



## ASSEMBLY — 39TH SESSION

### EXECUTIVE COMMITTEE

#### Agenda Item 18: Implementation Support and Development — Security (ISD-SEC)

#### CAPACITY ENHANCEMENT FOR REGIONAL EXPERTS ON AVIATION SECURITY

(Presented by 54 Contracting States<sup>2</sup>, Members of the African Civil Aviation Commission (AFCAC))

#### EXECUTIVE SUMMARY

The 38th Assembly resolved to provide technical assistance to States in need, including funding, capacity building and technology transfer to effectively address security threats to civil aviation, in cooperation with other States, international organizations and industry partners. The African Civil Aviation Commission (AFCAC) in conjunction with ICAO developed a Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) whose overall objective is to enhance aviation security and facilitation in Africa in a sustainable manner. The paper highlights the progress made in the AFI SECFAL Plan since inception and the proposed actions to enhance aviation security and facilitation.

**Action:** The Assembly is invited to:

- urge ICAO to continue to provide its leadership and support to the AFI SECFAL Plan;
- urge ICAO in collaboration with AFCAC to develop a Work Programme including a detailed Action Plan with the aim of achieving the Windhoek Declaration targets and incorporate these into the Work Programme of the AFI SECFAL Plan;
- urge ICAO in collaboration with AFCAC to enhance capacity of African Experts (RASFALG-AFI) to be able to effectively address security threats in collaboration with its partners, donors and regional organizations;
- direct ICAO high level missions, in coordination with AFCAC, to States with low progress in the effective implementation of ICAO Standards and Recommended Practices (SARPs); and
- encourage other ICAO regions to emulate this African regional approach – AFI SECFAL Plan – to address aviation security challenges just as was done with the AFI Plan of aviation safety.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	
<i>References:</i>	AFI SECFAL PLANMC-WP/3.2 AVSECP/27-WP/6 Windhoek Ministers Declaration on Aviation Security and Facilitation in Africa ICAO Council decision approving AFI-SECFAL PLAN, Ref: C-DEC 203/2 Assembly Resolution A38-15, Appendices A-E and H Assembly Resolution A38-5, Agenda Item 14 on “No Country Left Behind”

<sup>1</sup> English and French versions provided by AFCAC.

<sup>2</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

## 1. INTRODUCTION

1.1 ICAO as part of its continued technical assistance to Africa in aviation security and facilitation established the AFI SECFAL Plan and provided technical assistance to the African Civil Aviation Commission (AFCAC) for the establishment of the African Regional Aviation Security and Facilitation Group (RASFALG-AFI). Furthermore, ICAO facilitated the High Level Ministerial Conference on Aviation Security and Facilitation in Africa in collaboration with the Africa Union and AFCAC to enhance the level of effective implementation of Standards and Recommended Practices (SARPs) and to establish regional aviation security and facilitation targets. There is no doubt that the aforementioned plan is in line with ICAO's "No Country Left Behind" (NCLB) initiative. It should, however, be noted that capacity building is a long-term process which requires sustained and continual support.

1.2 The Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) was unanimously supported by States at the AFI Aviation Security Meeting in Dakar, Senegal, on 28 May 2014, and was endorsed at the 24th Extraordinary Plenary Session of AFCAC, held from 1 to 4 July 2014 in Dakar, Senegal and approved by the ICAO Council as an ICAO programme at its 203rd Session on 29 October 2014. The overall objective of the AFI SECFAL Plan is to enhance aviation security and facilitation in Africa in a sustainable manner.

## 2. PROGRESS MADE

2.1 In order to enhance aviation security in Africa and to address some of the challenges facing Africa, AFCAC formally inaugurated its Aviation Security Working Group (AVSEC-WG) at a meeting in Dakar, Senegal from 19 to 20 March 2015. It was proposed that the AFCAC AVSEC-WG together with a pool of experts become the core of the RASFALG-AFI and that this group be capacitated and used as experts to assist States in line with the AFI SECFAL Plan.

2.2 The RASFALG-AFI was established as a working group of AFI SECFAL to address specific issues on aviation security and facilitation and also provide assistance to States in resolving security oversight deficiencies. It can also establish task forces, working groups or technical assistance teams in the discharge of these activities.

2.3 The AFI SECFAL Plan received strong support from the African States through the Windhoek High Level Ministerial Conference on Aviation Security and Facilitation in Africa in April 2016 when the Ministers in charge of civil aviation security and facilitation adopted a Declaration and Targets on aviation security and facilitation in order to ensure the progressive effective implementation of the AFI SECFAL Plan. This Declaration expresses the political commitment of Africa to increase the level of implementation of aviation security and facilitation by setting regional targets, as is the case for aviation safety through the Abuja Safety Targets. The Ministers directed the AFCAC Secretariat to establish an effective monitoring, evaluation and reporting mechanism for the Windhoek Declaration.

2.4 The Steering Committee of the AFI SECFAL Plan approved the following six focal areas as part of the Terms of Reference of the RASFALG-AFI:

- a) establishment of an AVSEC oversight system;
- b) security oversight implementation and significant security concerns;
- c) security risk assessments and new/emerging threats;
- d) facilitation;
- e) cargo security and AVSEC/FAL infrastructures; and
- f) aviation security and facilitation training.

### 3. CONCLUSIONS

3.1 The AFI region is making progress toward attainment of its goals. Currently the AFI Regional Average of Effective Implementation of Critical Elements is 56.50 per cent, with the AFI Regional Average Compliance with Annex 17 – *Security* Standards sitting at 79.15 per cent.

3.2 The results of the ICAO Universal Security Audit Programme (USAP) audits and deliberations during the various regional meetings reveal that there is still some work to be done before the objectives can be fully met, with the following being the common major challenges facing the AFI region:

- a) inefficient and/or ineffective aviation security oversight systems in many States;
- b) lack of capacity in developing relevant documents for oversight activities, operational procedures in compliance with the Annex 17 – *Security* SARPs, and relevant security related aspects of Annex 9 – *Facilitation* and other guidance materials;
- c) inadequate monitoring and evaluation mechanisms to support programme implementation;
- d) inadequate risk management skills; and
- e) lack of sustainable capacity development and retention strategies.

3.3 A regional approach has been adopted for the enhancement of aviation security in Africa as was the case for safety. The approach will borrow a leaf from the successful African Cooperative Inspectorate Scheme (AFI CIS) of safety and the utilization of a pool of experts to address safety challenges to ensure that the above and other challenges of security are addressed through the pooling of expertise of Africans to implement the initiatives of AFI SECFAL Plan.

3.4 It is indeed an approach that can be of immense benefit to other ICAO regions experiencing similar aviation security challenges.