



**AVIATION INFRASTRUCTURE FOR AFRICA GAP ANALYSIS
WORKSHOP**

Abuja, Nigeria 19-21 MARCH 2019

**ICAO Global Aviation Security Plan (GASeP), AFI
SECFAL Plan and Windhoek Declaration and Targets
for security and facilitation in Africa**

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AFI SECFAL Plan- Objectives

- ❖ Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan) was approved as an ICAO Programme in 2014.
- ❖ The overall objective of AFI SECFAL Plan is to enhance aviation security and facilitation in Africa in a sustainable manner
- ❖ Coordinate and align all capacity-building efforts in the field of AVSEC and FAL
- ❖ Address the need to strengthen various AVSEC and FAL aspects related to organizational, managerial, institutional, economical, educational and political factors within the Region



AFI SECFAL Plan

Key factors that triggered the establishment of the Plan include:

- ❖ Low implementation of ICAO SARPs as indicated in USAP audits results : (AFI EI of 56.5% compared to 71.8% globally in 2015)
- ❖ **Weak national legislation primary law and operating regulations**
- ❖ Insufficient political will, infrastructure and funding
- ❖ **Lack of a sufficient number of qualified personnel**
- ❖ Inadequate enforcement powers to designated security Authority
- ❖ **Lack of coordination, and duplication of efforts**
- ❖ Need for establishment of national air transport facilitation Committees and timely implementation of MRTDs SARPs



AFI SECFAL Plan-Targets

- ❖ The targets are reflected in the 8 year Plan programme;
- ❖ **Implemented through in Short, medium and long term- (2018,2020,2023);**
- ❖ Increased effective implementation (EI) of the critical elements (CEs) for Africa States to at least **65%**
- ❖ **All States have defined appropriate authorities and resources**
- ❖ All States have NCASC and NATFC, and updated national programs
- ❖ **All States issue MRTDs and remove non-MRP from circulation**
- ❖ Establish Risk Management and Crisis Management procedures.



Windhoek declaration and targets

Primary objective was:

- ❖ Enhance African States' effective implementation of the African Civil Aviation Policy and ICAO SARPs and Oversight Systems
- ❖ Reinforce the political commitment of African States for successful implementation of the AFISECFAL Plan
- ❖ Establish a coordination framework for the activities of African States, donor community and industry to ensure the effective implementation of the AFI SECFAL Plan;
- ❖ Identifying possible funding and mobilizing resources for the Plan(financial and human)
- ❖ Formulating common Security /Facilitation targets and goals



Windhoek declaration and targets

- ❖ Adopted by the AU Ministerial meeting in Windhoek in 2016 and endorsed by the AU summit in July 2017 with the following targets:
 - 50% of States achieve 65% of EI of the CEs by 2017, 75% achieve 65% by 2020 and 100% by the end of 2023;
 - Address all existing SSsECs and any new ones in 3 months
 - CAA's to have clearly defined roles and sustainable resources for oversight functions (50% by 2017 and 100% 2020);
 - all States to have (NCASP, NCASQCP, NCASTP and NATFP) by 2017
 - All States to have joined the ICAO AVSEC (PoC) network by 2017
 - All States to have functional NCAC s and NATFCS by the end of 2020;



Windhoek declaration and targets

- All States have developed appropriate policies for the attraction , development and retention of human resources by the end of 2017
- Sustainable AVSEC/FAL training capacities by 2023(to include online and blended learning and course developers
- Undertake to promote sub-regional cooperation in the field of aviation security training;
- All States issue only MRPs in conformance to ICAO Doc. 9303 and ensure that all non-MRPs are removed from circulation by the end of 2017
- 50% of states issue only MRTDs to refugees and stateless persons by end of 2017 and 100% by end of 2020
- 50% join to the PKD by 2017, 70% by 2020 and 100% by t 2023



Windhoek declaration and targets

- States improve basic sources of reliable data, such as civil registration and vital statistics systems, and establish procedures for reporting information about SLTDs for inclusion in the INTERPOL SLTD database by end of 2020
- All States introduce an Advanced Passenger Information (API) system under their respective national legislations that adheres to the internationally recognized (PAXLST) standard for the transmission of API by end of 2020: and
- All States take appropriate actions to develop their ability to conduct risk assessments to protect civil aviation against a threats, to include Improvised explosive Devices (IED), Man Portable Air Defence Systems (MANPADS),IEDs in cargo, insider threat, etc by 2023



GASep-Objectives

Address the inherent and emerging challenges globally including:

- ❖ **Current threat and risk environment**
- ❖ Manage traffic growth in a secure and efficient manner
- ❖ **Helps establish public confidence in aviation systems**
- ❖ Provides guidance for priority setting for States
- ❖ **Target-based planning complements current Annex and guidance material framework**



GASeP-Challenges and opportunities

- ❖ Terrorists' continuing interest in civil aviation
- ❖ **Strong political will required to progress**
- ❖ Lack of capacity to employ risk management approaches
- ❖ **Resources needed for effective capacity-building**
- ❖ Innovation to be encouraged more aggressively
- ❖ **Goals and targets must be attainable**



GASep- Addressing the Challenges

Use of regional mechanisms to:

- ❖ Help determine how the Regions will achieve the priorities
- ❖ Fosters knowledge sharing, partnerships, mutual support
- ❖ Facilitates implementation via “Regional roadmap”
- ❖ Regional monitoring using existing mechanisms

ICAO will:

- ❖ Continues to support States’ efforts in implementation
- ❖ Global Implementation and Monitoring Plan
- ❖ Provide and undertake USAP-CMA process and resources



GASeP- Key goals and targets

- ❖ **Implementing in a decentralized and consistent manner**
- ❖ **Ambitious goals and targets**
 - 80% States above 65% EI by 2020
 - 90% States above 80% EI by 2023
 - 100% States above 90% EI by 2030
- ❖ **Monitoring implementation and measuring progress**



GASeP- Implementation

The implementation in Africa and Middle East is stipulated in the Roadmap that sets out aviation security actions/tasks, responsibilities, and projected outcomes under the following six (6) key priorities:

- ❖ **Enhance risk awareness and assessment;**
- ❖ **Develop security culture;**
- ❖ **Develop human capability in Aviation Security;**
- ❖ **Improve technological resources and encourage innovation;**
- ❖ **Improve oversight and quality control; and**
- ❖ **Increase regional cooperation and support**



GASeP-Emerging issues

- ❖ **Cyber security**
- ❖ **Unmanned aircraft systems**
- ❖ **Land side security**
- ❖ **Slow implementation of API and GASeP in Africa**



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UNITING AVIATION

NO COUNTRY LEFT BEHIND



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and Caribbean
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(SAM) Office
Lima

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European and
North Atlantic
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(ESAF) Office
Nairobi

Asia and Pacific
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Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU