FIFTH AFI SECFAL PLAN STEERING COMMITTEE MEETING

(Gaborone, Botswana, 25th May 2017)

Agenda Item 1: Update on the Designation of AVSEC & FAL Expert Assistant Teams of RASFALG-AFI

(Presented by AFCAC)

SUMMARY

This Paper presents an update on the designation of AVSEC & FAL Expert Assistant Teams of RASFALG by member States since the 4th AFI SECFAL Steering Committee meeting.

Action Required: -

1. To take note of status of designation of AVSEC & FAL Experts;
2. Consider the Memorandum of Understanding (MoU) between a member State and AFCAC on the use of national Experts as Designated Experts;
3. Urge States to benefit from the team of Experts in the implementation of the Windhoek Declaration and Targets; and
4. Urge States to respond to the Questionnaire on the implementation of Target 5 of the Windhoek Declaration which should be fully complied with by 2017.

References: -

I. Reports of SECFAL-AFI;
II. Reports of the RASFALG-AFI,
III. Reports of 14th Air Transport Committee and Extraordinary Plenary of AFCAC

1. INTRODUCTION

1.1. The AFI SECFAL Plan Regional Group (RASFALG-AFI) was established with primary responsibility of serving as a technical group to the Steering Committee of AFI SECFAL in identifying and formulating solutions to regional security and facilitation issues, increase awareness among stakeholders, and monitor progress in implementing the Plan.

1.2. During the inauguration meeting held in September 2016, five (5) focus areas were identified and adopted for the intervention of the Expert Teams with suggested qualifications and criteria for the Expert Team in line with the identified areas. An additional Focus area along with its qualifications and criteria was introduced later following its consideration in the Third Steering Committee meeting held in Malabo, Equatorial Guinea.

1.3. Therefore, the six identified areas are: -

- Establishment of Oversight Systems;
- Security Oversight Implementation,
- Significant Security Concerns Security;
- Risk Assessment & New/Emerging Threats;
- Facilitation: Cargo, AVSEC and Infrastructure; and
- Training

2. DISCUSSION

2.1. DESIGNATION OF EXPERTS TO THE RASFALG-AFI

2.1.1. The 3rd RASFALG-AFI meeting convened in Nairobi, Kenya from 27-28 October 2016 among other things recommended that AFCAC should intensify follow up with States for the purpose of increasing the level of response to State letters relating to the "Designation of Experts of the RASFALG-AFI".

2.1.2. Subsequently, a State Letter was issued requesting member States that have already submitted their list of nominees to complete the verification and validation form and return it to AFCAC using the previously submitted individual Form of a designee.

2.1.3. Furthermore, States that had not designated their Experts were encouraged to do so by completing the verification and validation forms.

2.1.4. From the responses, a total number of 61 Experts were nominated by 17 member States. To date 60 Experts have been validated (including the verification conducted by ICAO), while only one is awaiting the validation of his State.

2.1.5. The results of validation process revealed that there are:

a) 24 ICAO certified USAP-CMA Auditors and 33 with Professional Management Course (PMC) qualification on the establishment of security oversight system;
b) 23 ICAO certified USAP-CMA Auditors with additional qualification on security oversight implementation & significant security concerns, and 33 national Experts with PMC qualification and experiences on resolving significant security concerns identified;
c) 29 AVSEC Experts with qualification or competency on aviation security risk assessment and/or on new and emerging threats assessment;
d) 33 Facilitation Experts of which 23 have PMC qualification. Only 2 are participating in the ICAO FAL Panel;
e) 38 Cargo security and facilitation infrastructure Specialists, of which 21 are only Experts on AVSEC equipment. 28 Facilitation Experts with PMC qualification and working knowledge of airport operations; and
f) 24 ICAO Certified Instructors for Focus Area 6 on Training.

2.1.6. It is worth mentioning that, there are more certified Inspectors and Instructors being envisaged for Africa in the future, as information obtained from ICAO recently revealed that there are 32 of such from ESAF, 40 from WACAF and 5 from the African States accredited to the EURNAT.

2.1.7. Furthermore, in an effort to prioritize States requiring assistance, AFCAC has completed the roster of Experts for RASFALG-AFI in accordance with the 6 Focus areas in order to adequately respond to their needs.

2.1.8. A draft Memorandum of Understanding between AFCAC and member States was developed for the use of National Experts under the RASFALG-AFI. Significantly, the respective responsibilities of a member State releasing its Expert, those of the State receiving the assistance as well as those of AFCAC are similar to those of the AFI-Cooperative Scheme on safety.

2.2. QUESTIONNAIRE ON TARGET 5 OF THE WINDHOEK DECLARATION

2.2.1. In line with the Windhoek Target No. 5 and the RASFALG-AFI Work Programme, by 2017, all States are to have the following written and approved National Programmes:

- National Civil Aviation Security Programme (NCASP);
- National Civil Aviation Security Quality Control Programme (NCASQCP);
- National Civil Aviation Security Training Programme (NCASTP); and
- National Air Transport Facilitation Programme (NATFP).

2.2.2. RASFALG-AFI developed a Questionnaire to assist in establishing the status of implementation of Targets 4 and 5 of the Windhoek Declaration and identify the assistance needs of States. A follow up was done reminding States of the importance and urgency of implementation of the activities to meet the Target and AFCAC's request of April 2016.

2.2.3. To date, only twenty-one (21) States have replied in accordance with the Questionnaire. Among those reported, eleven (11) states reported to have put in place all the four (4) programs while nine (9) States indicated that one or two programs are yet to be developed and one (1) State is yet to develop and approve three National Programmes.

2.2.4. From the States' responses, there are indications that 9 out of 21 States (43 %) still need to develop and approve their National Air Transport Facilitation Programmes, and 5 out of 21 States (24%) need to establish National Air Transport Facilitation Committees. As such, these areas have been identified as areas of priority.

2.2.5. AFCAC wishes to thank the States that made efforts to respond to this call as progress has definitely been made. At the same time, AFCAC implores all States which are yet to submit the completed questionnaires to cooperate as previously requested and reminded. Lack of information does not only deny States a true reflection of the status of African States, but hampers the measurement and effectiveness of the implementation of the Windhoek Declaration and Targets; RASFALG-AFI Work Programme, as well as its associated targets.

3. CONCLUSION

States in need of assistance in the implementation of the Windhoek Declaration and Targets could benefit from the team of Experts of RASFALG-AFI. Furthermore, the Memorandum of Understanding will establish effective mobilization of Experts for assistance missions as required.

4. RECOMMENDATION

The Steering Committee is therefore, invited to consider actions required in the Summary of this Working Paper.