



WORKING PAPER

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THE CHALLENGES ENCOUNTERED BY GHANA IN THE DEVELOPMENT OF THE NATIONAL AIR TRANSPORT FACILITATION PROGRAMME (NATFP)

(Presented by Ghana)

SUMMARY

This Working Paper highlights the challenges encountered by the Republic of Ghana in the development of the National Air Transport Facilitation Programme (NATFP) in compliance with provisions of Annex 9 – *Facilitation* and emphasizes the need for training and acquisition of appropriate guidance materials for the development and implementation of the Programme.

Action by ICAO and States is in paragraph 4.

1. INTRODUCTION

1.1 Standard 8.17 stipulates, “Each Contracting State shall establish a national air transport facilitation programme based on the facilitation requirements of the Convention and of Annex 9 thereto.”

1.2 The Annex 9 further stipulates in Standard 8.18 “Each Contracting State shall ensure that the objective of its national air transport facilitation programme shall be to adopt all practicable measures to facilitate the movement of aircraft, crews, passengers, cargo, mail and stores, by removing unnecessary obstacles and delays.”

1.3 While the overall objective of both the National Air Transport Facilitation Programme (NATFP) is to maintain a safe, secure civil aviation environment in which services are delivered in a reliable and efficient manner, the purpose of the 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.

1.4 The NATFP is implemented through the activities of the National Air Transport Facilitation Committee (NATFC) and therefor further aims to address and harmonize the interests of all entities involved in facilitation, e.g. public authorities, aircraft operators, commercial air transport users and airports, etc., to promote the growth of a safe, reliable and viable air transport industry.

1.5 The potential benefits that the NATFP hopes to achieve include:

- (a) to maintain or increase the quality of aircraft, crew, passenger and cargo flow;
- (b) to maintain or increase the level of passenger service and the cost-effectiveness and efficiency of processes and procedures;
- (c) to facilitate, accommodate and encourage the growth of air transport; and
- (d) to contribute to a positive experience meeting the needs of the travelling public.

2. CHALLENGES

2.1 Currently Ghana does not have an approved NATFP although attempts are being made to develop it. It must also be noted

2.2 It must also be noted that although Ghana does not have a standing NATFC, there exist a similar coordinating body, for the purpose of coordinating facilitation activities between departments, agencies, and other organizations concerned with, or responsible for, various aspects of international civil aviation as well as with airport and aircraft operators. This coordinating body is known as High Level Facilitation Committee (HLFC). The HLFC meets twice in year and the Chairmanship is on rotational basis.

2.3 At the airport level, there is an Airport Facilitation Committee (AFC), which also meets twice in a year and chaired by the airport operator. However the airport operator does not have an Airport Facilitation Programme (AFP).

2.4 A major challenge faced by Ghana in developing the NATFP and to a further extent an AFP is due to inadequate training. It must be noted that although ICAO provides some guidance materials such as Doc 9957 – The Facilitation Manual and Doc 10042 – Model National Air Transport Facilitation Programme, there are no ICAO-organized training programmes or workshops which are aimed at assisting States to build capacity or technical expertise to develop the programmes.

2.5 Another challenge encountered by Ghana in the development the NATFP is the lack of comprehensive and harmonized national legislation to enforce the provisions relating to facilitation. Various State agencies have their respective legislations, which are enforced without consideration to other legislations or activities of other agencies. This situation has a tendency to create conflicts among the various State agencies.

2.6 The above challenge has further resulted in inadequate communication, coordination and harmonization among respective organizations affecting the development of the NATFP.

3. CONCLUSION

The establishment of facilitation-related training programmes or workshops and provision of comprehensive guidance materials by ICAO will, among many other factors, assist States to develop their NATFPs and AFPs, which will in turn enhance States' compliance to the respective SARPs of Annex 9.

4. ACTION BY ICAO AND STATES

4.1 ICAO is called upon to:

- a) organize training programmes or workshops on the development of NATFP similar to the Aviation Security workshops on NCASP, NCASTP, NCASQCP and ASP; and
- b) enhance or provide comprehensive guidance materials on the development of NATFP and AFP.

4.2 States are also called upon to:

- a) attend training programmes and workshops on Facilitation when organized by ICAO;
- b) share experiences and expertise in the development of NATFP and AFP; and
- c) through the Civil Aviation Authorities or Ministries responsible for aviation, lead the other public agencies to enhance communication, coordination and harmonization in the development of the NATFP.

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