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**MINISTERIAL CONFERENCE ON AVIATION SECURITY AND FACILITATION IN AFRICA**

**7 APRIL 2016**

**WINDHOEK, REPUBLIC OF NAMIBIA**

**WINDHOEK DECLARATION ON  
AVIATION SECURITY AND FACILITATION IN AFRICA**

**WINDHOEK DECLARATION ON  
AVIATION SECURITY AND FACILITATION IN AFRICA, 7<sup>th</sup> APRIL 2016**

**We**, African Ministers responsible for Civil Aviation Security and Facilitation, meeting in Windhoek, Republic of Namibia on 7 April 2016, on the occasion of the Ministerial Conference on aviation security and facilitation in Africa organized by the African Civil Aviation Commission (AFCAC) under the auspices of the African Union Commission (AUC);

**Mindful of** the Convention on International Civil Aviation done in Chicago on 7 December 1944;

**Mindful of** the Constitutive Act of the African Union (AU) adopted in Lomé, Togo, on 11 July 2000, particularly Articles 14, 15 and 16 thereof which entrust the AUC with the role of coordination in the transport, communication and tourism sectors;

**Mindful of** the Treaty Establishing the African Economic Community signed in Abuja, Nigeria, in June 1991;

**Mindful of** the Organization of African Unity (OAU) Convention on the Prevention and Combating of Terrorism adopted in Algiers, Algeria on 14 July 1991 and entered into force on 6 December 2012, which provides requisite conditions for the African Union Commission to build a framework to fully and effectively provide response to ever changing threats on the continent including civil aviation;

**Mindful of** the AU Agenda 2063, which amongst others provides for the implementation of the Yamoussoukro Decision towards the establishment of a single African air transport market, the introduction of an African passport issued by Member States, capitalizing on the global migration towards ePassports, and the abolishment of visa requirements for all African citizens in all African Countries by 2018;

**Mindful of** the third AU Conference of Ministers responsible for Air Transport held in Addis Ababa, Ethiopia, from 7 to 11 May 2007, under the theme “Achieving a single, safe and secure airspace for Africa’s development and integration” which adopted the Declaration on aviation security in Africa and subsequently endorsed by the AU Assembly of Heads of State and Government in Accra, Ghana on 29 June 2007, through Decision EX.CL/Dec.359 (XI) and supplemented by specific policy contained in the African Civil Aviation Policy adopted by the Second African Union Conference of Ministers of Transport conducted in Luanda, Angola from 21 to 25 November 2011 under the theme: “Consolidating the transport sector for the stimulation of economic integration in Africa” endorsed by the AU Assembly of Heads of State and Government in Addis Ababa on 23 to 27 January 2012 through Decision EX.CL/Dec.682 (XX);

**Mindful of** the strong links between the Strategic Objectives of the International Civil Aviation Organization (ICAO) and the United Nations 2030 Agenda for Sustainable Development, especially in recognition that safe and secure aviation and global connectivity contribute essentially to socio-economic development;

**Mindful of** the Third African Union Conference of Ministers responsible for Air Transport, held from 7 to 11 May 2007 in Addis Ababa, Ethiopia, which adopted the Declaration on Aviation Security in Africa that was later endorsed by the AU Assembly in June 2007;

**Mindful of** the adoption of the Abuja Declaration on Civil Aviation Security in Africa by the African Ministers in charge of aviation security together with regional and international organizations, on 13 April 2010, in which they affirmed their commitment to preventing unlawful interference with civil aviation in all forms, with particular attention being placed on countering terrorist threats against civil aviation;

**Mindful of** the Regional Conference on aviation security, held in Dakar, Senegal, 17 to 18 October 2011, where African States appreciated ICAO's leadership role and agreed to intensify cooperation to enhance aviation security;

**Mindful of** the African Civil Aviation Policy (AFCAP) adopted by the Second Conference of the AU Ministers of Transport, in Luanda, Angola on 25 November 2011 and the strategies and commitments developed in the Declaration, subsequently endorsed by the Summit of Heads of State and Government, in Addis Ababa, Ethiopia, on 27 January 2012;

