



ICAO



**AFCAC**  
African Civil Aviation  
Commission

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AFI AVIATION WEEK – EIGHTH EDITION**

**AFCAC PRESENTATION**

Wednesday 23 August 2023 – Twelfth Meeting of the Steering  
Committee of the AFI SECFAL Plan  
**SESSION 2: Aviation Security**

**Status report on the implementation of  
the Windhoek Declaration and Targets.**



# INTRODUCTION

- ❑ The 6th meeting of the Directors General of the Civil Aviation (DGCA6) held from 2 to 4 November 2016 in Brazzaville, Congo adopted the priority actions in order to expedite implementation of the Windhoek Targets on Aviation Security and Facilitation, for member States to reach the Global average on the effective implementation (EI) of the Critical Elements.
- ❑ Adopted by the Assembly of Heads of State and Government of the African Union (AU), at its Summit held in January 2017.

# INTRODUCTION

- ❑ The Declaration and associated Targets on Aviation Security and Facilitation in Africa were endorsed by the Heads of State and Government of the African Union.
- ❑ They also directed the African Civil Aviation Commission (AFCAC) to oversee and provide updates on the progress of their implementation. They also directed the African Civil Aviation Commission (AFCAC) to oversee and provide updates on the progress of their implementation.

# NEW TARGETS

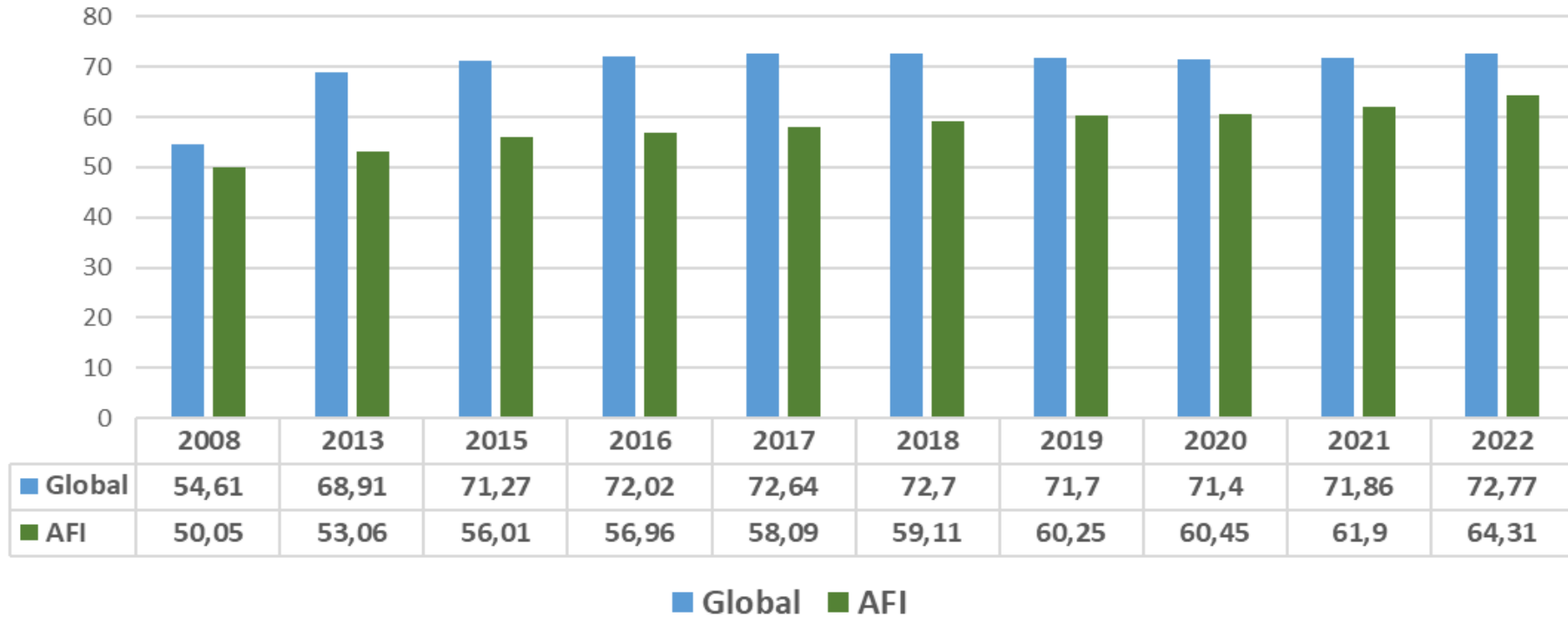
- ❑ The review of the Windhoek Targets on aviation security and facilitation entailed the examination of all Targets, to ensure that they are current, taking into account the status of implementation by States and deadlines, while bringing them to line with the GAsEP.
- ❑ They also directed the African Civil Aviation Commission (AFCAC) to oversee and provide updates on the progress of their implementation. They also directed the African Civil Aviation Commission (AFCAC) to oversee and provide updates on the progress of their implementation.

