

AFCAC Presentation

AVIATION SECURITY IN AFRICA

Boubacar Djibo
Secretary General of AFCAC



EU-Africa Aviation Summit
(Windhoek, 2 – 3 April 2009)

Structure of the presentation

- Introduction
- **Nairobi Declaration of 1990**
- ICAO 2002 AVSEC Meeting
- AFCAC Activities & Work Programme
- **Addis Ababa Declaration of 2007**
- Recent Developments
- **Conclusion: An updated African Plan of action**



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AFCAC Constitution

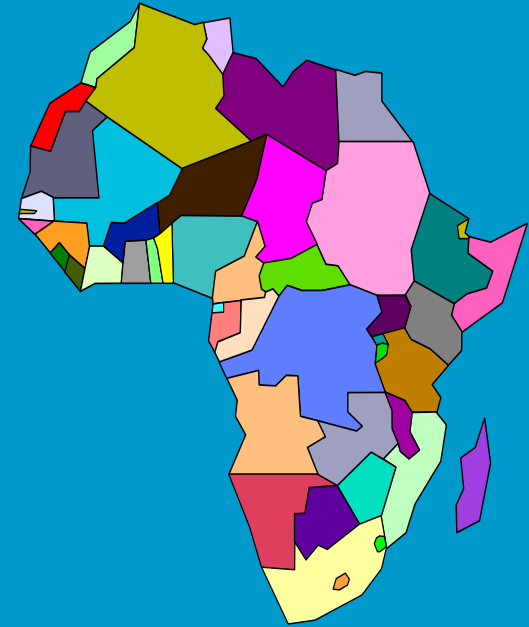
AFCAC's objectives shall be to:

- a) Coordinate matters of civil aviation in Africa and cooperate with ICAO and all other relevant organizations and other bodies as may be involved in the promotion and development of civil aviation in Africa;
- b) Promote the development of the civil aviation industry in Africa in order to fulfil objectives of the OAU Charter of 1963 and Abuja Treaty of 1991;
- c) Foster the application of ICAO Standards and Recommended Practices for the safety, security and regularity of air transport; and
- d) Examine any specific problems which may hinder the development and operation of the African civil aviation industry and, where possible, take the necessary actions in coordination with member States as required.



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Background



- 48 Member States
- Headquarters in Dakar - Senegal
- Plenary Session: Resolutions
- Bureau: 1 President and 5 Vice-presidents
- Bureau and Secretariat : Implementation
- **Air Transport Committee**
- **Technical Committee**
- African members of the ICAO Council: Africa position

⇒ **Co-ordination and assistance functions**



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AFCAC the Specialized Agency of the AU

Agreement between OAU and AFCAC establishing AFCAC as the specialized Agency of the OAU in the field of civil aviation dated 11 May 1978

Implementation of a formal framework for the promotion of a common African policy in civil aviation matters

Treaty establishing the African Economic Community, Abuja June 1991

Constitutive Act of the African Union, Lomé July 2000

To contribute to the :

- Harmonization of national policies in the field of civil aviation
- Strengthening of sectoral integration at the regional and continental levels in all areas of civil aviation ;
- Promotion of proper integration of air transport in Africa



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AFCAC as the **Executing Agency** of the YD

The Third Session of the Conference of African Ministers Responsible for Air Transport , with a view to speeding up the implementation of the Yamoussoukro Decision , reaffirmed the urgency to put in place the Executing Agency Responsible for economic supervision of the liberalized air transport industry in Africa.

To this end, in May 2007 they adopted a Resolution by which **the duties/functions of the Executing Agency of the Yamoussoukro Decision will be entrusted to AFCAC.**



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UN Treaty Collection, conventions on terrorism:

- 1988 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation
- 1988 Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf
- 1991 Convention on the Marking of Plastic Explosives for the Purpose of Detection (*Plastic Explosives Convention*)
- 1997 International Convention for the Suppression of Terrorist Bombings
- 1999 International Convention for the Suppression of the Financing of Terrorism
- 2005 International Convention for the Suppression of Acts of Nuclear Terrorism



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Aviation Security (AVSEC)

- Combination of measures and human and material resources intended to safeguard international civil aviation against acts of unlawful interference
- Annex 17 to the Chicago Convention



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Annex 17 to the Chicago Convention: Security

Acts of unlawful interference : acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.:

- unlawful seizure of aircraft in flight,
- unlawful seizure of aircraft on the ground,
- hostage-taking on board aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- communication of false information such as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.



