



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION IN AFRICA (AFI SECFAL PLAN)

8TH STEERING COMMITTEE MEETING

Kampala, Uganda (17th May 2019)

**Agenda Item 3.4: Status report on the implementation of the Windhoek Declaration
and Targets**

(Presented by the African Civil Aviation Commission)

EXECUTIVE SUMMARY

This Paper provides a report on the status of the implementation of the Windhoek Targets for Aviation Security and Facilitation, by African member States. It also highlights initiatives and activities undertaken through the approved mechanisms, to support African member States in implementing Annex 17 SARPs and security related provisions of Annex 9.

The paper further highlights the actions taken to implement these Targets and presents information on developments relating to the activities conducted by all Stakeholders involved in Aviation Security and Facilitation in the Continent.

Action to this paper is presented in **Paragraph 5**.

1. INTRODUCTION

1.1 Pursuant to the meeting of Ministers responsible for Civil Aviation Security and Facilitation in Africa held in Windhoek, Republic of Namibia from 4 to 7 April 2016 on the occasion of the Ministerial Conference on aviation security and facilitation in Africa, jointly organized by the International Civil Aviation Organization (ICAO) and the African Civil Aviation Commission (AFCAC) under the auspices of the African Union Commission (AUC), the Ministers

adopted the Aviation Security and Facilitation Declaration and set Targets to enhance aviation security and facilitation in Africa in a sustainable manner.

1.2 The Ministers further called on African States to provide resources and support the implementation of the ICAO AFI SECFAL Plan and requested the AUC to submit the Declaration to the next Assembly of Heads of State and Government of the AU, which was endorsed and approved during its January 2017 Summit.

1.3 The Heads of State and Government of the African Union endorsed the Declaration and related Targets on Aviation Security and Facilitation in Africa and instructed AFCAC to monitor and report status of their implementation.

2. DISCUSSION

2.1 The above-mentioned Ministerial Conference recognized the importance of ICAO policies in supporting the development of air transport and economic growth thus adopted a Declaration that includes ensuring political commitment at national, regional and continental levels for aviation security and facilitation among others, and endorsed fifteen aviation security and facilitation Targets for Africa.

2.2 AFCAC has been requesting States to provide updates on the status of implementation of these Targets, jointly reviewed by the Secretariat of ICAO and Steering Committee of the AFI-SECFAL Plan, with the assistance of the Regional Aviation Security and Facilitation Group (RASFALG-AFI) on a regular basis.

2.3 The 6th meeting of the Directors General of the Civil Aviation (DGCA6) held from 02-04 November 2016 in Brazzaville, Congo adopted the following priority actions in order to expedite implementation of the Targets, for member States to reach the Global average on the effective implementation (EI) of the Critical Elements:

- a) States to develop national action plans for the implementation of the Windhoek security and facilitation targets;
- b) States to improve their EI;
- c) States to resolve all existing Significant Security Concerns (SSeCs);
- d) States to implement TRIP strategy; and
- e) States to ratify relevant aviation security international legal instruments.

2.4 The 30th AFCAC Plenary Session held in Livingstone, Zambia, from 4 to 5 December 2018, was briefed on the progress made and the challenges faced in implementing Windhoek Targets. The Plenary urged the AFI Member States to actively participate in AFI SECFAL Plan in various ways, to provide information to facilitate assistance activities and Request States in need of assistance to inform AFCAC and or ICAO Regional Offices.

3. PROGRESS ON THE IMPLEMENTATION OF ALIGNED TARGETS

Target 1: A minimum of fifty percent of African States achieve at least the global average of EI of the CEs by 2017, 75% of the States achieve this by 2020 and all African States by the end of 2023.

During the harmonization process, it was recommended that the target of 65% be adopted in line with GAsEP. The moving target anchored on global target was found not to be feasible. As of June 2018, 26 AFI States had an EI equal or greater than 65%. Although encouraging, it is below the target of 50% (28 States).

Target 2: As matter of urgency, appropriate action is immediately taken to address all existing Significant Security Concerns (SSeCs) in the region and any new SSeCs are resolved within 3 months.

The existing SSeC in two States have stayed unresolved for periods beyond 3 months due to several reasons such as political/security instability etc.

