

INTERNATIONAL CIVIL AVIATION ORGANISATION
WESTERN AND CENTRAL AFRICAN OFFICE**First Meeting of Directors General of Civil Aviation**

(Abuja, Nigeria, 19 - 21 March 2002)

Agenda Item 1: Strategies for the elimination of deficiencies in the Region

(Presented by the Secretariat)

Summary
This paper deals with deficiencies in the AVSEC field and suggests solutions for their elimination.
REFERENCES
<i>Annex 17 - Safeguarding International Civil Aviation against Acts of Unlawful Interference</i> <i>Doc. 8973 - Security Manual on Safeguarding International Civil Aviation against Acts of Unlawful Interference</i>
Annexes

1. Introduction

1.1 Specifications on Aviation Security are contained in Annex 17 to the Convention on International Civil Aviation, supplemented by the Security Manual Doc 8973.

2. Deficiencies in the field of Aviation Security

2.1 On the basis of the various evaluation reports and the technical follow-up in the Region, the main problems as identified are as follows.

2.1.1 Legislation

- S Non-ratification of international legal instruments, notably the supplementary Protocol to Montreal Convention (24 February 1988, acts of violence at airports) and the Convention on the marking of plastic explosives for the purpose of detection;
- S Lack of amendments to criminal codes to make punishable acts of unlawful interference perpetrated on the State's territory;
- S Lack of a national security programme defining the State's general policy in the field of aviation security as regards both the distribution of tasks and preventive and response measures and making available to interested partners relevant parts of the national security programme;

- S Lack of regulations requiring that airlines should submit their security programmes;
- S Lack of airport security programme including annexes on standardized operating procedures, crisis management plan, etc.;
- S Lack of legislation on cargo, mail, express parcels and stores security (“Regulated Agent” concept).

2.1.2 **Training**

- S Lack of a national training programme for partners involved in aviation security and of a validation and evaluation system for training;
- S Non-compliance with selection criteria when recruiting or assigning security officers (basic level, visual acuity, sense of smell, etc.);
- S Very high mobility of trained aviation security staff, notably of armed forces.

2.1.3 **Preventive measures**

- S Lack of adequate fencing or barriers for delineation of restricted areas;
- S Lack of an adequate system for badges and access control of persons and vehicles to restricted areas;
- S Lack or insufficient equipment for screening passengers and their baggage;
- S Insufficient training and retraining of security officers, notably in X-ray image and lack of evaluation and validation system;
- S Lack of follow-up and equipment maintenance (calibration, preventive maintenance and repairs);
- S Lack of formal measures for aircraft protection;
- S Lack of Standardized Operating Procedures relating to the aforementioned measures;
- S Security constraints not taken into account when designing airports.

2.1.4 **Response**

- S Lack of emergency plan and security exercise to test the effectiveness and efficiency of such a plan.

2.1.5 Evaluation/Inspection

- S Lack of an evaluation and inspection system for security devices (inspection unit, trained personnel, appropriate procedures and equipment).

2.1.6 Financing of aviation security

- S Use for other purposes of resources derived from the security charge.

3. Suggested Actions

3.1 To perpetuate the benefits of the AVSEC mechanism which already made possible the technical evaluation of all the States of our Region and some progress that could be seen nowadays at certain airports, States should endorse a new mechanism based on regional partnership for which an appropriate questionnaire was circulated by ICAO.

3.2 At the national level, DCAs which are generally considered as relevant authorities pending the implementation of the action plan agreed with ICAO following the technical evaluation or follow-up mission should:

- a. In order to fully shoulder their responsibilities, create an appropriate entity (Directorate or Sub-Directorate) and have qualified staff in sufficient number to handle aviation security matters;
- b. Foster the development and urgent publication of a national Security Programme (NSP) which focuses on a number of key chapters of the model NSP in the Security Manual to enable the publication of subsequent texts and procedures. Special attention should be devoted to the **distribution of tasks** and the **designation of an authority for the implementation** by consensus;
- c. Foster the development and the implementation of a national training programme intended for all partners.
- d. Monitor the use of revenue derived from security charges within the framework of budgets as agreed with major partners taking into account all requirements in equipment, training and inspection.

3. Action required

4.1 The meeting is invited:

- a) to take note of the information provided;
- b) to exchange views on the suggested actions;
- c) to endorse the regional partnership approach for a uniform implementation of Annex 17.

STATUS OF LEGAL INSTRUMENTS CONCERNING AVIATION SECURITY

	Tokyo Convention (1963)	The Hague Convention (1970)	Montreal Convention (1971)	Supplementary Protocol to Montreal Convention (1988)	Convention on the marking of Explosives (1991)
Benin	NO	YES	NO	NO	NO
Burkina Faso	YES	YES	YES	YES	NO
Cameroon	YES	YES	YES	NO	NO
Cape Verde	YES	YES	YES	NO	NO
Central African Rep.	YES	YES	YES	YES	NO
Chad	YES	YES	YES	NO	NO
Congo	YES	YES	YES	NO	NO
Côte d'Ivoire	YES	YES	YES	NO	NO
Dem. Rep. of Congo	YES	YES	YES	NO	NO
Equatorial Guinea	YES	YES	YES	NO	NO
Gabon	YES	YES	YES	NO	NO
Gambia	YES	YES	YES	YES	YES
Ghana	YES	YES	YES	YES	YES
Guinea	YES	YES	YES	YES	NO
Guinea-Bissau	NO	YES	YES	NO	NO
Liberia	NO	YES	YES	NO	NO
Mali	YES	YES	YES	YES	NO
Mauritania	YES	YES	YES	NO	NO
Niger	YES	YES	YES	NO	NO
Nigeria	YES	YES	YES	NO	NO
Sao Tomé and Príncipe	NO	NO	NO	NO	NO
Sénégal	YES	YES	YES	NO	NO
Sierra Léone	YES	YES	YES	NO	NO
Togo	YES	YES	YES	YES	NO