

INTERNATIONAL CIVIL AVIATION ORGANIZATION

FIRST MEETING OF THE STEERING COMMITTEE OF THE AFI PLANS

(VICTORIA FALLS, ZIMBABWE, 28 - 29 MAY 2025)

Agenda Item 3: Review and approval of the AFI SECFAL Plan 2024-2030 Programme Document and Activities/Projects*(Presented by the Secretariat)***EXECUTIVE SUMMARY**

This Working Paper gives a snapshot of the revised Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) Programme Document, with revised objectives, priorities and deliverables expected during the extended tenure of the Plan, from January 2024 to December 2030.

Action by the Meeting is proposed under **Paragraph 4**.

Strategic Objectives **Strategic Objective C - Aviation Security and Facilitation**

1 INTRODUCTION

1.1 The Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan), was unanimously supported by States and subsequently endorsed at the 24th Extraordinary Plenary Session of the African Civil Aviation Commission (AFCAC), held from 1 to 4 July 2014 in Dakar, Senegal. The ICAO Council, in its 203rd Session, approved the AFI SECFAL Plan as an ICAO Programme and the first Steering Committee (SC) meeting was held in Maputo, Mozambique in 2015.

1.2 The ICAO Council, in its 226th Session, further approved the extension of the term of the AFI SECFAL Plan from 2024 to 2030 in line with the Global Aviation Security Plan (GASeP) Roadmap and its future revisions. The extension was subsequently endorsed by the ICAO Assembly, during its 41st Session in 2022, Resolutions A41-17 and 18.

1.3 The overall objective of AFI SECFAL Plan is to enhance aviation security and facilitation in Africa in a sustainable manner. Additionally, the Plan seeks to coordinate all capacity-building and technical support efforts in the field of aviation security (AVSEC) and facilitation (FAL) undertaken by ICAO, States, regional and international organizations, and governmental and non-governmental organizations while ensuring alignment with ICAO policies, in order to contribute to the overall objective.

2. DISCUSSION

2.1 Since its inception in 2015 in Maputo, Mozambique, despite numerous challenges, the Plan has made significant progress under the guidance of the Steering Committee (SC) with the assistance of the ICAO Secretariat. As at this 13th Meeting of the SC, the following are some of the milestones the Plan has achieved:

- a) The short and medium-term phases of the Plan ended on 31 December 2017 and 31 December 2020 respectively, and the long-term phase (2021 to 2023) ended on 31st December 2023. Targets have been largely achieved on the planned activities and deliverables for each phase, despite some challenges. Notable constraints include the outbreak of Covid-19 Pandemic in early 2020. The achievements form a good foundation for the implementation of the extended period (2024-2030).
- b) Steady progress in raising the average Effective Implementation (EI) of the Critical Elements (CEs), motivated by the aspirational GAsEP target of 90% of States in the AFI region to achieve 80% average EI by 2023. The AFI region overall average EIs has increased from 53.06% in 2015 (Plan inception) to 64.59 % as at 31st December 2023.
- c) The Plan has recorded enhanced and strengthened collaboration and awareness between international and regional organizations such as the African Union Commission (AUC), African Civil Aviation Commission (AFCAC), UN Counter-Terrorism Committee Executive Directorate (CTED), Interpol, Airports Council International (ACI), the European Union (EU), among others, thereby mitigating duplication of efforts and resources as one of the key objectives of the Plan.
- d) The AFI SECFAL Plan work Programme, Windhoek Declaration and Targets and the Africa and Middle East Aviation Security Roadmap were aligned with the GAsEP in 2019.
- e) The Windhoek Declaration and Targets for Aviation Security and Facilitation in Africa aimed at re-enforcing the political commitment to enhance compliance with the relevant ICAO SARPs were revised and endorsed by the AUC in May 2021.
- f) Securing strong political commitment, building the capacity of technical experts, elevating the EI of the CE of State aviation security oversight systems, and enhancing compliance with provisions of Annex 9 – *Facilitation* and Annex 17 – *Aviation Security*, through harmonization of processes, sharing of resources and information, and embracing best practices.
- g) The AFI Regional Aviation Security and Facilitation Group (RASFALG-AFI), through AFCAC, has continued to report its activities to the SC, and conducted support missions to AFI States.
- h) The SC Chairperson, with the support of the ICAO Secretariat, has provided regular progress reports to the ICAO Council and to the ICAO 40th and 41st Assemblies.
- i) Four clusters of priority State-specific projects, according to the needs of States as approved by the SC, were developed and implemented with precedence given to resolving existing SSeCs, preventing new SSeCs, providing support to States with low rates of EI as well as initiating risk-based targeted assistance.
- j) Development of aviation security and facilitation professionals through training and coaching in collaboration with ICAO HQ, AFCAC, States, and partners.
- k) Functional AFI - Collaborative Experts Scheme (AFI-CES) under AFCAC, established as a pool of experts available to support the execution of the AFI SECFAL Plan Work Programme activities.
- l) Established a continuous coordination and liaison approach with the AUC and AFI States towards the development of the African e-passport and the realization of the goal for free movement of people under the AUC agenda 2063; and
- m) Enhanced advocacy to promote compliance with the provisions of ICAO Annex 9 – *Facilitation* with emphasis on the delivery of Facilitation and ICAO TRIP Strategy training courses. This has supported the development of API and PNR programmes and has encouraged an increase in membership of the ICAO Public Key Directory (PKD) with AFI State participation growing from three (3) members in 2015 to 19 by June 2024.