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Annexe 17 de la Convention de Chicago: Sûreté

Actes d'intervention illicite: Actes ou tentatives d'actes de nature à compromettre la sécurité de l'aviation civile et du transport aérien, c'est-à-dire :

- capture illicite d'un aéronef en vol ;
- capture illicite d'un aéronef au sol ;
- prise d'otages à bord d'un aéronef ou sur les aérodromes ;
- intrusion par la force à bord d'un aéronef, dans un aéroport ou dans l'enceinte d'une installation aéronautique;
- introduction à bord d'un aéronef ou dans un aéroport d'une arme, d'un engin dangereux ou d'une matière dangereuse, à des fins criminelles ;
- communication d'informations fausses de nature à compromettre la sécurité d'un aéronef en vol ou au sol, de passagers, de navigants, de personnel au sol ou du public, dans un aéroport ou dans l'enceinte d'une installation de l'aviation civile.



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Annex 17 to the Chicago Convention: Security

- 2.1.2 Each Contracting State shall establish an organization and develop and implement regulations, practices and procedures to safeguard civil aviation against acts of unlawful interference taking into account the safety, regularity and efficiency of flights.
- 2.1.3 Each Contracting State shall ensure that such an organization and such regulations, practices and procedures:
 - a) protect the safety of passengers, crew, ground personnel and the general public in all matters related to safeguarding against acts of unlawful interference with civil aviation; and
 - b) are capable of responding rapidly to meet any increased security threat.



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Introduction

- **Pan Am flight 103, Lockerbie, Scotland, 21 December 1988**
- **Resolution of the ICAO Council of February 1989**
- **UTA flight 772, Tenere Desert, Niger, 19 September 1989**
- **ICAO 27th Assembly Worldwide consensus**



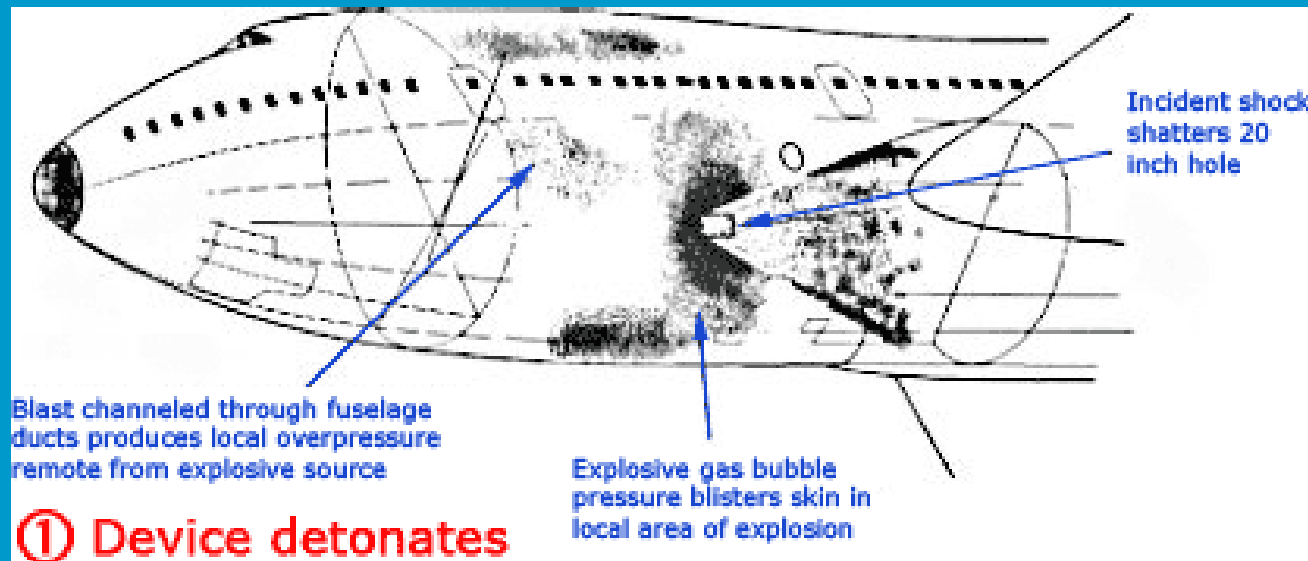
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Pan Am 103, Lockerbie, December 1988