# NEW TARGETS

- ❑ 3 New Targets were introduced, taking into account the untapped Key Priority Actions of the GAsEP.
  - TARGET 16: All African States should take appropriate actions to develop a strong security culture at all levels within the organizations by the end of 2023.
  - TARGET 17: All African States should have set minimum technical specifications for security equipment and other innovative means of detection techniques, certification processes and operational use, including human factors, by the end of 2023.
  - TARGET 18: All African States should have established the necessary framework to increase collaboration nationally and with other States, regional organizations/partners, economic blocks, etc. in order to promote, and quickly and efficiently achieve key aviation security objectives in the implementation of ICAO SARPs by the end of 2023.

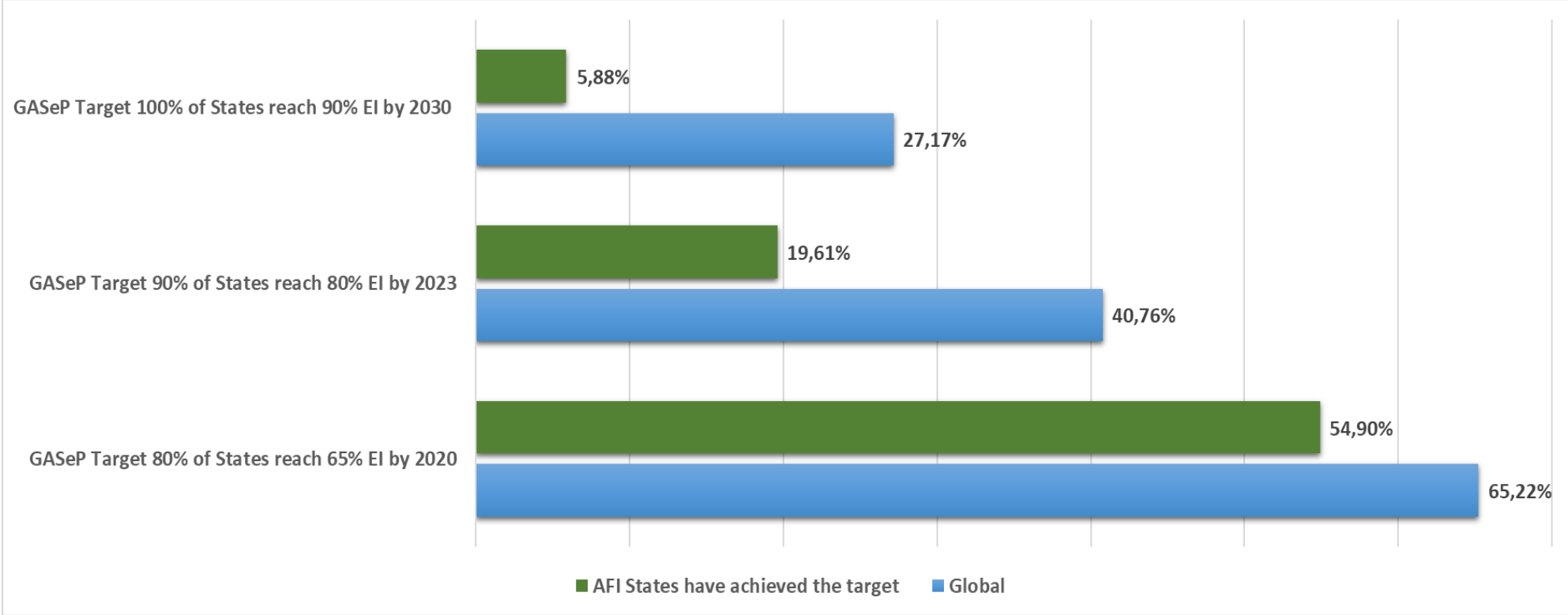
# STATUS OF IMPLEMENTATION

Progress of EI of the CEs



# STATUS OF IMPLEMENTATION

The GAsEP has targets related to its Effective Implementation (EI), using the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) data as input. Its targets are: for 2020, 80% of States reach 65% EI; until 2023, 90% of States reach 80% EI; and by 2030, 100% of States reach 90% EI.

