NIGERIA NATIONAL AIR TRANSPORT FACILITATION PROGRAMME IMPLEMENTATION

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Preamble

- The Convention on International Civil Aviation (the Chicago Convention) obliges Nigeria, like other Contracting States, to:

  - implement a National Air Transport Facilitation Programme (NATFP) to facilitate and expedite navigation by aircraft between Nigeria and the territories of other ICAO Contracting States

  - prevent unnecessary delays to aircraft, crews, passengers and cargoes, especially in the administration of the law relating to immigration, quarantine, customs and other clearances at airports.

- NATFP is a means of coordinating activities between departments or agencies of the State concerned with or responsible for various aspects of facilitation of national civil aviation.

- The establishment of NATFP is required by ICAO Standard 8.17 in the Annex 9 (Facilitation) to the Convention.

Preamble – cont'd

- The purpose of NATFP is to **provide a framework to guide the improvement and optimization of aircraft, crew, passenger and cargo flows through airports and to improve customer service, while maintaining appropriate security requirements.**

- The Nigeria Civil Aviation Regulations (Nig.CARs), 2015 provide that the responsibility for implementing the NATFP in accordance with SARPs on Annex 9 (Facilitation) in Nigeria is vested in the Nigerian Civil Aviation Authority (NCAA).

- Airport Facilitation Programme pursues the objectives of Annex 9 at the operational level. It encompasses border clearance processes at the airport, as well as planning and management of processes by Airport FAL Committee. It involves day-to-day problem-solving and implementation of Annex 9.

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NATFP IMPLEMENTATION IN NIGERIA

- Nigeria, having domesticated the ICAO SARPs relating to Annex 9 (Facilitation) to the Chicago Convention, has inculcated its provisions into Part IX, Section 30(1a) of the Nigerian Civil Aviation Act, 2006, and Part 18.8 of the Nigeria Civil Aviation Regulations (Nig. CARs), 2015

- NATFP was promulgated in Nigeria on 24th June, 2007

- However, in compliance with Standards 8.17, 8.18 and 8.19 of Annex 9 to the Chicago Convention, Nigeria updated its NATFP in 2015 in line with the accepted model. The NATFC) was thereafter, established to implement and manage the provisions of the NATFP

- NATFC was inaugurated on 12th June, 2014 to serve as a vehicle for carrying out the NATFP in Nigeria, sequel to the establishment of NATFP and enactment of same into National Civil Aviation Regulations in Nigeria on 24th June, 2007.

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NATFP IMPLEMENTATION IN NIGERIA – cont'd

- Nigeria through the NATFC adopted the Advance Passenger Information (API) on 12th August, 2014. In line with the ICAO SARPS, API was accordingly included in the reviewed Nig. CARs, 2015; also, the API System has reached an appreciable stage in legislation as it been incorporated in the amended Civil Aviation Act which is currently at the Nigerian Parliament (the National Assembly) awaiting enactment into law in line with ICAO SARPs

- Several Technical Committee meetings on implementation were convened so as to review and agree on the facilitation tools that would be used for the implementation of API;

- A special meeting of NATFC was convened in April of this year, to consider the ICAO TRIP Implementation Roadmap for Nigeria. The West African region is currently among the least in ICAO TRIP implementation.

- Also, a meeting of NATFC was held 4th December, 2018, where a status report, on API System, amongst other facilation issues, was presented by NIS, the Co-ordinating Agency for API in Nigeria..

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Collaborative Efforts of Nigeria on Facilitation and Security

- NATFC, led by the DG-NCAA, is building partnerships with various regional and international stakeholders such as ICAO, AFCAC, IATA, and Banjul Accord for information sharing and co-operation in the areas of evidence of identity, document issuance and control, Machine Readable Travel Documents (MRTDs), inspection systems and tools and interoperable applications, as well as access to internationally Standardized Passenger Data management systems for the benefit of aviation and national security;

- Nigeria is cooperating with ICAO, pursuant to the capacity building under the Traveller Identification Programme (TRIP) Strategy which provides the framework for achieving significant enhancements in aviation security and facilitation, especially the implementation of Advance Passenger Information (API), interactive Advance Passenger Information (iAPI), Public Key Directory (PKD), Passenger Name Record (PNR), Machine Readable Travel Documents (MRTDs), Electronic Machine Readable Passport (eMRP), and Automated Border Controls (ABCS).