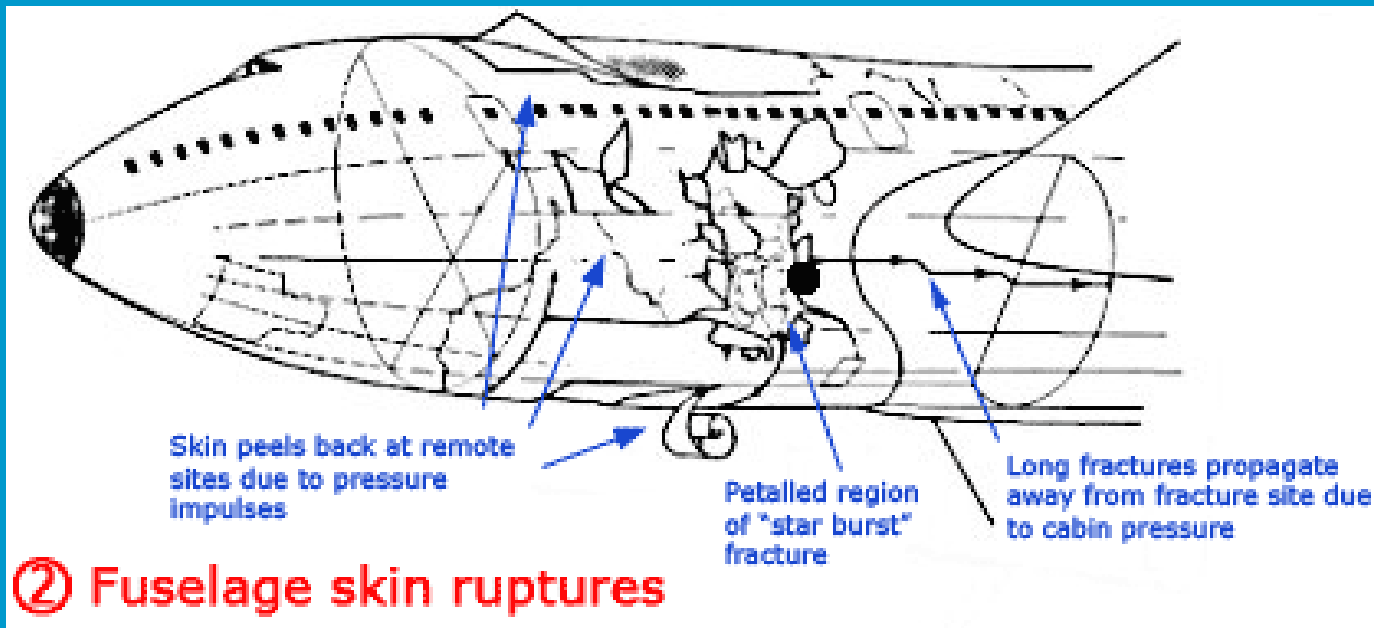
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Pan Am 103, Lockerbie, December 1988