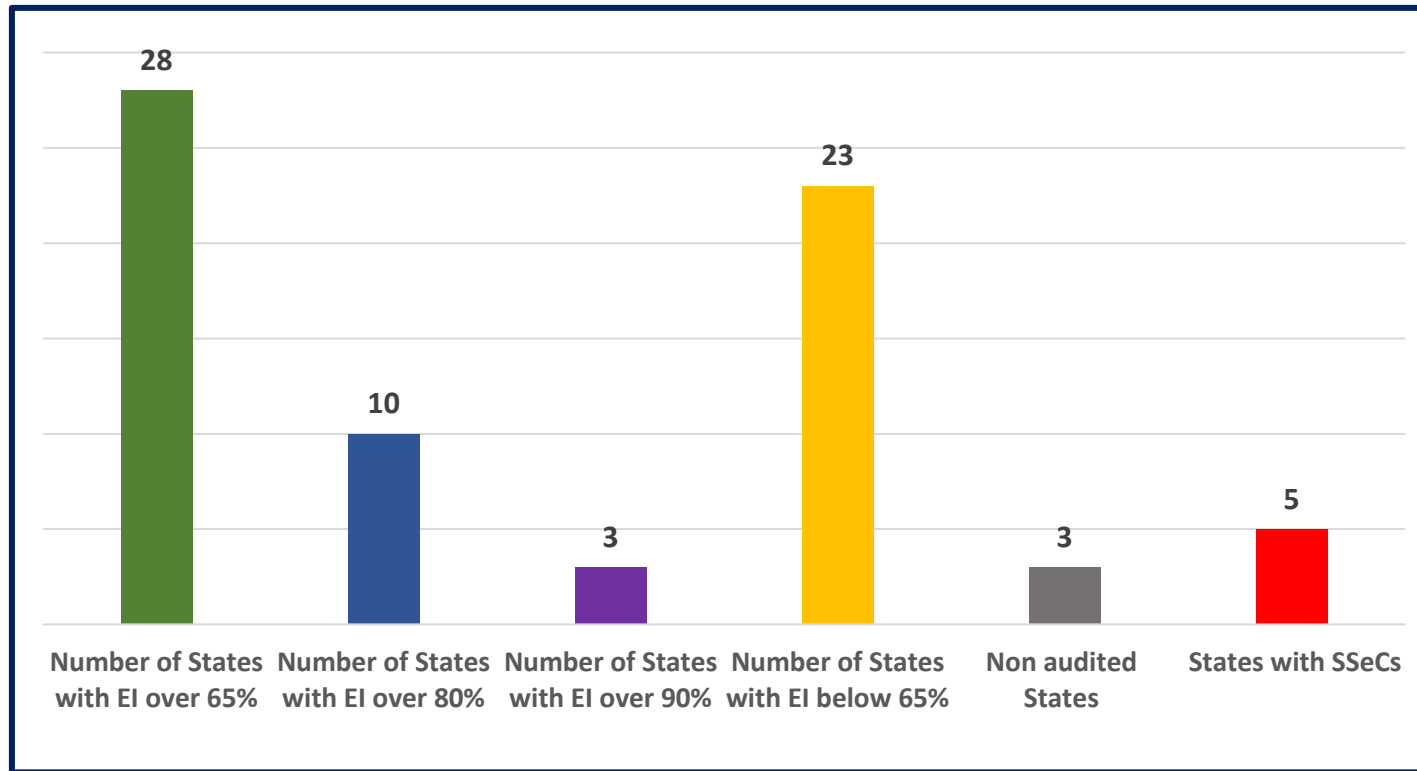


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 1:

A minimum of:

- ❑ 80% of African States should reach above 65% effective implementation of CEs by 2021;
- ❑ 90% of African States should reach above 80% by 2023;
- ❑ 100% of African States should reach above 90% by the end of 2030





# WINDHOEK STATUS OF IMPLEMENTATION

## Target 2:

As a matter of urgency, appropriate action must be taken to address all existing Significant Security Concerns (SSeCs) in the region to prevent any new SSeCs.

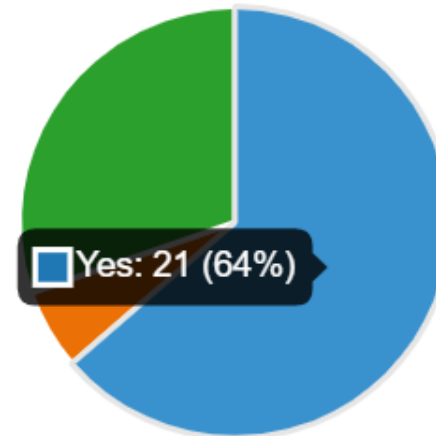
STATE	A (1)	B (5)	C (2)	D (1)	E (1)
DATE	19-09-2011	13-04-2018	08/2019	17-10-2022	28-04-2023
SSeC Areas	OPS	OPS (2)	OPS	OPS	
		PAX (2)	CRG		
		CRG			

# WINDHOEK STATUS OF IMPLEMENTATION

## Target 3:

Strengthened capacity of Appropriate Authorities with adequate resources to ensure effective implementation of oversight functions of Aviation Security and Facilitation in all African States by the end of 2021.

● Yes	21
● No	2
● Partially	10



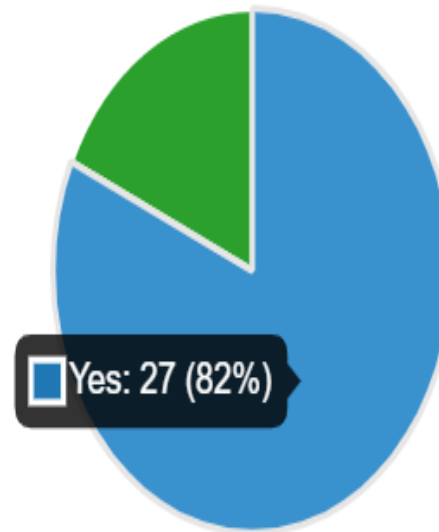
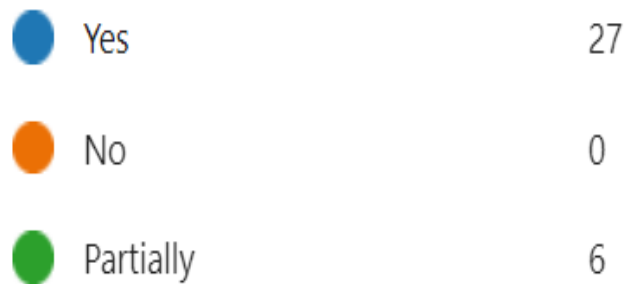
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# WINDHOEK STATUS OF IMPLEMENTATION

## Target 4:

By the end of 2021, all African States should establish 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).

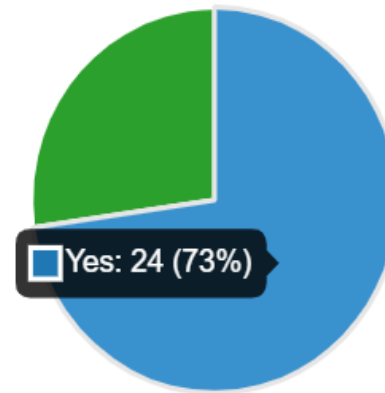


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 5:

By the end of 2021, all African States shall have established functional National Civil Aviation Security Committees (NCASC) and National Air Transport Facilitation Committees (NATFC).

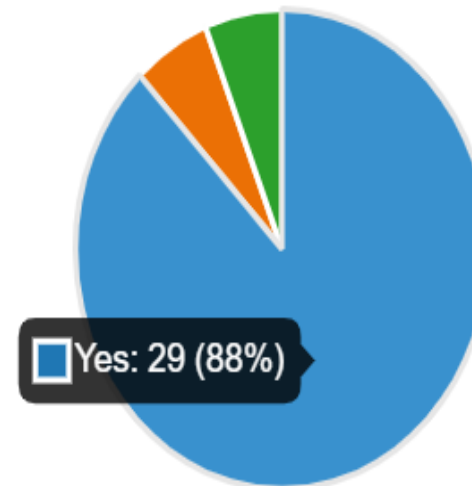
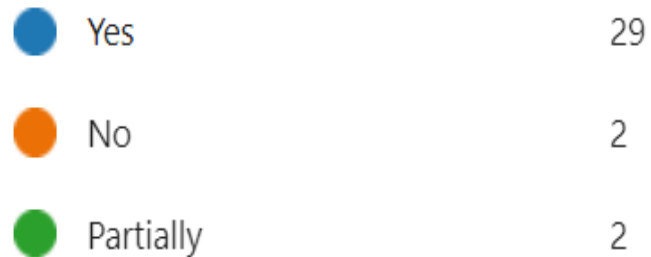
● Yes	24
● No	0
● Partially	9



# WINDHOEK STATUS OF IMPLEMENTATION

## Target 6:

By the end of 2023, all African States should have established security risk management processes, which take into account ICAO's Risk Context Statement and crisis response procedures.

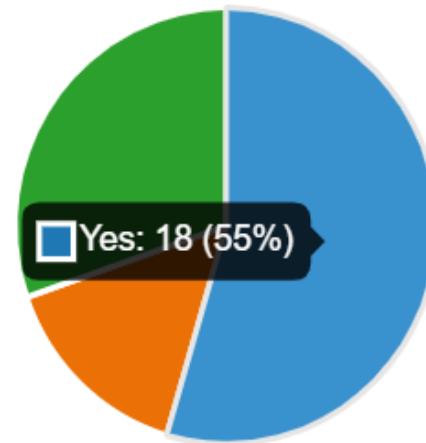


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# WINDHOEK STATUS OF IMPLEMENTATION

## Target 7:

All African States should regularly update the ICAO Aviation Security Point of Contact (PoC) network and promote its use to improve the regional information sharing mechanism.

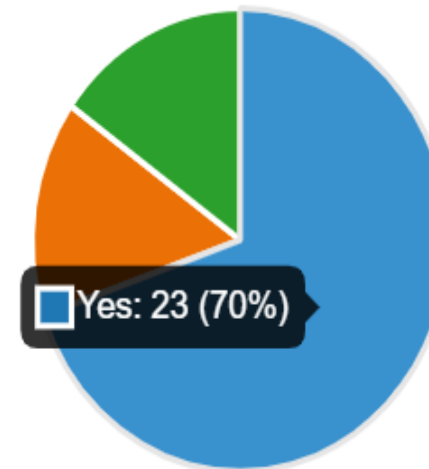


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 8:

All African States should develop and implement appropriate policies for the attraction, development and retention of human resources responsible for the effective development, implementation and maintenance of aviation security standards and recommended practices at national and airport levels by the end of 2023.

