MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA

WINDHOEK, NAMIBIA, 4-8 April 2016

Agenda Item 3.2: The Regional Aviation Security and Facilitation Group (RASFG)

REGIONAL AVIATION SECURITY AND FACILITATION GROUP (RASFG-AFI)

(Presented by AFCAC)

SUMMARY
This Paper presents the status of Aviation Security and Facilitation Group in line with the decision of the African Union Conference of African Ministers of Transport in Luanda, Angola and the Steering Committee of the AFI SECFAL.
ACTION REQUIRED: Action by the meeting is in paragraph 7.1
REFERENCE(S): i. Declaration on the development of an African Aviation Security Roadmap, Addis Ababa, 2007 ii. Abuja Declaration, Abuja, April 2010 iii. African Roadmap on Aviation Security iv. 1st RASFG-AFI Documents

1. BACKGROUND

1.1 The analysis of International Civil Aviation Organization (ICAO) Universal Security Audit Programme (USAP) results through two cycles highlighted the Lack of Effective Implementation (LEI) of the critical elements of aviation security systems in Africa. The situation is below the global average, indicating that many States in Africa are facing significant challenges to properly oversee aviation security and facilitation.

1.2 This situation has potential worldwide implications as any high-profile trans-border incident associated with systemic deficiencies in Africa will undermine confidence in the international civil aviation system, thereby adversely impacting national and global economies. Thus, the Aviation Security (AVSEC) deficiencies in the AFI Region should not be treated as an African challenge, but rather, as a global issue.

2. EFFORTS TO ADDRESS THE SITUATION

2.1 Shared efforts to address Africa's aviation security challenges commenced in 2007, when the African Union (AU), the African Civil Aviation Commission (AFCAC) and the International Civil Aviation Organization (ICAO) organized a Conference in Addis Ababa, Ethiopia which agreed on a Roadmap for addressing Africa's security deficiencies. Further political resolve materialized in 2010 following the plot in December 2009, when a terrorist, whose journey originated in Africa, attempted to ignite explosives concealed on his person as the aircraft approached its U.S. destination. A Ministerial-level meeting which was held thereafter in Abuja in April, 2010 adopted the Abuja Declaration in which the Ministers proclaimed African States' resolve to improve the level of aviation security.

2.2 In November 2011, the AU Second Session of the Conference of African Ministers of Transport (CAMT 2) in Luanda, Angola among other decisions "*endorsed the establishment of a Regional Aviation Security Group to facilitate the implementation of the 2007 Addis Ababa Declaration and the 2010 Abuja Declaration and African Roadmap on Aviation Security adopted by the Ministers responsible for Aviation Security"*.

2.3 In addressing the international community's concerns and doubts regarding the ability and capability of Africa to address its Lack of Effective Implementation (LEIs) and the CAMT 2 endorsement, AFCAC requested ICAO's technical assistance for a regional approach towards reducing Africa's LEIs. ICAO responded by coming up with the AFI SEC-FAL Plan designed to strengthen AVSEC in the AFI Region by filling the gaps that were revealed during the two cycles of Audits.

3. AFI SECURITY AND FACILITATION (AFI SECFAL) PLAN

3.1 The AFI SEC-FAL Plan was endorsed by a Resolution of the AFCAC 24th Extraordinary Plenary Session in July, 2014. Member States further defined the Initiative and resolved to intensify their efforts to enhance aviation security and facilitation, and thereafter requested ICAO to approve the SEC-FAL Initiative as an ICAO Programme. To proceed with the implementation of the AFI SEC-FAL, a Steering Committee was established to develop and oversee an implementation plan while progress made would be reported to the Council on a regular basis.

3.2 AFCAC presented a Working Paper on the "Establishment of the Regional Aviation Security and Facilitation Group" during the First AFI SECFAL Steering Committee meeting in Maputo, Mozambique on 18 May, 2015 the substance of which was endorsed by the Steering Committee. As a result, the Regional Aviation Security and Facilitation Group was established at a meeting of the States and the AFCAC Security Working Group from 16 -17 September 2015 in Dakar, Senegal.

4. ESTABLISHMENT OF THE REGIONAL AVIATION SECURITY GROUP (RASFG-AFI)

4.1 The 12th Technical Committee Meeting of the of AFCAC, held from 1-2 November 2012, in Dakar, Senegal decided that AFCAC should establish Working Groups in the relevant aviation disciplines to ensure Africa's preparedness and proactive response concerning aviation on the continent. The AFCAC Aviation Security (AVSEC) Working Group (WG) was thus inaugurated at a meeting in Dakar, Senegal from 19 - 20 March, 2015.

4.2 Recalling the Ministerial directive on the establishment of the Regional Aviation Security Group (RASFG-AFI) and the existence of the AFCAC AVSEC Working Group, it was proposed that the establishment of the RASFG-AFI take into cognizance this latter group so that the AFCAC AVSEC Working Group can comprise the core of the RASFG-AFI together with other aviation security and facilitation Experts nominated from within the AFI Region as well as ICAO

Certified Experts. AFI Region has a total of 71 ICAO AVSEC Certified Instructors and 39 ICAO AVSEC Certified Auditors, competent to be utilized as Regional Aviation Security Group (RASFG-AFI) as called for by the Ministers in Luanda.

5. FIRST RASFG-AFI MEETING

5.1 During the Steering Committee (SC) meeting, AFCAC with the assistance of ICAO was tasked to develop the Terms of Reference (ToRs) and the Work Programme for the RASFG-AFI. Furthermore, at the 13th AFCAC Air Transport Committee Meeting, member States directed AFCAC to ensure the participation of States in the development of the ToRs and the Work Programme of the RASFG. It was with this in view that AFCAC convened the meeting of the Regional Aviation Security Working Group at its Headquarters in Dakar from ..... so that States could have the opportunity of participating in the development of the ToRs and the Work Programme.

5.2 The meeting was attended by forty-seven (47) participants from 21 States and international organizations (AFCAC, ICAO and the ASTC Dakar). The Transport Security Administration (TSA) representing the United States of America (USA) also attended the meeting as a non-African partner State.

5.3 The draft ToRs were reviewed and inputs made and these were subsequently adopted by the meeting. The draft Work Programme of the RASFG-AFI was also discussed and Five (5) focus areas were identified and adopted for the intervention of the Expert Teams with suggested qualifications and criteria for the Technical Assistance Team. Sequel to the meeting, AFCAC has followed up with member States twice, reminding them to designate members to the Group in line with the Terms of Reference and the set criteria.

6. PROPOSAL

6.1 Security always follows on the heels of Safety's best practices. The African Ministerial Meeting in Abuja, Nigeria, July 2012, led to the adoption of the Declaration on Aviation Safety Targets and was endorsed by the AU Heads of States Government January 2013. The implementation of this Declaration continues to greatly contribute towards the improvement of safety performance in Africa through the AFI Plan and AFI-CIS. Thus, in line with this best practice, it is proposed that the RASFG-AFI follows the AFI-CIS and AFI Plan process at its developmental phase to effectively engage international, regional organizations and member States.

7. ACTION REQUIRED BY THE MEETING

7.1. The meeting is invited to:

a) Take note of this Working Paper
b) Request the meeting to consider that the safety best practice be adapted to aviation security, as outlined above.