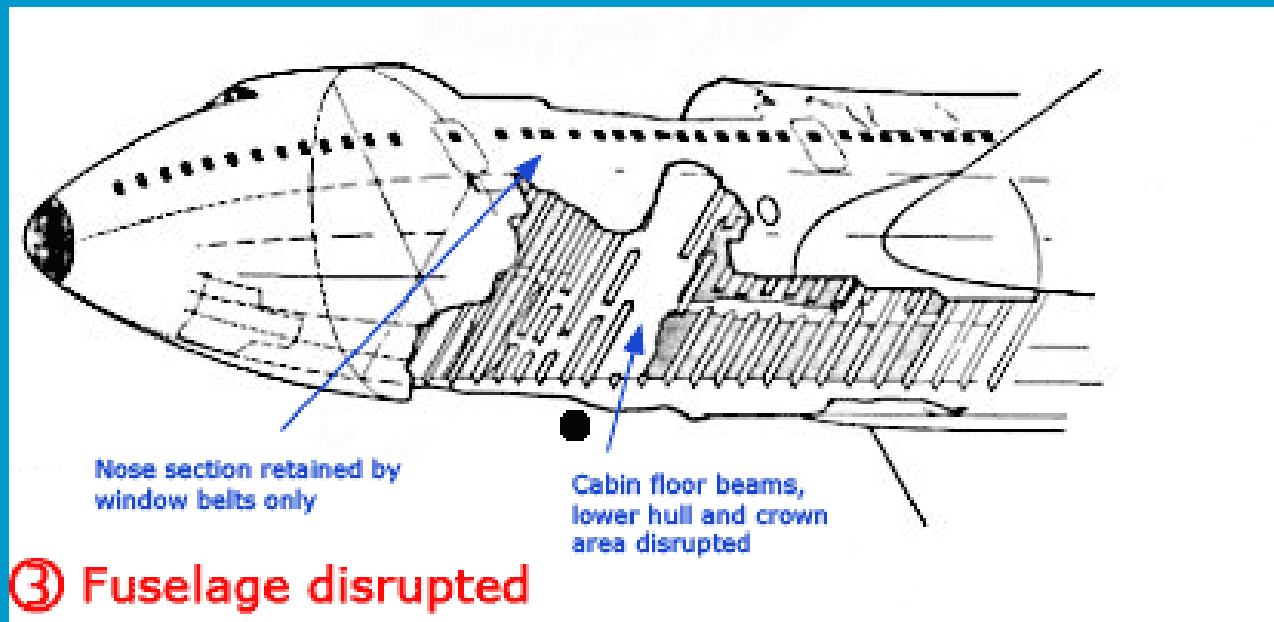
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Pan Am 103, Lockerbie, December 1988



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Pan Am 103, Lockerbie, December 1988



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Pan Am 103, Lockerbie, December 1988



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Pan Am 103, Lockerbie, December 1988



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Pan Am 103, Lockerbie, December 1988



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UTA DC10



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UTA 772, Ténéré, September 1989



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UTA 772, Ténéré, September 1989



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UTA 772, Ténéré, September 1989



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UTA 772, Ténéré, September 1989



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UTA 772, Ténéré, September 1989



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Nairobi Declaration of 1990

- ➔ Involvement of African States
- ➔ Nairobi Declaration of January 1990
 1. Action by States
 2. Action by AFCAC and AFRAA
 3. Action by international Community and international organizations
- ➔ Endorsement by the OAU Council of Ministers (Resolution CM/Res. 1280 (LII))



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ICAO High Level Ministerial Conference

(Montreal, 19 and 20 February 2002)

11 September 2001 tragic events in the USA

- Resolution of the 33rd ICAO Assembly (September – October 2001)
 1. Applicability of Annex 17: Aviation Security to domestic flights
 2. Aircraft cockpit doors to remain locked during flight
 3. Upgrading of provisions regarding airport security controls
 4. Increased contributions to the AVSEC Mechanism
- High Level Conference : *“Preventing, combating and eradicating acts of terrorism involving civil aviation”*
 1. Plan of action for Strengthening Aviation Security
 2. States responsible to provide aviation security for their territories

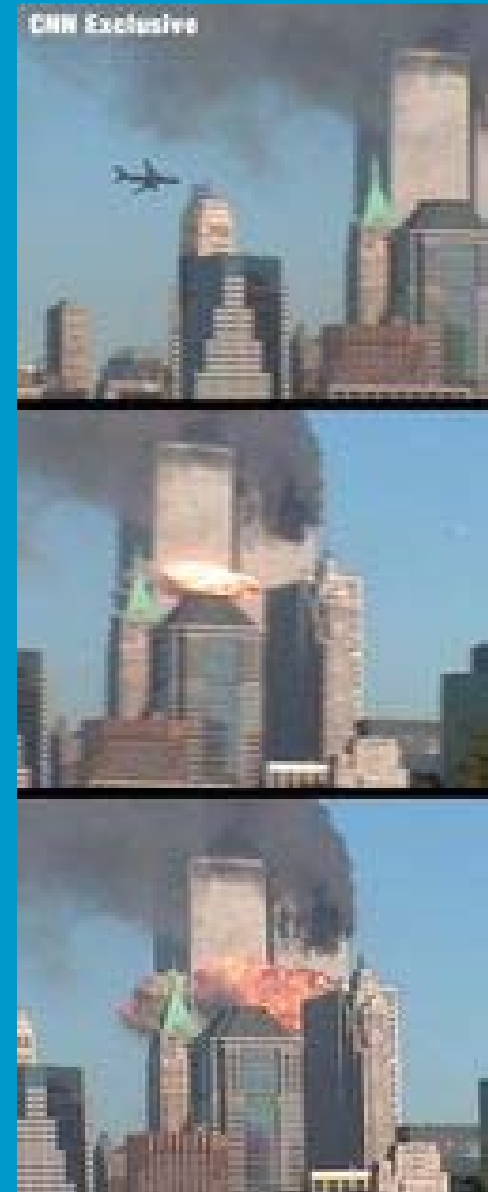


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New York September 11, 2001 Tragic Events



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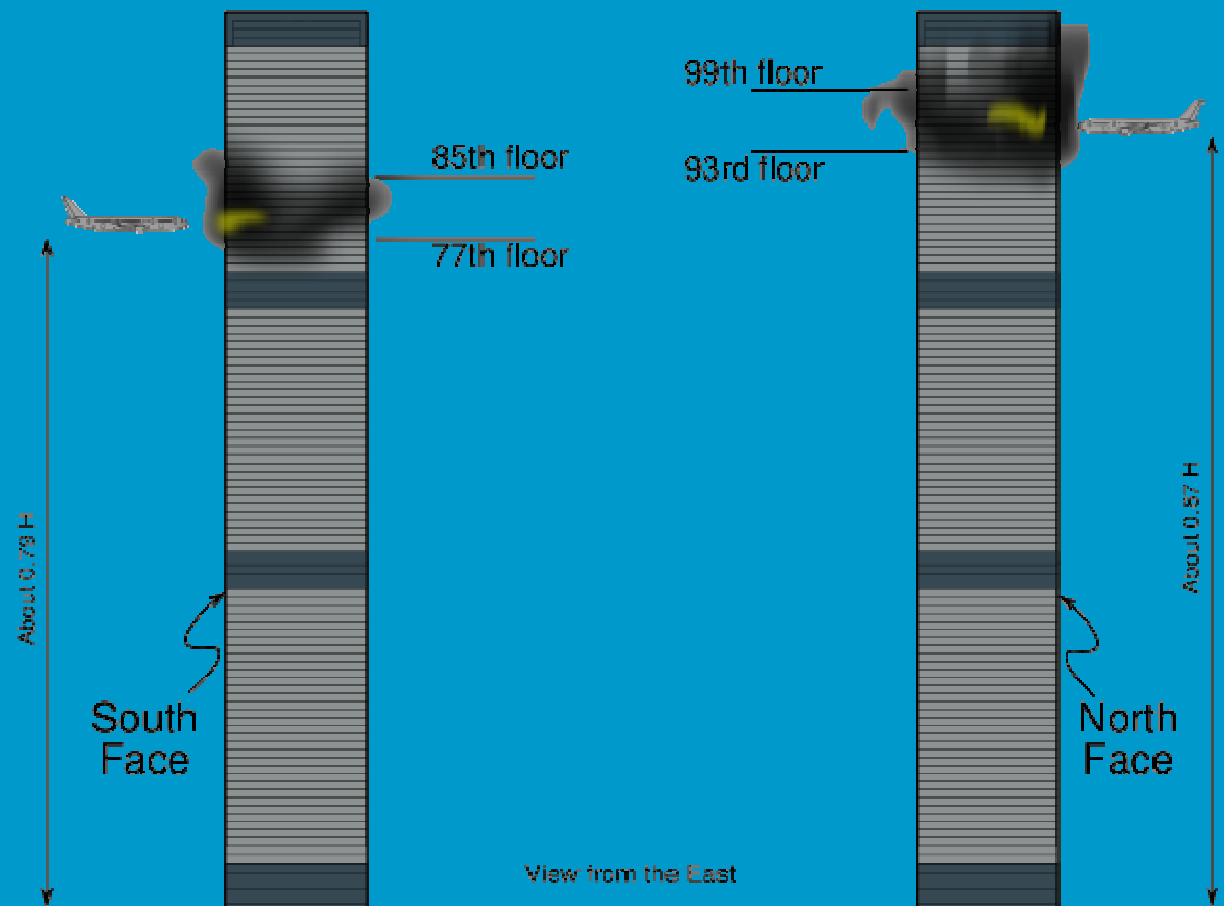


