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# NATIONAL AIR TRANSPORT FACILITATION PROGRAMME IMPLEMENTATION IN NIGERIA

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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 to 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 processes** by Airport PAL Committee. It involves day-to-day problem-solving and implementation of **Annex 9**.



## ACTIONS TAKEN SO FAR ON 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 24<sup>th</sup> 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 the year 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 12<sup>th</sup> 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 24<sup>th</sup> June, 2007.



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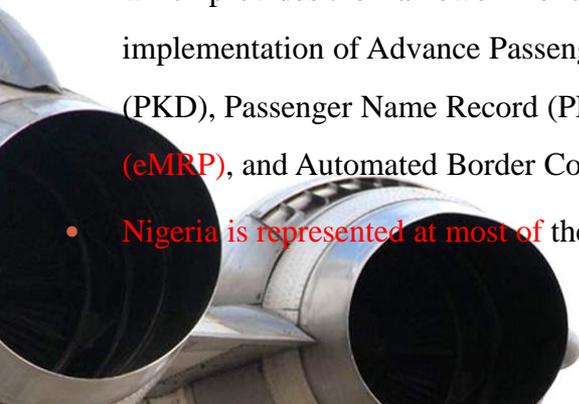
## ACTIONS TAKEN SO FAR ON NATFP IMPLEMENTATION IN NIGERIA – cont'd

- Nigeria through the NATFC adopted Advance Passenger Information (API) on 12<sup>th</sup> August, 2014. API was accordingly included in the reviewed Nig. CARs, 2015, 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;
- Also, 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. The border control agencies were requested to present their wish-lists which have since been transmitted to ICAO (TAG-TRIP).



## Collaborative Efforts Made by Nigeria in 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
- 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.





## 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. The benefits are:

- 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



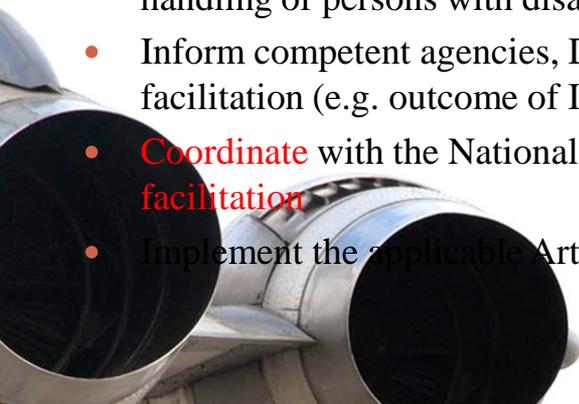


## COMPOSITION OF NATFC

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.

## RESPONSIBILITIES OF NATFC

- Ensure coordination between relevant Ministries and agencies to remove unnecessary obstacles and delays, and improve efficiency and service quality of air transport
- Develop and implement the provisions of NATFP consistent with the SARPs contained in Annex 9
- Encourage 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
- **Coordinate** 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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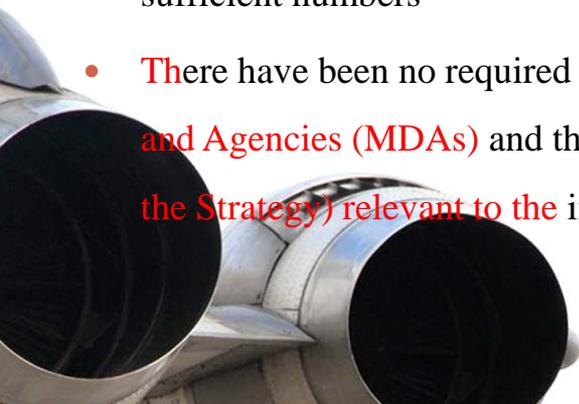
## CHALLENGES OF FULL IMPLEMENTATION OF THE NATFP IN NIGERIA

- Difficulty in obtaining the commitment of Heads/CEOs of parastatal Agencies/Departments who are members of the Committee to 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;
- **Nigeria has not** been benefitting from funding and technical assistance from donor agencies in this **direction;**



## CHALLENGES – cont'd

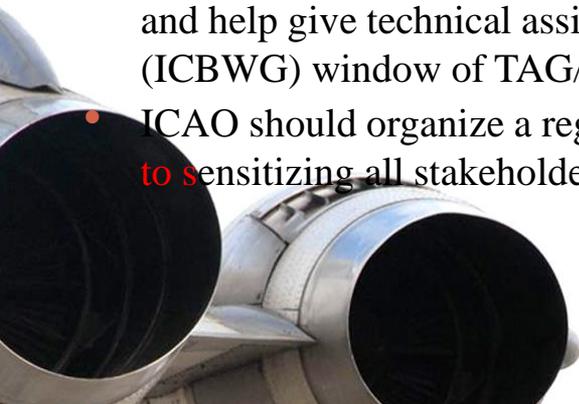
- Lack of a complete database system that will invariably enhance the harmonization of the various security checks at the airports
- Limited consideration accorded to persons with reduced mobility (PRM) in accessing services and facilities;
- Non availability of appropriate equipment (e.g. scanners, security/medical screening, etc) /requirements in sufficient numbers
- **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.**





## 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 TAG/TRIP
- ICAO should organize a regional seminar on the TRIP Strategy, with Nigeria as the host State, with a view to sensitizing all stakeholders on the implementation of the TRIP strategy in the West African sub-region.





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