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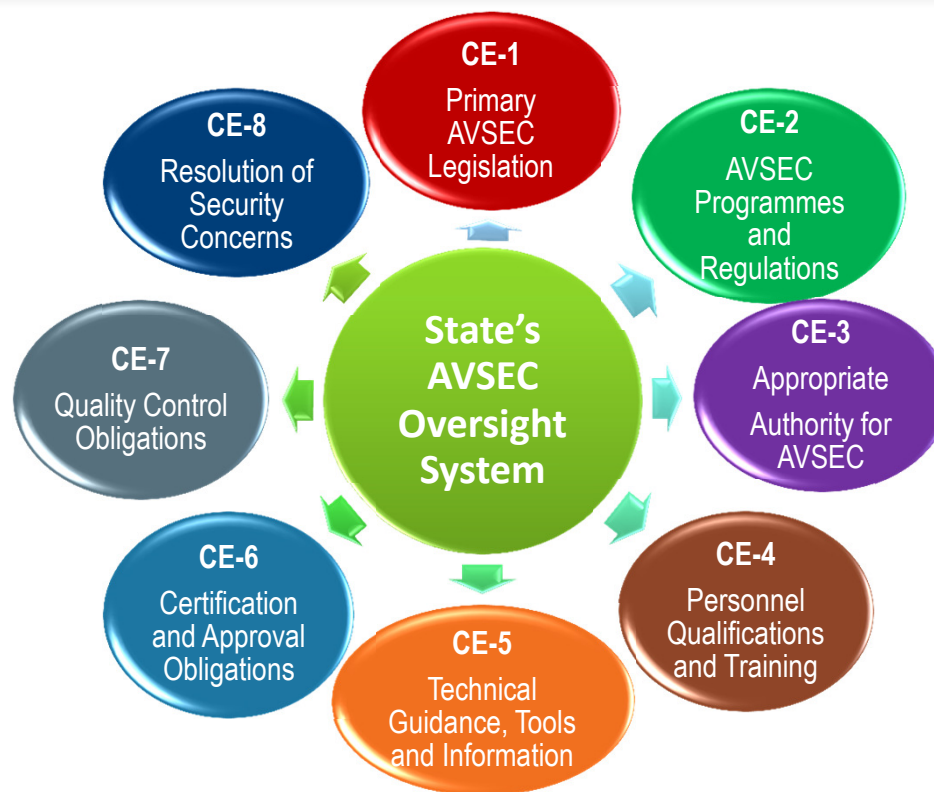
USAP results, policy milestones, Key Challenges

ICAO WACAF Regional Office



Content:

- Audit results
- Common deficiencies
- ICAO support (Survey and SIPs)
- African expertise



Critical Elements (CEs) of a State's Aviation Security Oversight System



USAP Cycle II Audit Areas (AAs)



Achievement:

Majority of States in the AFI Region:

- promulgated primary Aviation Security legislation.
- established National AVSEC Programmes to enable effective implementation of Annex 17 provisions. (NCASP, NCASQCP, NCASTP, etc.)



Achievement (continued):

- Almost all States have identified within their administration a single organization as the appropriate authority for aviation security
- In most cases, the promulgated primary aviation security legislation allocates to the appropriate authority enforcement powers to ensure compliance with the NCASP.



Achievement (continued)

- Resolution of Significant Security Concerns (SSeC):
 - The mechanism was introduced in 2010;
 - Globally: 11 States/18 SSeCs;
 - AFI States: 3 initially – 2 removed, 1 remaining

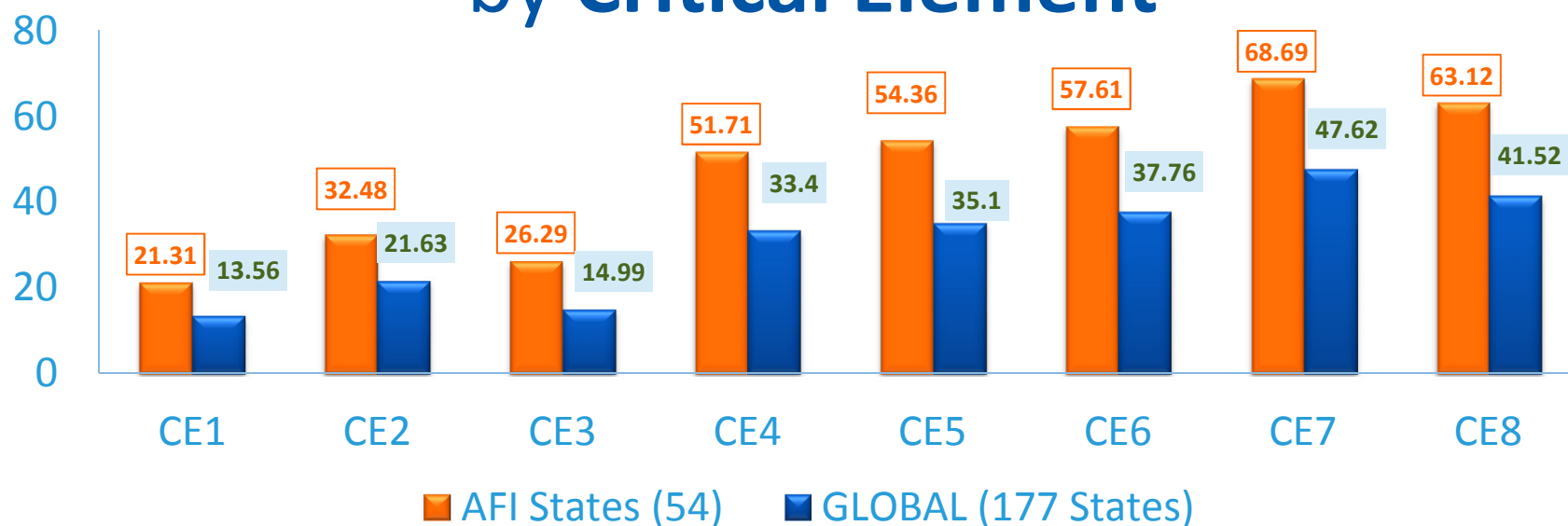


Global Average LEI versus Regional (by 8 Critical Elements)

- Global Average LEI : 30.70%
- AFI Average LEI: 46.94%

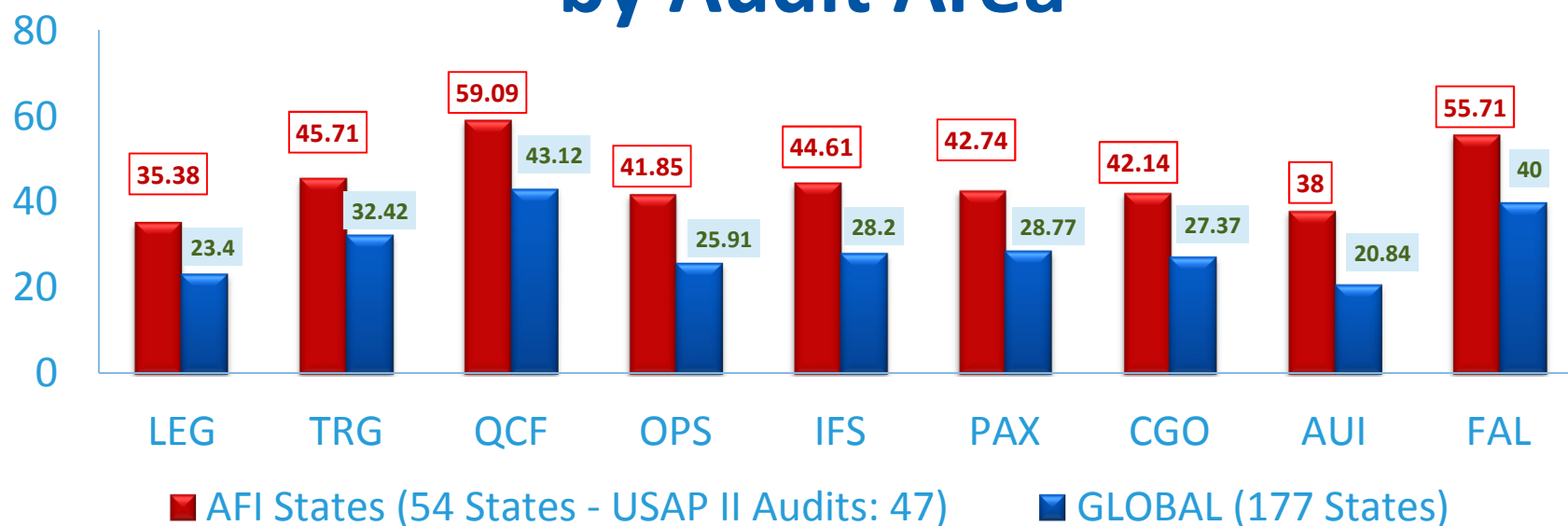


AFI States Average LEI by Critical Element





AFI States Average LEI by Audit Area





Common Deficiencies:

- The National Civil Aviation Security Programme does not accurately reflect or reference all current aviation security requirements, measures and procedures with sufficient accuracy, clarity and detail, as well as the States' obligations to comply with the provisions of Annex 17.



Common Deficiencies (continued):

- Lack of sufficient guidance, performance criteria and/or procedures to ensure efficient, effective and consistent application of the policies and requirements established in the National Civil Aviation Security Programme.
- The Airport Security Programmes do not address all national requirements and applicable security measures at airports in sufficient detail to ensure the correct application of all such measures.



Common Deficiencies (continued):

- No formal process to ensure that aircraft operators providing service from the State have established and maintain written Aircraft Operator Security Programmes that meet the requirements of the National Civil Aviation Security Programme of that State.
- No consistent and effective application of quality control activities, such as security audits, inspections and tests.



Common Deficiencies (continued):

- No formal schedule of regular and systematic quality control activities covering aviation security measures implemented by all relevant entities, including foreign aircraft operators.
- Majority of States have not established a formal National Air Transport Facilitation Programme (NATFP).



ICAO support (Survey and SIPs)

- Burkina Faso
- Burundi
- Central African Republic
- Comoros
- Democratic Republic of Congo
- Guinea
- Guinea Bissau
- Republic of Congo
- Egypt
- Liberia
- Madagascar
- Mauritania
- Niger
- Sierra Leone
- South Soudan
- Chad
- Swaziland



African expertise

- ICAO Certified Instructors: 76
- ICAO Certified USAP Auditors: 26
- AVSEC Professional Managers (PMC): 151



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Thank you

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