Target 3: Appropriate Authorities with clearly defined roles and sustainable resources are designated to carry out oversight functions of Aviation Security and Facilitation in at least 50% of African States by 2017 and all African States by the end of 2020.

Most of the AFI States have established Appropriate Authorities for the oversight of security and facilitation. Clear definition of roles and sustainability of resources is yet to be determined.

Target 4: By the end of 2017, all States 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).

Information from the thirty-nine (39) States respondents to AFCAC survey on this target indicates that eighteen (18) States do not have approved National Air Transport Facilitation Programmes. Currently the target has been partially achieved.

(Training seminars are being provided to promote implementation of this target. AFI SECFAL Plan projects will provide assistance in this regard).

Target 5: All States establish functional National Civil Aviation Security Committees (NCASC) and National Civil Air Transport Facilitation Committees (NATFC) by the end of 2020.

Information from the thirty-nine (39) States respondents to AFCAC survey indicates that eleven (11) States are yet to establish National Air Transport Facilitation Committees. Currently the target has been partially achieved.

Target 6: Security Risk Management processes, which take into account ICAO’s Risk Context Statement, and crisis response procedures are established in all States by the end of 2020

Currently the target has been partially achieved

(Training and capacity building seminars and workshops have been delivered in collaboration with Partner organization and more are planned in the future).

Target 7: All States join the ICAO Aviation Security Point of Contact (PoC) network by the end of 2017.

All AFI States have joined ICAO PoC Network (Some of the States require to update the details of PoC).

Target 8: All States develop appropriate policies for the attraction, development and retention of human resources by the end of 2017.

A lot remains to be done to achieve adequate awareness and commitment to establish policies and avail financial resources, and prioritization of civil aviation security.

Target 9: All States develop sustainable aviation security and facilitation training capacities by the end of 2023.

Currently the target has been partially achieved- ASTCs are continuing to develop tailored courses to assist States increase training capacities. 4.

Target 10: All States issue only Machine Readable Passports (MRPs) in conformance to ICAO Doc 9303 – Machine Readable Travel Documents and ensure that all non-MRPs are removed from circulation by the end of 2017.

Target met. Records indicate that all States currently issue MRPs.

Target 11: All States invest in improving basic sources of reliable data, such as civil registration and vital statistics systems, and 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 end of 2020.

Currently the target has been partially achieved.

Target 12: At least fifty percent of all States issue only Machine Readable Travel Documents (MRTDs) to refugees and stateless persons by end of 2017 and all States by the end of 2020.

Target met. Records indicate that all States currently issue MRPs.

The State responses to AFCAC questionnaire confirm 17 AFI States are compliant.

Target 13: At least thirty percent of all States join the Public Key Directory (PKD) by the end of 2017, at least 70% by the end of 2020 and all States by the end of 2023.

Currently the target not met. ICAO records indicate that currently Seven (7) States are PKD Members: Benin, Botswana, Cote d’Ivoire, Mali, Morocco, Nigeria and Seychelles.

Target 14: All States should introduce a provision on Advanced Passenger Information (API) in their respective national legislations that adheres to the internationally recognized (PAXLST) standard for the transmission of API by the end of 2020

Currently the target not met. Only one State is implementing API.

Target 15: All States take appropriate actions to develop their ability to conduct security risk assessments to protect civil aviation against any possible threat scenario, including but not limited to, person borne improvised explosive devices (IEDs), Man Portable Air Defence Systems (MANPADS), IEDs in cargo, insider threat, etc. by the end of 2023.

Currently the target has been partially achieved. However, other States are encouraged to take the advantage of the RMW to ensure compliance.

CONCLUSION

4.1 States should be strongly urged to make efforts and avail resources towards the realization of the Windhoek Declaration and Targets.

4.2 The collaboration between AUC, AFCAC and ICAO, including joint planning of assistance missions, resource optimization and capacity building for the benefit of member States, should be strengthened to ensure implementation of Windhoek Targets.

4.3 The reinforcement of the roster of Experts through the establishment of Cooperative Scheme of Aviation Security and Facilitation Experts (AFI-CES) is strongly believed to enhance assistance to States in the implementation of the Windhoek Targets and recommended actions of the 6th meeting of the Directors General of the Civil Aviation (DGCA/6).