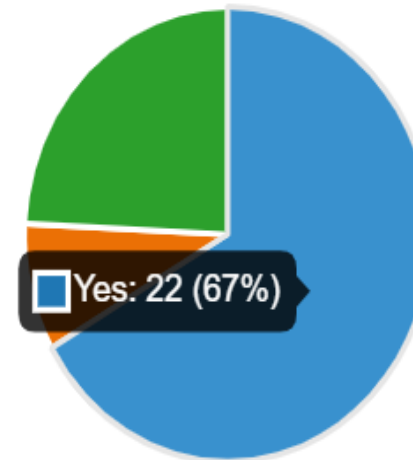
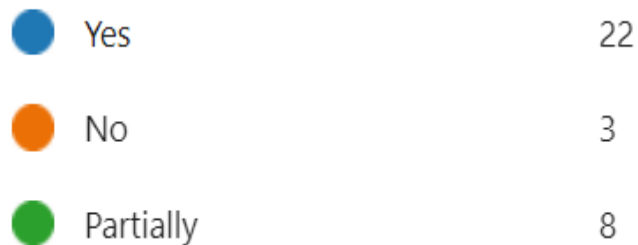
● Yes	23
● No	5
● Partially	5



# WINDHOEK STATUS OF IMPLEMENTATION

## Target 9:

All African States should have seamless access to an Aviation Security Training Centre (ASTC), with sustainable aviation security and facilitation training capacities adapted to suit their needs, by the end of 2023. This may include online and blended learning training, and training of course developers.

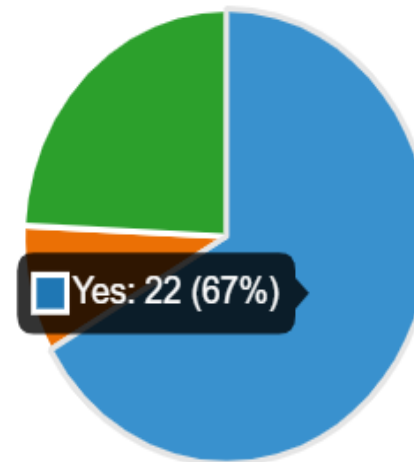
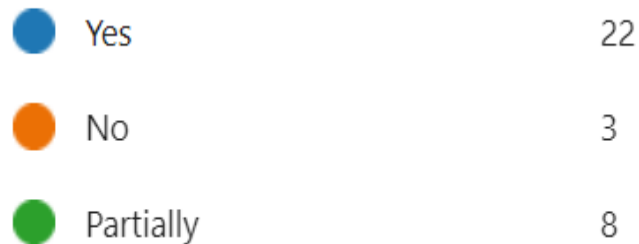




# WINDHOEK STATUS OF IMPLEMENTATION

## Target 10:

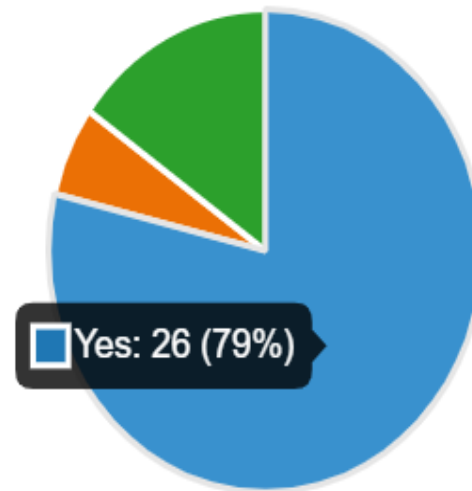
All African States should issue only Machine-Readable Passports (MRPs) in conformance to ICAO Doc 9303 - Machine Readable Travel Documents by the end of 2021. All non-machine-readable passports must be withdrawn from circulation by the end of 2021.



# WINDHOEK STATUS OF IMPLEMENTATION

## Target 11:

All African States should invest in improving basic sources of reliable data, such as civil registration and vital statistics systems. African States should also establish procedures for reporting information about stolen, lost and revoked travel documents for inclusion in the INTERPOL Stolen and Lost Travel Documents (SLTD) database by the end of 2023.

