International Civil Aviation Organization

INFORMATION PAPER

HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 5: Capacity-building and technical assistance

MECHANISMS ADOPTED TO IMPLEMENT THE
AFRICAN AVIATION SECURITY ROAD MAP

(Presented by African Civil Aviation Commission (AFCAC)
on behalf of the 54 African States[1])

SUMMARY
This paper presents the progress made on the implementation of the African Aviation Security Road Map and the intervention made by the Ministers of Africa responsible for Transport to speed up its implementation.
Action: The High level Conference on Aviation Security is invited to note the progress made on the implementation of African Aviation Security Road Map.

1. **INTRODUCTION**

1.1 Over the years, there have been a number of treaties on Aviation Security, which have been concluded under the auspices of ICAO. Some of these legal instruments criminalized acts against International Civil Aviation, such as hijacking, sabotage, and other unlawful acts against the safety of Civil Aviation. The Ministers in charge of Civil Aviation Security in Africa met and declared in Addis-Ababa in 2007, their intention to reposition Aviation Security in Africa. Furthermore, in the aftermath of the event of 25 December 2009 on Northwest Flight 253, ICAO encouraged member States to make collaborated efforts to address this new threat.

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[1] Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Southern Sudan , Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe

2.   **DISCUSSION AND ACTIVITIES**

2.1   In order to exchange views on the challenges, threats and opportunities in Civil Aviation Security and to review the mechanism which strengthens international measures and standards, the Ministers in charge of Aviation Security in Africa, as well as Regional and International Organisations again met in Abuja, Nigeria from 12-13 April 2010, and 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.

2.2   They also agreed that States in coordination with ICAO, should establish, approve and implement procedures, mechanisms and cooperative actions which, pursuant to international law, including the Chicago Convention, and domestic law, will strengthen their capacities to assess and face civil aviation security threat and risks, thereby facilitating legitimate passenger and air cargo flow. This Joint Declaration of the Ministers became known as the Abuja Declaration on Aviation Security".

2.3   As a follow-up to the Abuja Declaration on Aviation Security of 13 April 2010, AFCAC which was mandated with the implementation of the Aviation Security Strategy, known as the African Roadmap on Civil Aviation Security, organised a meeting of the AFCAC AVSEC Working Group in South Africa from 10-12 August 2010 to concretise actions to implement the Roadmap.

2.4   The meeting focused on issues which needed to be implemented as follows:

- Frame work and Matrix implementation Plan
- Development of common legislation on Liquids, Aerosols and Gels (LAGS)
- Appointment of AVSEC Experts for the monitoring and implementation of the Action Plan, as reflected below:
- Northern – Egypt
- Western – Nigeria,
- Eastern – Kenya
- Southern – South Africa
- Central – No representation at the meeting and the meeting decided to request AFCAC to handle the nomination.

2.5   At a Regional Conference on Aviation Security which took place in Dakar, Senegal on 18 October 2011, African States agreed to intensify cooperation to enhance Aviation Security. They recalled their commitment to the Joint Declaration on Civil Aviation Security Abuja, Nigeria on 13 April 2010 and took into consideration the Action Plan defined by the African Roadmap on Aviation Security adopted as a result of the Abuja Conference, as well as the role of AFCAC in implementing the Roadmap.

2.6   The meeting acknowledged ICAO's leadership role in strengthening Aviation Security at the global and regional levels, and called on ICAO and AFCAC to review, update and as necessary, further develop the African Roadmap in the light of the 37th Assembly Resolution in full cooperation and coordination with African States, African Union, and relevant regional bodies.

2.7   Finally, the African Ministers of Transport met in Luanda, Angola From 21-25 November 2011 and deliberated on Aviation Security.

2.8   After taking stock of the action taken by AFCAC in carrying out activities concerning Aviation Security, the meeting agreed on the need for a Regional Aviation Security Group as a

mechanism to coordinate the implementation of the Abuja Declaration and Roadmap as well as ICAO Declaration and strategy on Aviation Security.

2.9   The Regional Aviation Security Group will serve as a forum for intervention between the States, RECs, AFCAC, and other continental institutions involved in Security matters.

2.10   The meeting also approved AFCAC's request for housing the Unit for AVSEC Research at the African Centre for the Study and Research on Terrorism (ACSRT) in Algeria.

3.   **WAY FORWARD**

3.1   While noting that dynamics of Aviation Security differs from those of Safety, and having acknowledged the challenges and lessons on the implementation of the African Aviation Security Road Map Action Plan, the following methodology will be explored and used where conducive to fast track its implementation:

1. AFCAC/ICAO model used in the establishment of Regional Aviation Safety Groups, (and other models, i.e. Planning and implementation Regional Groups (PIRGs) and Global AIR Navigation Plan GANP). This model has proven to be successful in achieving implementation.
2. Regional mechanism with ICAO will be strengthened, based on the existing Memorandum of Understanding, especially Aviation Security Implementation Support and Development (ISD), as per A 37 Declaration on AVSEC.
3. Operationalisation of European Civil Aviation Commission and Latin American Civil Aviation Commission (ECAC and LACAC) Memoranda of Understanding and possible amendments to suit the needs of our African Aviation Security Roadmap.

4.   **ACTION**

4.1   The Conference is invited to

- Note the progress made in the development and implementation of the Aviation Security Roadmap and
- Methodology to be used for fast tracking the implementation of the African Aviation Security Roadmap.

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