planned actions completed on time. c. Number of prioritization exercises completed.</p>
<p>4. Verify that Airport Facilitation Committees have been established.</p>	<p>Principle 1, Principle 2, Principle 3, Principle 4, Principle 5</p>	<p>Chapter 5, 6, and 7</p>	<p>a. Verify that airport committees with appropriate participation and support have been established. b. Check that Coordination groups with appropriate stakeholders have been established. c. Check if a reporting mechanism to the national committee has been established.</p>	<p>a. Established minimum number of stakeholders involved in Airport Facilitation Meetings. b. Minutes and corresponding decisions, recommendations / actions taken. c. List of operational issues identified at airport level. d. A list of recommendations reported to national committee.</p>
<p>5. Check progress in the implementation NATFP and NATFC. Draft an Action Plan for the implementation of the NATFP, if required.</p>	<p>Principle 1, Principle 2, Principle 3, Principle 4, Principle 5</p>	<p>Chapter 5, 6, and 7</p>	<p>a. Verify documented lessons learned from COVID-19 pandemic. b. Verify if identified gaps have been documented. c. Check if the contingency plan is in place. d. Conduct gap analysis. e. Draft the report including findings and action plan.</p>	<p>a. Number of identified gaps. b. Progress tracked. c. Documented number of lessons learned during the COVID-19 pandemic. e. Final report including Action Plan and recommendations.</p>





**Merci**