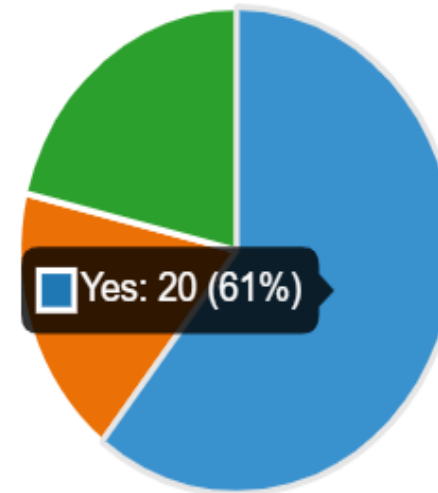


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# WINDHOEK STATUS OF IMPLEMENTATION

## Target 12:

All African States should issue only Machine-Readable Travel Documents (MRTDs) to refugees and stateless persons by the end of 2023.



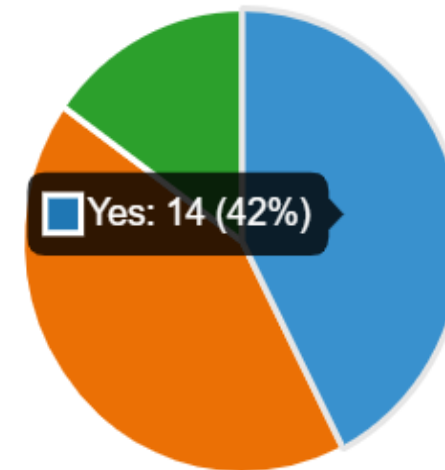
# WINDHOEK STATUS OF IMPLEMENTATION

## Target 13:

At least 50% of African States should have joined the Public Key Directory (PKD) by the end of 2023, and all States by the end of 2030.

\* ICAO has recorded Eighteen (18) African States currently have access to it. These States include Nigeria, Morocco, Seychelles, Benin, Botswana, Mali, Cote d'Ivoire, Uganda, Egypt, Tanzania, Togo, Rwanda, Sudan, Lesotho, Ghana, Cameroon, Zimbabwe, and Kenya. 34% compliant

● Yes	14
● No	14
● Partially	5

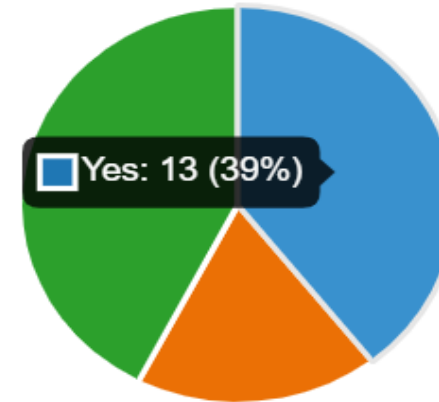


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 14:

All African States should have established processes for mandatory transmittal of Advance Passenger Information (API) or Interactive Advance Passenger Information (IAPI) and Passenger Name Record (PNR) by the end of 2023.

Only five (5) African States currently qualify as API African States: South Africa, Mauritius, Mali, Rwanda, and Seychelles. Among them, only South Africa and Rwanda are classified as Interactive API States (iAPI) in Africa, as they are capable of processing incoming API data and instantaneously scanning their border control systems to provide real-time response messages to the aircraft operators, typically indicating whether to allow boarding or not.

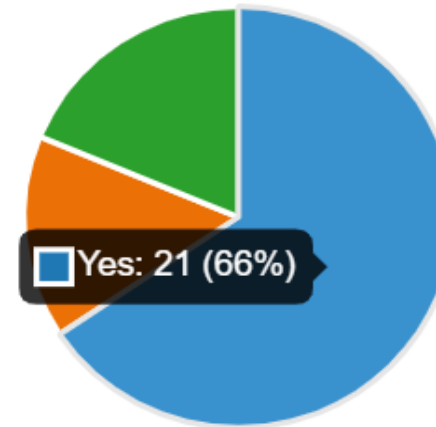


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 15:

All African States should take appropriate actions to develop their ability to conduct risk assessments to protect civil aviation against any possible threat scenario, including but not limited to person-borne improvised explosive devices (PBIEDs), Man-Portable Air Defense Systems (MANPADS), Improvised Explosive Devices (IEDs) in cargo, insider threats, Cyber Security, Motor Vehicle Borne Improvised Explosive Devices (MVBIEDs), etc. by the end of 2023.

● Yes	21
● No	5
● Partially	6

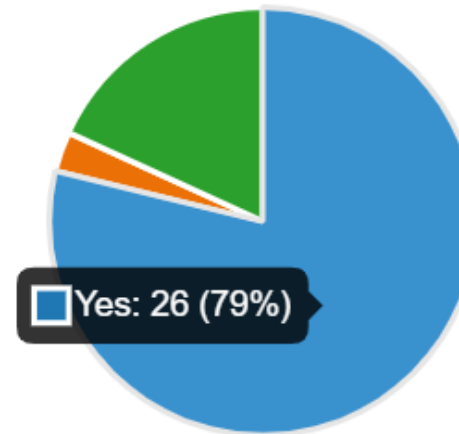


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 16:

All African States should take appropriate actions to develop a strong security culture at all levels within the organizations by the end of 2023.