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New York September 11, 2001 Tragic Events



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WTC 2: Hit at 9:02:59 a.m.
Collapsed after 56 minutes

WTC 1: Hit at 8:46:30 a.m.
Collapsed after 102 minutes



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Addis Ababa Declaration of 2007

- ✈ The Third Session of the African Union Conference of Ministers Responsible for Air Transport, adopted a Declaration on Civil Aviation Security in Africa aimed at enhancing the control system of acts of unlawful interference in Africa. **The Ministers:**

Acknowledge:

- 2. The need to establish and strengthen through strong cooperation the institutional coordination structures for the prevention of acts of unlawful interference against aircraft, airports, air navigation facilities and other aeronautical installations, as well as for monitoring and evaluation of the progress achieved in that regard;

- **Decide to:**

- Work together for realisation and implementation of the existing international legal instruments related to security in general and aviation security in particular;
- Set up a coordinating mechanism at regional and continental levels to foster cooperation through harmonization of aviation security programmes among

States:



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ICAO Conference on the Development of the African Aviation Security Road Map

(Addis Ababa, 5 to 7 November 2007)

The Conference addressed the aviation security-related challenges facing the African continent and discussed the development of a sustainable aviation security system for Africa :

Regional challenges and initiatives; Development of sustainable aviation security, Capacity building and the need for government and industry cooperation, Regional and national planning and cooperation

Conclusions and Recommendations

AFCAC on behalf of its member States should play a leading role and re-establish a Working Group to implement the security roadmap with the support of the AU Member States and the AU Commission and the assistance of ICAO, IATA, AFRAA, ACI, and the other stakeholders in aviation security



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FAL: Recent Developments

- *Machine Readable travel documents (MRTDs) & E-Passports & PKD*
 1. *Active participation of AFCAC Member States during the 12th Session of the ICAO Facilitation Division Meeting (FAL/12) (Cairo, 22 March to 2 April 2004)*
 2. *deadline of 2010*
 3. *implications for African Immigration Services*
 4. *implications for African airports*
- *Liquids gels and aerosols (LAGs) & the EU member States*
- *ADVANCE PASSENGER INFORMATION (API)*
Passenger Name Records (PNR) : EU and USA legal discussions



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Recent Developments

- *Security aspects of Air transport Liberalization*
 1. *Study made by ICAO*
 2. *Conclusions of ATConf/5*
- *Legal Framework*
 1. *Ratification and implementation of ICAO international instruments relating to unlawful interference acts with civil aviation*
 2. *in order to cover the new and emerging threats to civil aviation, the need to amend existing instruments or alternatively to adopt a new instrument*