4. ACTIONS BY THE MEETING

5.1 The Steering Committee is invited to:

- a) note the content of the Working Paper and progress made in the implementation of the Windhoek Targets;

- b) request all member State to continue with the implementation and provide an update on actions taken, to meet the objectives of the Windhoek Declaration and set Targets; and
- c) Invite member States in need of technical assistance to take advantage of the Team of designated Experts of the Cooperative Scheme of Aviation Security and Facilitation Experts (AFI-CES), through AFCAC.

APPENDIX A

Indicative Work Plan for the Implementation of the Windhoek Targets
under the Regional Aviation Security and Facilitation Group for Africa and Indian Ocean Region (RASFALG-AFI)

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
<p>TARGET: 1 A minimum of fifty percent of the African States achieve at least 70% which is commensurate with the global average of EI of the CEs by 2017, 75% of the States achieve this by 2020 and all African States by end of 2023.</p>	<p>a) Analyse Action Plans developed and submitted by States to ensure regional targets are met.</p>	<p>Second quarter of 2018</p>	<p>None</p>	<p>AFCAC/ICAO</p>	<p>Work in progress.</p> <ul style="list-style-type: none"> • Member States were notified by means of a State Letter to develop and submit Action Plans to ICAO. • One State in the ESAF region is yet to sign the USAP-CMA MoU. • Analysis of the latest results of audited AFI States was conducted by ICAO to identify common deficiencies, with 56.9% average. • Member States are continuously requested to submit their status on the implementation of Windhoek Targets. • Twenty (20) States have thus far responded on the questionnaire. <i>(Botswana, Burkina</i> 	<ul style="list-style-type: none"> • States to develop and submit Action Plans and update ICAO on status of implementation. • The only one State yet to sign the MoU will be followed up by AFCAC/ICAO and encourage to sign it. • ICAO to continue to remind States to submit Action Plans and status of implementation thereto. <p>ICAO will assist States in the development of Action Plans. AFCAC to continue to update database for needs analysis.</p>

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<p><i>Faso, Cabo Verde, Equatorial Guinea, Gambia, Ghana, Guinea-Bissau, Kenya, Mali, Mozambique, Nigeria, Senegal, South Africa, Swaziland, Tanzania, Togo, Tunisia, Uganda, Zambia & Zimbabwe)</i></p> <ul style="list-style-type: none"> • Six (6) States have signed MoU with AFCAC on the use of Experts under RASFALG-AFI (<i>Benin, Botswana, Gabon, Guinea-Bissau, Nigeria & Togo</i>) • AFCAC developed database based on States' responses to ascertain States' needs and deploy technical assistance accordingly. AFCAC reminded those States which were recently audited under the USAP-CMA and those scheduled for audits, to benefit from the 	<ul style="list-style-type: none"> • Deployment of technical assistance according to States' needs.

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<p>RASFALG-AFI team of Experts for assistance.</p> <ul style="list-style-type: none"> • One (1) State responded positively for assistance in preparation to the USAP-CMA audit. Plans are underway for technical assistance. • Technical assistance is provided in the following order of priorities, as endorsed by the 7th AFI SECFAL Plan SC meeting: <ul style="list-style-type: none"> <i>Priority 1: States with SSeCs;</i> <i>Priority 2: States identified for the USAP-CMA;</i> <i>Priority 3: States which have been audited under USAP-CMA, with low level of compliance;</i> <i>Priority 4: States with identified deficiencies or which require technical assistance; and</i> 	

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<i>Priority 5: States which have not responded to AFCAC Questionnaires.</i>	
<p>TARGET: 2 As a matter of urgency, appropriate action is immediately taken to address all existing Significant Security Concerns (SSeCs) in the region and any new SSeCs are resolved within 3 months after notification by ICAO.</p>	<p>a) Launch the implementation of assistance to States with SSeCs.</p>	<p>Within 3 months of notification</p>	<p>None</p>	<p>ICAO/ AFCAC</p>	<p>Partly achieved. Currently two (2) member States were identified with SSeCs:</p> <p>a) One (1) State has one (1) SSeC - Action taken:</p> <ul style="list-style-type: none"> • Joint ICAO/AFCAC missions were conducted and two (2) areas were identified for urgent intervention. • MoU was concluded with the 2nd State with SSeC for technical assistance in December 2018. <p>b) One (1) State with five (5) SSeCs – Action taken:</p> <ul style="list-style-type: none"> • September 2018: Joint High Level Mission was conducted by AFCAC/ICAO in 	<p>(a) Activity is being coordinated by AFCAC with ICAO ESAF for deployment of Experts for technical assistance to the State concerned, once the funds have been released.</p> <p>(b) Second phase of aviation security technical assistance has been scheduled for May to July</p>

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<p>September 2018, where a Tactical Plan was developed on the urgent actions to resolve the SSeCs, in 5 Phases.</p> <ul style="list-style-type: none"> • MoU was concluded between AFCAC and the State concerned. • 22-26/10/2018: 2xRASFALG-AFI Experts - 5-day Review of High Level documentation (NCASP & ASP); • 05-09/11/2018: 2xExperts (RASFALG-AFI & ICAO) - 5-Day AVSEC STP 123 Basic Training; • 7-9/11/2018: 1xICAO Expert - 3-Day AVSEC equipment & infrastructure review; • 11-22/11/2018: 3xUEMOA Experts - 10-day Drafting of the Standard Operating Procedures and Operational materials; 	<p>2019, to ensure that the remaining aspects of the security concerns are completely resolved.</p> <p>(c) States with new SSeCs to urgently notify AFCAC and sign MoU prior to any engagement.</p>

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<ul style="list-style-type: none"> • 12-16/11/2018: 2xExperts (ERNAM & ICAO) - 5-Day X-ray image interpretation training for cabin and hold baggage screeners; • 19-23/11/2018: 2 Experts (RASFALG-AFI & ICAO) - 5-Day Quality Control Workshop; • 26/11 to 04/12/2018: 2 Experts (RASFALG-AFI & ICAO) - 7-Day AVSEC Inspectors Training Course; 6-14/12/2018: 2xExperts - 7-Day AVSEC Instructors Training Course; • 10-14/12/2018: 3xExperts (AFCAC & ICAO) - Infrastructure & Operational Review, Follow up on the accomplishments in addressing the SSeCs. • Reports on Technical Assistance rendered so far, have been submitted 	

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					to AFCAC and ICAO, indicating successful missions.	
<p>TARGET 3: Appropriate Authorities with clearly defined roles and sustainable resources are designated to carry out oversight functions of Aviation Security and Facilitation in at least 50% of African States by 2017 and all African States by the end of 2020.</p>	<p>a) Evaluate the progress of establishment of appropriate authorities and promote advocacy for political commitment at the States level. b) Obtain the list of States with Appropriate Authorities and States that have not yet established appropriate authorities. c) States that have not yet established appropriate authorities</p>	<p>By 30/08/2016 2016-2020</p>	<p>None</p>	<p>States AFCAC ICAO</p>	<ul style="list-style-type: none"> • The States, which are yet to respond to the questionnaire, and those who reported “Work in Progress” on the establishment of appropriate authorities, have been notified of availability of technical assistance through RASFALG-AFI team of Experts. • Five (5) States need guidance in this area. 	<ul style="list-style-type: none"> • AFCAC will conduct high level missions to encourage the establishment of appropriate authorities by those States that are yet to do so. • Assistance will be provided based on States’ needs & requests.

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	<p>should seek guidance. d) USAP audit reports should be analysed by ICAO and shared with AFCAC for statistical evidence on States performance.</p>					
<p>TARGET: 4 By 2017, all States 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).</p>	<p>a) Provide AVSEC and FAL assistance needs based on States’ requests.</p>	<p>Upon State request/ Last quarter of 2018</p>	<p>None</p>	<p>AFCAC/ ICAO</p>	<p>Done</p> <ul style="list-style-type: none"> • States that are yet to complete and submit questionnaires were reminded to do so. • 70.9% responses to date. (39 out of fifty-five 55 States) • From the responses received, eighteen (18) States do not have approved National Air Transport Facilitation Programmes. • One (1) request was received for assistance in the development of 	<ul style="list-style-type: none"> • The remaining 29.1% target to be reached through robust interventions with Focal Persons of States which have not yet responded to the questionnaire. • AFCAC will continue to remind States on questionnaires, consolidate technical needs of each State and coordinate for technical assistance.