- Nigeria is represented at most of the strategic meetings on TRIP undertaken by ICAO around the world.

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Collaborative Efforts of Nigeria on Facilitation and Security-cont'd

- IOM, the UN migration Agency, is working with NIS as a Technical Partner in the area of immigration and border management in relation to the implementation of API in Nigeria

- At a meeting between NIS and IOM, 6th December, 2018, the workability/modalities for implementation of API were examined. An interactive meeting of NCAA, NIS, IOM, NSA, Interpol/Police will soon be convened, to follow up on discussions on API implementation in Nigeria

- In July and August, 2018, a joint NIS/IOM Technical Team conducted a detailed assessment of Nigeria's 5 major international airports to evaluate the current state of service data management system

- IOM's interest is to engender a solution that will incorporate the implementation of API system to significantly strengthen the ability of NIS to inspect, control and facilitate border movements as well as comply with international best practices.

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Benefits of NATFP to Nigeria

NATFP aims to address and harmonise the interests of all entities/MDAs involved in facilitation (e.g. airlines, airports, ground handlers etc) to promote the growth of a safe, reliable and viable air transport industry.

Nigeria has benefitted in the following ways:

- Helps in improving on the quality and flow of aircraft, crew, passenger and cargo at our airports

- Raised the level of service delivery and efficiency of airport processes and procedures

- Contributes towards meeting the needs of needs of the travelling public

- Helping to encourage and facilitate the growth of air transport .

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COMPOSITION AND RESPONSIBILITIES OF NATFC

- NATFC is made up of Heads of NCAA, FMT (Aviation Sector), FAAN, NAMA, NCS, NIS, MFA, NPF, NAQS, SSS, NDLEA, PHS, NTB, NIMET, Ground Handling companies and a representative of AON.

- The Committee's responsibilities include:

- ✓ Ensuring coordination between relevant Ministries and agencies to remove unnecessary obstacles and delays, and improve efficiency and service quality of air transport

- ✓ Developing and implementing the provisions of NATFP consistent with the SARPs contained in Annex 9

- ✓ Encouraging the development of best practices in all aspects of facilitation at the airports (e.g. Immigration, Customs, handling of persons with disabilities, etc) ▯ Inform competent agencies, Departments and other organizations of significant relevant developments in facilitation (e.g. outcome of ICAO FAL Panel, consider and recommend to them on issues related to NATFP

- ✓ Coordinating with the National Civil Aviation Security Committee (NCASC) on security-related aspects of facilitation ▯ Implement the applicable Articles of the Chicago Convention namely, Articles 12, 13, 14, 22, 23, 37 and 38.

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CHALLENGES OF FULL IMPLEMENTATION OF THE NATFP IN NIGERIA

- Difficulty in obtaining the commitment of Heads/CEOs of parastatal Agencies/Departments who are members of the Committee to attend meetings or send representatives who can take decisions for their organizations at NATFC meetings;

- Lack of sufficient synergy amongst the concerned Ministries, Departments and Agencies (MDAs) relevant to the implementation of the programme; this has, in part, made the implementation of API in Nigeria slow in spite of the efforts of NAFTC;

- There have been no required synergies and limited knowledge among the concerned Ministries, Departments and Agencies (MDAs) and the private sector, especially the airlines (which will provide primary data to drive the Strategy) relevant to the implementation of the TRIP Strategy.

- Lack of a complete database system that will invariably enhance the harmonization of the various security checks at the airports

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WAY FORWARD/CONCLUSION

- Nigeria seeks financial and technical assistance under the 12 Member States in the Sahel region as well as technical assistance from the various donor countries and Agencies to develop the API and the five elements of the ICAO TRIP Strategy

- Provision of appropriate equipment in sufficient numbers to enhance the harmonization of the various facilitation and security operations at Nigerian airports, as well as the implementation of the ICAO TRIP Strategy

- ICAO's laudable initiative, the "No Country Left Behind", should identify Nigeria's critical needs on TRIP and help give technical assistance through the Implementation and Capacity Building Working Group (ICBWG) window of the TAG/TRIP

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THANK YOU

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