



WORKING PAPER

AVSEC/FAL/RG/9 — WP/13
 21/03/19

**Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and
 Facilitation Regional Group (AVSEC/FAL/RG/9)**

Santo Domingo, Dominican Republic, 25 to 29 March 2019

- Agenda Item 5: Programmes and Projects - Facilitation (FAL)**
5.4 Report on the working paper presented to the Tenth Facilitation Panel Meeting, September 2018

NEEDS OF FACILITATION OFFICIALS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This Working Paper follows up the actions agreed at AVSEC/FAL/RG/8 in order to improve competencies of officials on facilitation within Member States. The paper describes the actions already taken by the Secretariat to develop training material in facilitation and it includes the working paper submitted to FALP/10 in Appendix which included a set of proposals aimed at creating durable capacity building related to Facilitation.</p>	
Action:	Suggested action is presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Security & Facilitation
<i>References:</i>	<ul style="list-style-type: none"> • 10th Meeting Facilitation Panel – Report

1. Introduction

1.1 At the 8th ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/8) the States of Bolivia, Cuba, Nicaragua, Uruguay and Venezuela presented a working paper stating the needs of national facilitation officials.

1.2 The paper reflected on the complexity and variety of matters covered under facilitation and the demanding preparation required to properly address them. Although ICAO partially audits Facilitation Standards and Recommended Practices (SARPs) included in Annex 9 – *Facilitation*, under the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA), there is no proper training material developed in order to prepare national experts in this field.

1.3 After the ensuing discussion regarding the convenience of developing training material or recognizing already existing material developed by Member States, the Secretariat clarified that the material for a Facilitation Instructor Course should be developed by the responsible ICAO Section, GAT (Global Aviation Training).

1.4 Finally, the Regional Group decided to submit the working paper for the consideration of the Facilitation Panel, whose 10th meeting (FALP/10) took place in Montreal, from 10 to 13 September 2018.

2. Working paper and discussion at the Facilitation Panel

2.1 The working paper FALP/10 — WP/22 (attached in the Appendix) on the needs of officials in charge of facilitation matters was presented by Cuba on behalf of the AVSEC/FAL/RG and it stated a set of proposals aimed at creating durable capacity building related to facilitation within the States, developing the knowledge and competencies of their officials.

2.2 From the different proposals presented, the Facilitation Panel (FALP) broadly supported the development of guidance materials and training programmes in the field of facilitation. States were reminded about the possibility of organizing ICAO seminars on facilitation, as these assist them in gaining a better understanding of subjects encompassed in this field. However, the proposals for the inclusion of new Facilitation SARPs within the USAP-CMA audits and the organization of a high-level facilitation conference similar to the ones organized in aviation security were not supported, with the argument that, with the limited resources available, to both States and ICAO, resources should not be diverted from security to facilitation.

3. Steps towards the creation of training material on facilitation

3.1 After FALP/10, the Facilitation Section Secretariat started to work in coordination with GAT proposing the development of two facilitation courses:

- **FAL Basic**, a face-to-face course designed to fill the gap of the non-existence of general training in facilitation. The course is intended for relevant staff from Civil Aviation Authorities (CAA), airports and airlines operators, as well as other entities like Customs, immigration, public health and travel document issuers. The course would cover the main facilitation SARPs and the development and implementation of a National Air Transport Facilitation Programme (NATFP).
- **TRIP Strategy Training** (Traveller Identification Programme), a face-to-face course designed to facilitate in the implementation of the ICAO TRIP Strategy. Its objective is to consolidate the knowledge of managers in charge of implementation of the five TRIP elements in order to ensure both interoperability and internal cooperation.

3.2 Once the development of the courses is approved, both would be given through the TRAINAIR PLUS network and not through the Aviation Security Regional Training Centres (ASTC) network, as the latter only covers aviation security training.

3.3 The training needs on facilitation are listed as one of the agenda items of the 6th ICAO Training Working Group Meeting (ITWG/6), which would discuss training needs for ICAO course development and took place in Montreal on 21 March 2019.

4. Suggested actions

4.1 The Meeting is invited to:

- a) Note the information presented.