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					<p>National Programmes, and assistance was provided accordingly.</p> <ul style="list-style-type: none"> States were also reminded through emails and telephone calls individually. 	
	b) Organize and conduct training on the development of Security and Facilitation Programmes.	Third quarter of 2018	ASTCs	AFCAC/ICAO	<p>Done.</p> <ul style="list-style-type: none"> ICAO Facilitation Implementation Seminars were held as follows: <ul style="list-style-type: none"> <i>Dakar, Senegal, 5-8 March 2018, with overwhelming attendance;</i> <i>Cairo, Egypt, 12-15 March 2018.</i> ICAO FAL section has completed the development of Basic Training on Facilitation. 	<ul style="list-style-type: none"> More workshops/training will be considered based on the outcomes of the survey and States requests.
TARGET 5: States establish functional National Civil Aviation Security Committees (NCASC) and National Civil Air	a) Determine the number of States that have established functional	2016-2020	None	States ICAO AFCAC	<p>Done.</p> <ul style="list-style-type: none"> From the responses received, eleven (11) States are yet to establish National Air Transport 	<ul style="list-style-type: none"> States in need of assistance to take advantage of the availability of technical assistance

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Transport Facilitation Committees (NATFC) by the end of 2020.	NCASC and NATFC. b) Provide support, training, guidance materials, manuals, scheduled training for establishment of National and Airport SECFAL Committees.				Facilitation Committees. Guidance needed: <ul style="list-style-type: none"> ○ NCASC = 4 States ● NATFC = 7 States. ● One (1) request received for assistance in this area, which was duly provided. <ul style="list-style-type: none"> ○ 	through the AFI-CES team of Experts.
TARGET: 6 Security risk management processes, which take into account ICAO’s Risk Context Statement and crisis response procedures, are established in all States by the end of 2020.	a) Organize a workshop on Risk Management and Crisis Management procedures.	Second quarter of 2018	Partner States and Organisations	AFCAC	Partly achieved. <ul style="list-style-type: none"> ● All 20 States which responded to the Questionnaire, are compliant. ● Workshop held in February 2017. ● ACI have indicated their availability to conduct workshop in the 3rd quarter of 2019. 	<ul style="list-style-type: none"> ● AFCAC will organize similar workshops based on States needs or requests, in collaboration with Partners.
	b) Organize/ conduct at least one workshop	First quarter of 2018	None	ICAO/AFCAC	Achieved.	<ul style="list-style-type: none"> ● AFCAC and ICAO will continue to organize similar

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	on Risk Management, and one Crisis Management course.				<p>The following Courses and Workshops were held at various regions:</p> <p>Crisis Management Courses:</p> <ul style="list-style-type: none"> • 30 Oct - 03 Nov 2017 Dakar, Senegal; • 26 - 30 March 2018 Nairobi, Kenya. <p>Risk Management Workshops(RMW):</p> <ul style="list-style-type: none"> • 07-10 Nov 2017 Dakar, Senegal; • 20-23 March 2018 Nairobi, Kenya; • 26-28 June 2018, Dakar, Senegal(Train-the-trainer); • 16-21 Sept 2018 Nairobi, Kenya (Train-the-Trainer); • 8-12 October 2018 Freetown, Sierra Leone. • 23-26 April 2019 ASTC Lagos, Nigeria. 	<p>workshops based on requests.</p> <ul style="list-style-type: none"> • States will be encouraged to request for the conduct of RMW in-house to enable effective implementation of GAsEP and the Annex 17 Standards requiring their implementation based on the results of Risk Assessment carried out by the States.
TARGET 7: All States join the ICAO Aviation	a) Provide guidance and encourage	2016-2017	None	States ICAO AFCAC	Work in progress. <ul style="list-style-type: none"> • 28 September 2018: ICAO WACAF tested 	<ul style="list-style-type: none"> • On-going implementation of