Yes	26
No	1
Partially	6

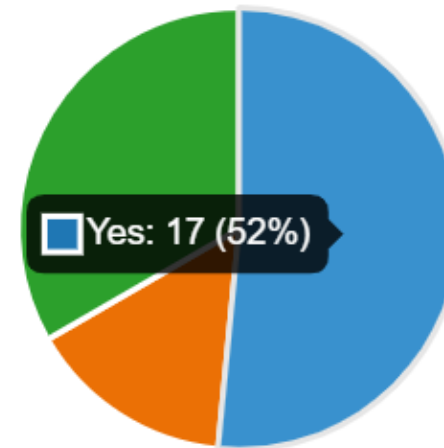


# WINDHOEK STATUS OF IMPLEMENTATION

## Target 17:

All African States should have set minimum technical specifications for security equipment and other innovative means of detection techniques, certification processes and operational use, including human factors, by the end of 2023.

● Yes	17
● No	5
● Partially	11

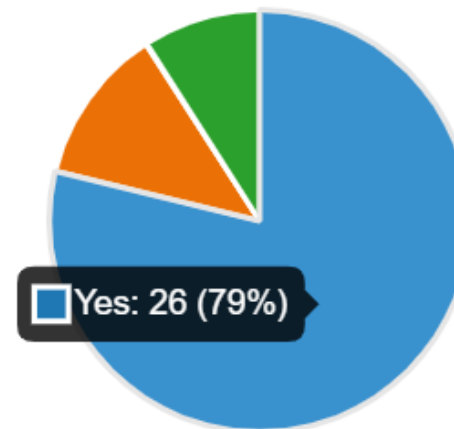




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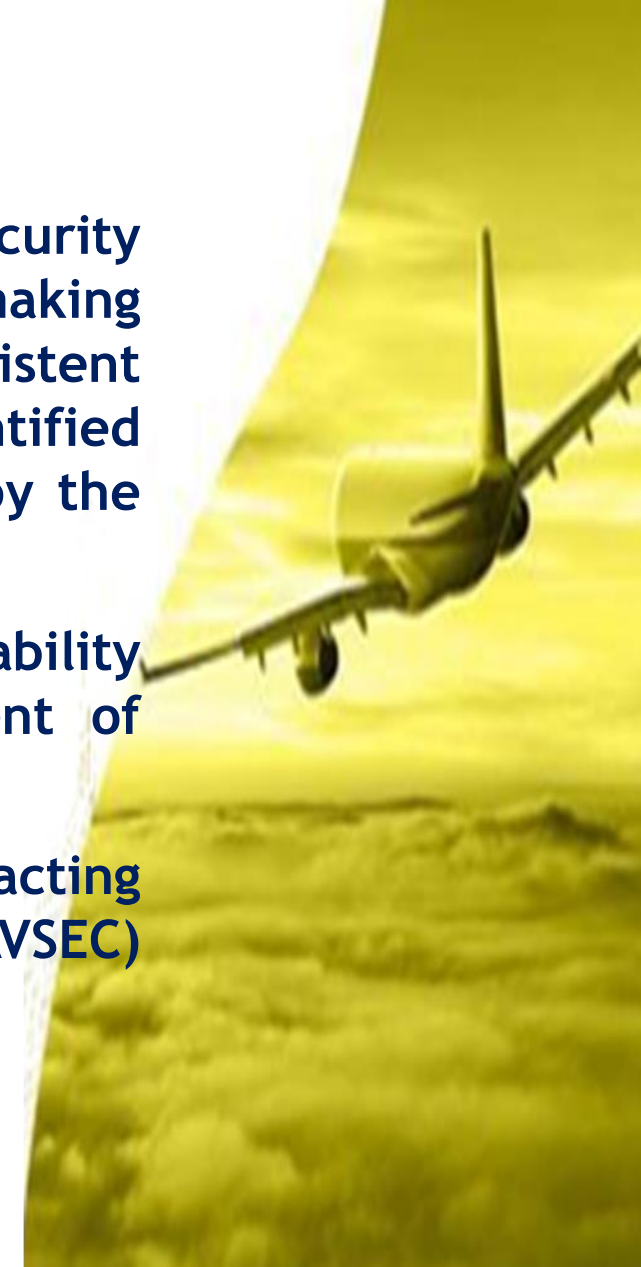
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All African States should have established the necessary framework to increase collaboration nationally and with other States, regional organizations/partners, economic blocks, etc. in order to promote, and quickly and efficiently achieve key aviation security objectives in the implementation of ICAO SARPs by the end of 2023.