International Civil Aviation Organization

FALP/10-WP/22
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WORKING PAPER

FACILITATION PANEL (FALP)

TENTH MEETING

Montréal, 10-13 September 2018

Agenda Item 5: Assistance to States on the implementation of Annex 9: *No Country Left Behind* (NCLB) campaign:

NEEDS OF FACILITATION OFFICIALS

(Presented by Cuba on behalf of the NAM/CAR
and SAM Regional Group on Aviation Security and Facilitation)

SUMMARY

This paper is to light the needs of the officials in charge of Facilitation matters within the Member States. The paper also presents a set of proposals in order to create durable capacity building related to Facilitation within Member States and develop the knowledge and competences of Facilitation officials.

Action by the FAL Panel:

The FAL Panel is invited to:

- a. Discuss the set of actions proposed in this paper, modifying or adding new ones; and
- b. Ask ICAO to consider the actions agreed in order to achieve greater implementation of Facilitation SARPs and develop the knowledge and competences of Facilitation officials.

1. INTRODUCTION

1.1 Annex 9 to the Chicago Convention, Facilitation, embodies the SARPs and guidance material pertaining specifically to the facilitation of formalities for clearance of aircraft, crew, passengers, goods and mail. Facilitation comprises a wide range of subjects from immigration and customs procedures to the prevention of communicable diseases, passengers with reduced mobility (PRMs) or assistance to aircraft accident victims and their families.

1.2 What makes Facilitation such an interesting but also complex field is that it covers different topics and requires a close coordination between government agencies and aviation industry stakeholders and organisations.

1.3 In recent years, Annex 9 has increased its relevance through the upgrade of certain Recommendations to Standards (e.g. Advance Passenger Information, assistance to aircraft accident victims) and through the inclusion of certain provisions, those directly linked to aviation security, in the USAP-CMA audit programme (in fact, a significant part of Annex 9 SARPs could be considered as the other side of the coin of Annex 17).

2. APPROPRIATE SPECIALIZATION ON FACILITATION

2.1 Notwithstanding the foregoing, ICAO and Member States usually prioritize Aviation Security over Facilitation, and this fact was discussed in depth at the 8th meeting of the NAM/CAR and SAM Regional Group on Aviation Security and Facilitation (AVSEC/FAL/RG/8, Mexico City, 13 to 14 August 2018).

2.2 As it was pointed out during the discussion, Member States tend to concentrate resources in Aviation Security since Facilitation is an area less structured, requires a huge effort of coordination, is not integrally covered within ICAO audit programmes, and there is a lack of training materials and assistance programmes in ICAO on Facilitation. As a consequence, Facilitation officials are not aware of the latest developments in their field (e.g. paperless technologies, risk-analysis tools for border control and customs) and facilitation procedures are less standardized.

2.3 Current ICAO efforts on Facilitation are oriented to the promotion of the ICAO Traveller Identification Programme (e.g. ICAO TRIP Regional Seminars), and training is basically limited to the organisation of a Facilitation Workshop every two years per region. These activities are complemented by initiatives led by other international organizations, usually focused on very specific topics (e.g. IATA API-PNR Day, OAS-CICTE technical assessment missions on border control).

2.4 Therefore, considering the key importance of Facilitation in processes as immigration and customs clearance, PRM assistance or security checks, and recognizing its influence for ensuring smooth and efficient operations on civil aviation, it is suggested that ICAO designs a more comprehensive strategy on Facilitation in order to better assist Member States.

3. PROPOSED ACTIONS AND ROADMAP

3.1 Having as goals the better implementation of Facilitation SARPs among Member States and better training and preparation of Facilitation officials, a set of possible actions are proposed below:

- a) The development of standardized training packages and a dedicated course for national Facilitation instructors, taking as reference the training materials already developed for national Aviation Security instructors.
- b) The consideration, under the implementation of Aviation Security Improvement Plans (ASIPs) of dedicated activities on Facilitation.
- c) The continuous inclusion of additional Facilitation Standards under the USAP-CMA activities (e.g. API) or the development of an integral audit programme covering Facilitation SARPs.
- d) The enhancement of horizontal cooperation among States through the organization at regional level of workshops and seminars covering main Facilitation matters (e.g. implementation of API-PNR programmes).

- e) The organization of a high-level event similarly to those organised on Aviation Security, highlighting the priorities and challenges on Facilitation (e.g. API-PNR implementation, common PRM assistance policy).
- f) The consideration to preparer Facilitation auditors

4. **ACTIONS BY THE FAL PANEL**

- 4.1 The FAL Panel is invited to:
 - a. Discuss the set of actions proposed in this paper, modifying or adding new ones; and
 - b. Ask ICAO to consider the actions agreed in order to achieve greater implementation of Facilitation SARPs and develop the knowledge and competences of Facilitation officials.

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