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<p>Security Point of Contact (PoC) network by the end of 2017.</p>	<p>member States who have not joined the AVSEC Point of Contact network. b) Compile periodic reports by ICAO Regional Offices on participation in PoC network. c) States should provide updated PoCs list to ICAO and AFCAC.</p>				<p>the system and discovered that many States need to update their PoC.</p> <ul style="list-style-type: none"> 12 April 2019: ICAO WACAF conducted another test on the PoC Network and 16 States responded while the remaining 8 States were followed up. States were reminded to designate Focal Persons/PoC so as to facilitate speedy response. 	<p>ICAO project plan to update PoC database.</p>
<p>TARGET 8: All States develop appropriate policies for the attraction, development and retention of human resources by the end of 2017.</p>	<p>a) Establish awareness programmes on the common civil aviation policy (AFCAP) and in particular on the need to develop human resource plan</p>	<p>2016-2017</p>	<p>AUC</p>	<p>States AFCAC ICAO</p>	<p>In progress.</p> <ul style="list-style-type: none"> 16 States need support in this area. This target calls for domestication of the Common African Civil Aviation Policy (AFCAP) by States. AFCAC has identified the need to review the AFCAP. To be 	<ul style="list-style-type: none"> States are encouraged to establish awareness programmes on AFCAP, upon completion of the review.

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	<p>which motivates professionals, promote best practice, transparency, fairness and merit in the management of aviation security professionals.</p> <p>b) States to domesticate or internalize AFCAP.</p>				<p>completed upon approval by the Plenary.</p>	
<p>TARGET 9: All States develop sustainable aviation security and facilitation training capacities by the end of 2023. This may include adapting existing courses to the local needs, developing online and blended learning training, and training of course developers.</p>	<p>a) Implement recommendations of the training needs analysis studies done by ICAO/ACI and provide assistance where necessary.</p> <p>b) Support the development and conduct of</p>	<p>2016-2023</p>	<p>ASTCs</p>	<p>States ICAO AFCAC</p>	<p>8 ASTCs in the AFI region to date:</p> <ul style="list-style-type: none"> • EASA ASTC, Nairobi, Kenya; • ACSA, ASTC Johannesburg, South Africa; • ASTC ERNAM Dakar; • ASTC Duala, Cameroon; • ASTC FAAN Lagos, Nigeria; • ASTC Egypt; • ASTC Morocco; and • ASTC Tunisia. 	<ul style="list-style-type: none"> • Continuous guidance and support by ICAO.

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	<p>courses on aviation security and facilitation. c) Provide support to States or sub-regions in need to establish training facilities. d) Provide direct/tailored assistance, where needed, to develop training materials and Training to be conducted for course developers. e) Pilot project identified as blended learning. f) Adapting existing courses to the local needs,</p>					

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	<p>developing online and blended learning.</p> <p>g) States to promote sub-regional cooperation in the field of aviation security and facilitation training.</p> <p>h) Conduct capacity building seminars/works hops and other advocacy at the Regional and State levels.</p> <p>i) Further enhance the capacity of ASTCs and promote cooperation between them including development of</p>					

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	training programmes.					
TARGET 10: All States issue only Machine Readable Passports (MRPs) in conformance to ICAO Doc 9303 – Machine Readable Travel Documents and ensure that all non-MRPs are removed from circulation by the end of 2017.	a) Urge States that do not yet issue MRPs and States that have not yet removed all non-MRPs from circulation to comply with Article 38 of the Chicago Convention (filling of difference) and develop state action Plans. b) Issue periodic reminders to non-conforming States to inform ICAO of individual actions plan	Not later than 2017	AUC	States ICAO AFCAC	Achieved. According to ICAO, all States issue MRPs.	•
TARGET 11: All States invest in improving basic sources of reliable	a) States invest in improving basic sources of reliable data,	2020	AUC INTERPOL	States ICAO AFCAC	Not achieved. • 20 States are compliant.	• States are encouraged to establish links with INTERPOL and provide updates to the

