



International Civil Aviation Organization

**WORKING PAPER**

## **AFI SECFAL PLAN**

**FIRST STEERING COMMITTEE MEETING (SC/1)  
Maputo, Mozambique, 18 May 2015**

### **THE ESTABLISHMENT OF REGIONAL AVIATION SECURITY/FACILITATION GROUP**

*(Paper presented by the African Civil Aviation Commission)*

#### **SUMMARY**

This Paper highlights the imperative for the establishment of the African Regional Aviation Security/Facilitation Group (RASEC) in line with the decision of the Conference of African Ministers of Transport which was held in Luanda, Angola.

Proposed action by the Steering Committee is at paragraph 5.

## **1. BACKGROUND**

1.1 An analysis of the 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 unable 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 the national and global economies. Thus, the Aviation Security (AVSEC) deficiencies in the AFI Region should not be treated as an African problem, but as a global issue.

## **2. EFFORTS BY AFRICAN STATES TO ADDRESS THE SITUATION**

2.1 Concerted 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.

2.2 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.

The Roadmap is made up of five (5) components as follows:

- Development and upgrading of civil aviation security systems;
- Development of a compliance culture;
- Capacity-building in the field of civil aviation security;
- Development and maintenance of civil aviation security equipment and infrastructure; and
- Setting up of a Unit for research on civil aviation security matters.

2.3 In November 2011, the African Union (AU) Second Session of the Conference of African Ministers of Transport (CAMT) in Luanda, Angola “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”.

2.4 The Ministers of CAMT in Luanda also supported AFCAC’s request for housing the Unit for the Research on AVSEC Counter Terrorism in the African Centre for the Study and Research on Terrorism (ACSRT) based in Algiers, Algeria.

### **3 EFFORTS BY THE AFRICAN CIVIL AVIATION COMMISSION**

3.1 In order to address the international community’s concerns regarding the ability and capability of Africa to address the LEIs, AFCAC requested ICAO to provide assistance for a regional approach to address Africa’s LEIs. ICAO responded by initiating the AFI SEC-FAL Plan which is expected to strengthen AVSEC and FAL in the AFI Region by filling the gaps that were revealed during the last cycle of Audits. The AFI Aviation Security Meeting held on 28 May, 2014 in Dakar, Senegal unanimously supported the AFI SEC-FAL Initiative and tasked AFCAC to further drive the Initiative.

3.2 The AFI SEC-FAL Initiative was also endorsed by a Resolution of the AFCAC 24<sup>th</sup> 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 would be established to develop and oversee an implementation plan while progress made would be reported to ICAO Council on a regular basis.

3.3 In accordance with the Decision of the Ministers of the Luanda CAMT, the AFCAC commenced discussion with the African Centre for the Study and Research on Terrorism (ACSRT) in Algiers, Algerian November, 2014. This led to the agreement that the AFCAC AVSEC Expert should visit the Centre for further elaborations on the project. Thereafter the conclusions and MoC would be developed and forwarded to the African Union Commission (AUC) for approval in accordance with AU procedures.

### **4. ESTABLISHMENT OF THE REGIONAL AVIATION SECURITY AND FACILITATION GROUP (RASECFALG)**

4.1 The 12<sup>th</sup> Technical Committee Meeting of the of African Civil Aviation Commission (AFCAC), which was 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 the meeting which was held at the Headquarters of AFCAC in Dakar, Senegal from 19 - 20 March, 2015 in preparation for the 26<sup>th</sup> ICAO AVSEC Panel Meeting.

4.2 Recalling the Ministerial directive on the establishment of the Regional Aviation Security Group and the existence of the AFCAC AVSEC Working Group, it is proposed that the establishment of the RASECFALG take into cognisance this latter group so that the AFCAC AVSEC Working Group can comprise the core of the RASECFALG together with other aviation security and facilitation Experts nominated from within the AFI Regionas well as ICAO Certified Experts.

4.3 The AFI Region has a total of 71 ICAO AVSEC Certified Instructors and 39 ICAO AVSEC Certified/Recertified Auditors some of whom because of their competence could be included in the Regional Aviation Security and Facilitation Group (RASecG).The ESAF Region has 28 AVSEC Instructors and 23 AVSEC Auditors while WACAF has 43 AVSEC Instructors and 16 AVSEC Auditors. These Experts would be available to advise the Steering Committee on technical issues pertaining to the AFI SEC-FAL Programme implementation and ensure that work is conducted in support of the objectives of the Plan as directed by the Steering Committee.

## **5. RECOMMENDATIONS:**

The Steering Committee is requested to:

- i. Recognize in line with the CAMT endorsement, the establishment of the RASECFALG with the AFCAC AVSEC Working Group at its core;
- ii. Approve that the ICAO Regional Offices assist AFCAC in developing the Terms of Reference and the initial Work Programme of the RASECFALG; and
- iii. Support AFCAC's plan to house the Unit for Research on AVSEC Counter Terrorism in the African Centre for the Study and Research on Terrorism (ACSRT) and request ICAO to provide necessary assistance.

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