2.2 Analysis of ICAO Universal Security Audit Programme (USAP) findings, as well as ICAO Regional Office technical assistance mission results, needs assessments and other sources of information on the performance of States in the AFI region, indicate that aviation security and facilitation in the region continues to be characterized by persistent and systemic implementation challenges. These challenges relate to regulatory frameworks, oversight systems, personnel selection criteria and training, provision of guidance material, appropriate risk assessment methodologies, airport level procedures, cyber security and the implementation of air side access control measures and border controls.

2.3 Other challenges include deficient national legislation and policies (primary legislation and operating regulations), empowerment of national aviation security inspectors, underdeveloped aviation security infrastructure and supporting resources, insufficient funding or prioritization of resources on aviation, and lack of appropriately trained personnel. In particular, the USAP-CMA analysis as of 31 December 2023, indicates that 47 out of 54 ICAO Member States from the AFI region, have had one or more USAP-CMA audits. The USAP-CMA has identified several aspects related to aviation security oversight systems, for which States in the AFI region continue to face challenges, including lapses that pose immediate risks to the security of civil aviation.

2.4 As regards aviation related border control aspects, Africa continues to be confronted with facilitation issues that adversely affect the efficiency of border integrity and quality of air services. While not all States in the region have developed National Air Transport Facilitation Programmes (NATFPs) and implemented functional national and airport Air Transport Facilitation Committees (NATFCs/AFCs), very few States have introduced Advance Passenger Information (API) and Passenger Name Record (PNR) systems in line with Annex 9 – *Facilitation* provisions and UN Security Council Resolutions - UNSCRs 2178 (2014), 2309 (2016) and 2396 (2017) - on border control.

3. PROPOSED WAY FORWARD (2024 TO 2030)

3.1 Following the noted persistent and systemic deficiencies that States in the AFI region continue to face and also the milestones achieved by the Plan during the period from 2015 to 2023, the Programme Master document and its activities have been revised to reflect the extended period of seven years approved by the ICAO Council and Assembly from 2024 to 2030. The revised Programme document is attached as **Attachment A** to this Working Paper.

3.2 The implementation of the Plan during the extended period of seven years (2024-2030) will be executed in two phases. Phase one, covering a period of four years (2024-2027) which will focus on the implementation of State-Specific Projects based on prioritized individual State needs, to address the persistent deficiencies. Further, particular focus will be put on the prevention and resolution of Significant Security Concerns (SSeCs) and the timely implementation of USAP-CMA Corrective Action Plans (CAPs).

3.3 Phase two of the plan, covering a period of three years (2028-2030), will address key issues that will be identified as persistent by the end of Phase one, and other emerging challenges. Progress with respect to the satisfactory completion of activities will be monitored throughout the implementation of both phases.

3.4 Capacity-building assistance will be prioritized to meet the specific needs of States and associated risks, based on available resources and the ability of the targeted State to absorb the assistance provided. States with serious deficiencies and a demonstrated commitment to improve will receive priority, with particular focus on addressing root causes. The criteria for determining priorities will include an assessment of the level of risk, threat, and resource constraints.

3.5 Expected deliverables for the activities in each phase have been defined in **Appendix B** of the Programme annexed to this Working Paper as **Attachment A**. The ultimate goals for the Programme include addressing the GAsEP priorities and Annex 17 requirements, achieving the Windhoek and other regional

Targets as adopted and as revised from time to time, and preventing acts of unlawful interference against civil aviation while also facilitating the efficient movement of passengers and goods.

4. ACTION BY THE STEERING COMMITTEE

4.1 The Steering Committee is invited to:

- a) Note the information contained in this Working Paper;
- b) Review and approve the revised AFI SECFAL Plan Programme Master document; and
- c) Provide further guidance as appropriate.