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<p>data, such as civil registration and vital statistics systems, and 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 end of 2020.</p>	<p>such as civil registration and vital statistics systems. b) States to establish procedures, as required, and to provide information to ICAO on action taken towards the implementation of INTERPOL SLTD database.</p>				<ul style="list-style-type: none"> • INTERPOL delivered presentations at the following forums and informed of the status of their Database of SLTD and associated documents in Africa: <ul style="list-style-type: none"> ○ AFI SECFAL Plan SC meeting in July 2018, Niamey, Niger; and ○ 6th RASFALG-AFI meeting 6-8 November 2018, Cabo Verde. 	<p>border control systems (e.g. integrated systems and automatic checks on INTERPOL databases).</p>
<p>TARGET 12: At least fifty percent of all States issue only Machine Readable Travel Documents (MRTDs) to refugees and stateless persons by end of 2017 and all States by the end of 2020.</p>	<p>a) States to establish procedures, as required, and to provide information to ICAO on action taken. b) Provide assistance to</p>	2016-2020	AUC	States ICAO AFCAC	<p>Partly achieved.</p> <ul style="list-style-type: none"> • A questionnaire was developed and circulated to States, and only twenty (20) States have responded. • According to States' responses, seventeen (17) States meet this requirement. 	<ul style="list-style-type: none"> • Remaining States to meet this requirement and provide update to AFCAC and ICAO as a matter of urgency.

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	States as needed. c) AFCAC to develop questionnaire and circulate to States to obtain their status on MRTD to refugees and stateless persons.					
TARGET 13: At least thirty percent of all States join the Public Key Directory (PKD) by the end of 2017, at least 70% by the end of 2020 and all States by the end of 2023.	a) Perform awareness campaign through AFI SECFAL Plan and related work programme, Windhoek Declaration and targets and promote joining ICAO PKD. b) Conduct capacity building seminars/works	2016-2020	AUC	States ICAO AFCAC	12.7 % achieved. ICAO recorded Seven (7) PKD member State to dates: <ul style="list-style-type: none"> • <i>Benin</i> • <i>Botswana</i> • <i>Cote d'Ivoire</i> • <i>Mali</i> • <i>Morocco</i> • <i>Nigeria</i> • <i>Seychelles.</i> 	<ul style="list-style-type: none"> • States to emphasize the importance of joining PKD, by the passport issuing authorities. • ICAO to organize awareness campaigns

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	hops on ICAO TRIP Strategy at Regional and State levels.					
TARGET 14: All States should introduce a provision on Advanced Passenger Information (API) in their respective national legislation that adheres to the internationally recognized (PAXLST) standard for the transmission of API by end of 2020.	a) Conduct seminar on API with the assistance of Partners.	Last quarter of 2018	INTERPOL IATA SITA	AFCAC/ICAO	Partly achieved. <ul style="list-style-type: none"> Survey results indicate that 6 States are compliant. INTERPOL delivered a presentation on API/PNR at the workshop succeeding the RASFALG-AFI meeting, held 8 November 2018, Cabo Verde. AFCAC has requested a workshop on API from the AUC, as a follow up to the Joint Action Plan of 2018-2019, and AUC indicated 2019. Date to be confirmed. Only one State is implementing API (South Africa) 	AFCAC to coordinate another workshop in liaison with the AUC in the area of API.
TARGET 15: All States take appropriate actions to develop their ability to	a) Organize workshop with relevant State authorities, and	Last quarter of 2018	Partner States/ Organisations	AFCAC/ICAO	In progress. <ul style="list-style-type: none"> According to the survey results, seven (7) States 	<ul style="list-style-type: none"> AFCAC and ICAO to continue to organize workshops and seminars, which are

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
<p>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 Defence Systems (MANPADS), IEDs in cargo, insider threats, etc. by 2023.</p>	<p>Partners on MANPADS, land side security, and emerging threats like IEDs in cargo, insider threats, cyber security, etc.</p>		<p>ECAC TSA, etc.</p>		<p>meet this requirement and 13 need support.</p> <ul style="list-style-type: none"> • ECAC held workshops that address some of the threats under this Target, as part of the CASE Project: <ul style="list-style-type: none"> ○ Security Culture: 17-18 January 2018, Nairobi, Kenya; ○ Cargo and Mail Security: 6-7 March 2018, Paris, France; ○ Explosive Detection Dogs (EDDs), 5-6 June 2018 Entebbe, Uganda. ○ CBRN Threats: 30-31 October 2018, Paris, France. ○ Behavior Detection: 14-15 November 2018, Accra, Ghana. 	<p>aimed at understanding emerging and current threats.</p> <ul style="list-style-type: none"> • The workshops or seminars should take into account New ICAO Standards relating to the threats under this Target.

QUARTER 1: JANUARY – MARCH

QUARTER 2: APRIL - JUNE

QUARTER 3: JULY – SEPTEMBER

QUARTER 4: OCTOBER - DECEMBER