**Mindful of** the meeting of African Ministers of Transport held in Luanda, Angola, from 21 to 25 November 2011 which deliberated on aviation security and agreed on several issues notable of which was the need to establish a Regional Aviation Security Group and set up a Counter Terrorism Research Unit within the African Centre for the Study and Research on Terrorism and to coordinate the implementation of the Abuja Declaration and Roadmap;

**Mindful of** the new Constitution of the AFCAC, a specialized agency of the African Union, that came into force provisionally on 11 May 2010;

**Mindful of** the role of the New Partnership for Africa's Development (NEPAD) as a framework for the development of Africa;

**Mindful of** the United Nations Security Council resolutions: 1373 (2001) *on threats to international peace and security caused by terrorist acts*; 1624 (2005) *on threats to international peace and security*; and 2178 (2014) *on threats to international peace and security caused by foreign terrorist fighters*;

**Mindful of** the various programmes, objectives and targets currently being pursued under ICAO's No Country Left Behind (NCLB), campaign launched in 2014;

**Considering that** 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, endorsed at the 24<sup>th</sup> Extraordinary Plenary Session of the 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;

**Considering** the importance of aviation security and facilitation in air transport industry development world-wide, and its impact on national economic development particularly in Africa;

**Considering** the compelling need to continuously improve aviation security and facilitation in Africa and the need to urgently find immediate and sustainable resolution to deficiencies in aviation security;

**Commending** ICAO for its continued technical assistance to Africa, including the establishment of AFI SECFAL Plan and the support given to AFCAC in the establishment of the African Regional

Aviation Security and Facilitation Group (RASFG-AFI);

**Having considered** the Report of the Experts who met in Windhoek, Namibia, from 4 to 6 April 2016.

**Concerned by:**

1. Recent aviation security terrorist attacks;
2. Challenges in safeguarding international civil aviation in a demanding aviation security environment;
3. Inadequate enforcement powers allocated to the designated Appropriate Authority for aviation security oversight;
4. Inadequacy of financial resources to ensure effective development and implementation of Primary Legislation and Regulations on aviation security and facilitation;
5. Insufficient States' capacity and capability to address tenuous security environment, conflict zones, new and emerging threats, including insider threats, insurgents and transnational criminal group activities;
6. Inadequate levels of effective implementation of the critical elements of an aviation security oversight system, compliance with the ICAO SARPs related to ICAO Annexes 17 and 9, implementation of State's Corrective Action Plans;
7. Insufficient effective National Programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCASTP), National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);
8. Insufficient functioning of the National Aviation Security and Air Transport Facilitation Committees and the challenges in establishing a national coordination mechanism for facilitation and aviation security;
9. Weak security and facilitation culture;
10. Insufficient number of competent/skilled aviation security professionals;
11. Low level of States' participation to ICAO Public Key Directory (PKD);
12. Challenges in harmonization and intensification of assistance and capacity-building efforts;
13. Insufficient guidance and training for implementation of the security-related provisions of Annex 9 – *Facilitation*;
14. Insufficient systems and tools for the efficient and secure reading and verification of Machine Readable Travel Documents (MRTDs) at borders, including use of the ICAO Public Key Directory and the INTERPOL Stolen and Lost Travel Documents (SLTD) database; and
15. Slow pace of the implementation of border control and aviation security requirements of Security Council Resolution 2178 (2014), including the use of Advance Passenger Information (API); and

**Recalling:**

1. The importance of air transport in the economic development of the Continent particularly the attendant increased interactions among peoples, and wealth creation resulting from the various forms of exchanges so facilitated; and

2. The role of the ICAO in fostering the development of international civil aviation;

**Reaffirming:**

1. The urgent need to implement national, regional and continent-wide strategies on aviation security and facilitation in the African continent with a view to promoting aviation as a viable mode of transport which enhances Africa's development and integration;

2. The need for the full implementation of the Memorandum of Cooperation (MOC) between the AUC, AFCAC and ICAO; and

**Welcoming** the various initiatives undertaken by sector organizations in the continent and by Regional Economic Communities (RECs) and partners;

**Undertake to:**

1. Ensure political commitment at the national, regional and continental level for aviation security and facilitation;

2. Meet our States' aviation security and facilitation obligations under the Convention on International Civil Aviation (the Chicago Convention), including ensuring effective aviation security oversight;

3. Ensure the implementation of the policy objectives, commitments, regulations and strategies on aviation security and facilitation as adopted in the AFCAP;

4. Ensure that aviation security is given its due consideration in States' National Development Plans;

5. Accelerate the establishment and strengthening of Appropriate Authorities with sufficient independent regulatory oversight for aviation security;

6. Ensure the provision of sustainable funding and other resources to carry out effective aviation security oversight and implementation of aviation security and security-related facilitation measures;

7. Ensure that the provisions of ICAO Annexes 17 and 9 related to the establishment of National Civil Aviation Security Committees (NCASC) and National Air Transport Facilitation Committees (NATFC) are implemented;

8. Ensure the development of sustainable national programmes within the States, including National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Training Programme (NCSTP), National Civil Aviation Security Quality Control Programme (NCASQCP) and National Air Transport Facilitation Programme (NATFP);

9. Support the effective implementation of the ICAO Aviation Security Assistance and Capacity Building Strategy, the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan);

10. Ensure the timely resolution of all Significant Security Concerns (SSECs) and deficiencies identified through the Universal Aviation Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) and ensure the progressive increase in the Effective Implementation (EI) rate of ICAO's eight Aviation Security Oversight Critical Elements to no less than the world average;
11. Promote the introduction of self-service options at airports to increase throughput of passengers and reduce crowding in vulnerable areas;
12. Ensure effective implementation of border control and aviation security requirements of Security Council Resolution 2178 (2014), including the use of Advance Passenger Information (API);
13. Ensure the inclusion of the INTERPOL Stolen and Lost Travel Document (SLTD) Database screening solutions within the AFI SECFAL Plan;
14. Support and encourage the extension of the INTERPOL Secure Global Communication System (I-24/7) beyond National Central Bureau's (NCB's) and more importantly to Border Control Points for access and effective use of the SLTD Database;
15. Ensure the coordination with relevant authorities for the removal of all non-Machine Readable Passports (MRP) from circulation;
16. Increase the effective use of ICAO Aviation Security Point of Contact (PoC) network for real time information sharing;
17. Ensure the availability and retention of sufficient and competent/skilled aviation security and facilitation professionals;
18. Make resources available to AFCAC to enable it to effectively play its roles in aviation security and facilitation;
19. Coordinate with relevant authorities to conduct risk assessments on the threats affecting civil aviation;
20. Cooperate and collaborate regionally and bilaterally to share information, as well as to provide technical assistance; and
21. Promote sub-regional cooperation in the field of aviation security and facilitation training.

**Decide to:**

1. Adopt the Aviation Security and Facilitation Targets annexed to this Declaration and ensure the implementation of the ICAO AFI SECFAL Plan which aims to enhance aviation security and facilitation in a sustainable manner;
2. Direct AFCAC Secretariat to establish effective monitoring, evaluating and reporting mechanisms for this Declaration;
3. Take the necessary steps to ratify all International conventions on Aviation Security and Facilitation;
4. Ensure active participation by the relevant Ministers at high-level aviation security and facilitation meetings; and

5. Ensure active participation at all ICAO and AFCAC events that promote aviation security and facilitation;

**Make a Solemn Appeal** to the ICAO, the United Nations Economic Commission for Africa (UNECA), the African Development Bank (ADB), the World Bank (WB) and all Civil Aviation development partners and organizations to support the aviation security and facilitation programmes of the AU;

**Urge** African States and Regional Economic Communities (RECs) to foster cooperation in the air transport sub-sector;

**Urge** States manufacturing facilitation and aviation security equipment and software to remove all restrictions of selling and exporting those equipment and software to protect civil aviation against Acts of unlawful interference;

**Call on** African States to provide resources and support the implementation of the ICAO AFI SECFAL Plan; and

**Request** the AUC to submit for endorsement this Declaration to the next AU Assembly of Heads of States and Government of the AU.

**Done and adopted in Windhoek, Republic of Namibia on this 7<sup>th</sup> day of April 2016.**