# CHALLENGES

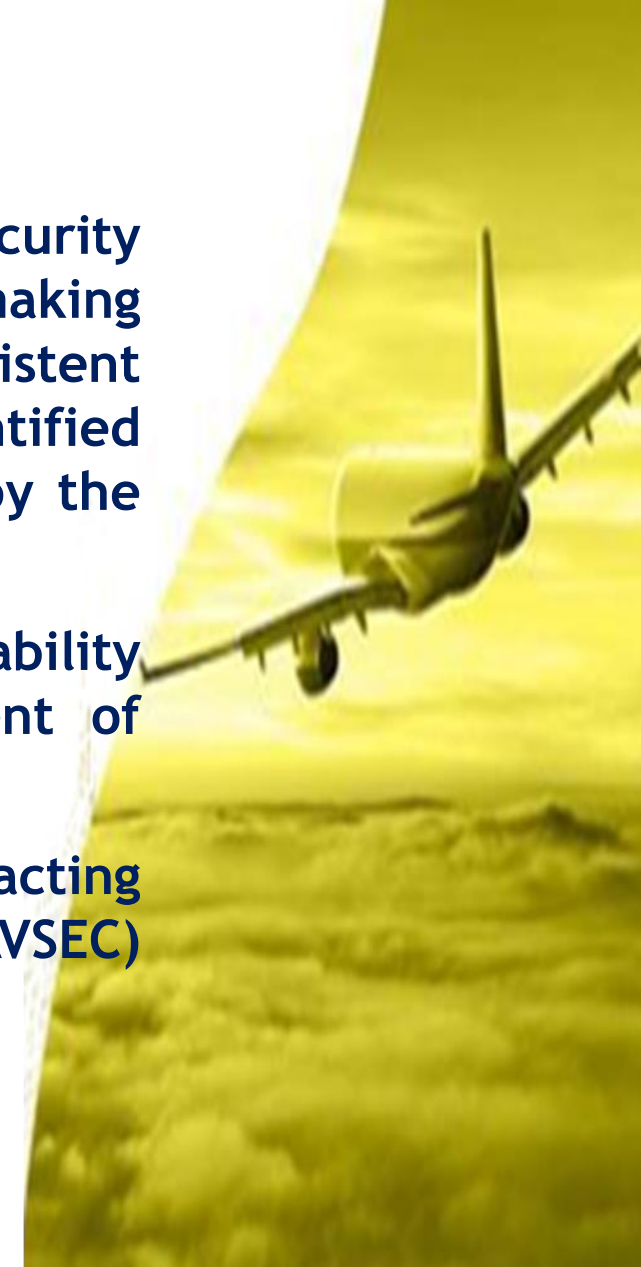
- The regulatory frameworks and legal systems for aviation security vary in different states, leading to lack of separation of powers making it a challenge to harmonize these frameworks to achieve a consistent global approach. Furthermore, the resolution of identified deficiencies is delayed due to insufficient allocation of funds by the airport operator.
- The lack of priority for aviation security with regard to the availability of resources has had a negative impact on the improvement of aviation security measures in the region.
- Furthermore, African States are faced with challenges in attracting and retaining skilled and experienced Aviation Security (AVSEC) personnel;



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## CHALLENGES

- In addition, there is a lack of effective coordination and collaboration among various disciplines in facilitation, resulting in a non-functioning National Air Transport Facilitation Committee and/or Airport Facilitation Committees, or similar coordinating bodies.



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# CHALLENGES

- Lack of adherence to the National Aviation Security Programme (NCASP) and Airport Security Programme (ASP) leads to low levels of EI of six core Annex 17 SARPs relating to operational security measures aiming at leads to low levels of EI of six core Annex 17 SARPs relating to operational security measures aiming at :
  - a) Physical protection of airport security restricted area (4.2.1 & 4.2.7)
  - b) Passenger and cabin baggage screening (4.4.1 & 4.5.5)
  - c) Hold Baggage Screening (4.5.1 & 4.5.5)



# PROPOSALS

- ❑ As AFCAC has capability to assist the SAATM States under the AfDB Project, and therefore requests the strategic support and financial to assist, in 2024 the following non SAATM States. Two SSeC States and non-Madagascar, Eriteria, Malawi, Sao Tome and Principe (None SAATM States) . The estimated cost of the project is 180 000 USD.
- ❑ The AFCAC Secretariat was instructed during the Africa Directors General and Head of CAA Meeting to keep reviewing and improving the Windhoek target and collaborate with state experts to improve the methodology for assessing and verifying the achievement of the aspirational targets set out in the Windhoek Declaration.



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# PROPOSALS

- ❑ Establishment of a task force to assist five Member States in resolving SSeCs and assist 24 and Member States with less than 65% effective implementation of critical elements.
- ❑ Consider an on-site state assessment methodology and provide resources to AFCAC to assist and monitor the progress of Member States in implementing the Windhoek targets, with priority on 24 states with less than 65% effective implementation of critical elements and
- ❑ Urge Member States to use protocol questions for self-assessment and to put more effort into actions to meet the objectives of the revised Windhoek Declaration and Targets.

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# Thank You for your Attention

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