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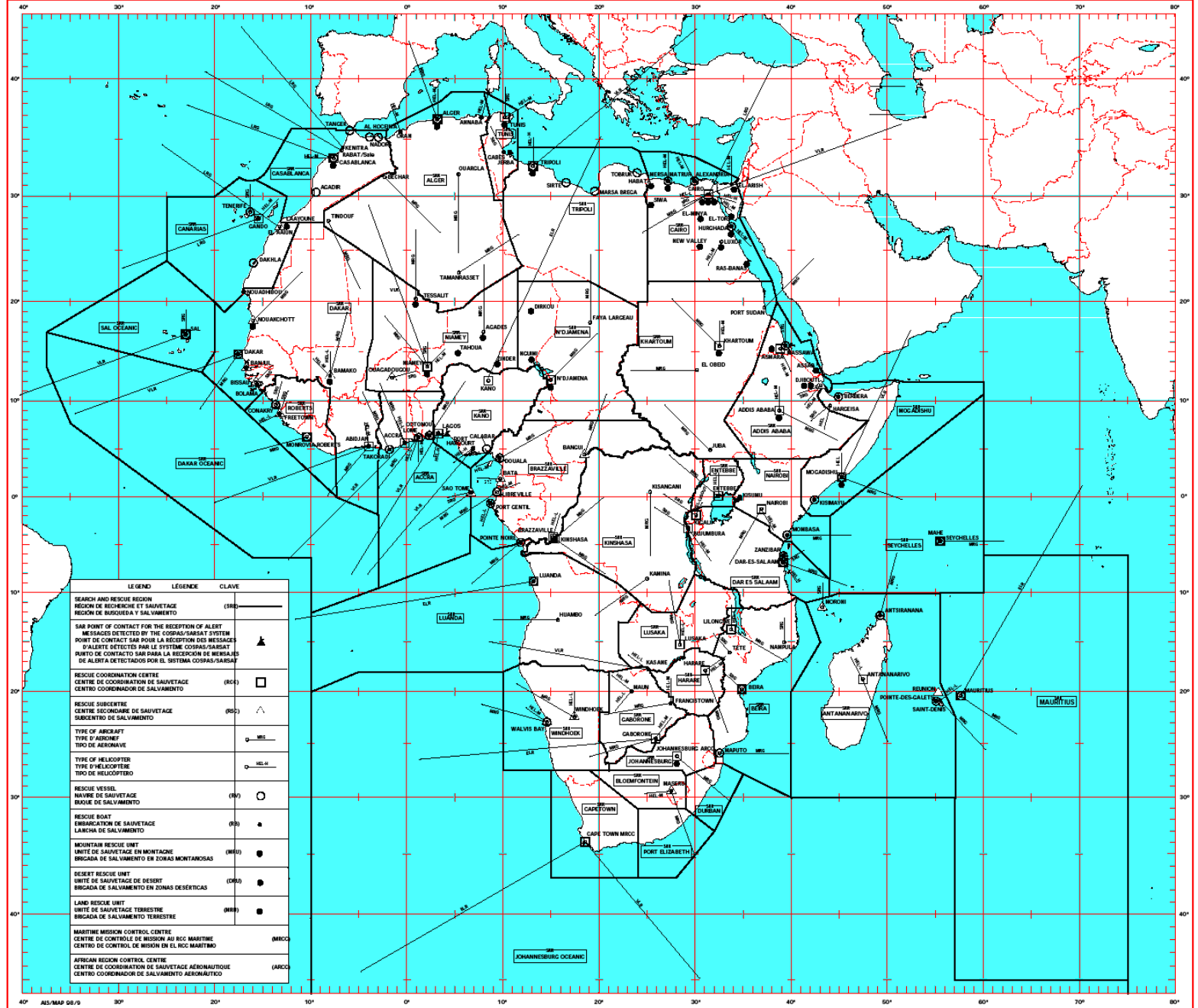
African Traffic (ICAO Doc 9879)

- 2004 Total of 38 millions passengers
 - Intra Africa 6 millions , 16%
 - Europe 22,8 millions , 60%
 - Middle East 6,46 millions, 17%
 - Others 2,66 millions 7%

- 2020 Total of 94 millions passengers (x 2,47)
 - Intra Africa 23 millions , 24% (x 4)
 - Europe 47 millions , 50%
 - Middle East 18,8 millions, 20%
 - Others 5,64 millions 6%



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LEGEND	LÉGENDE	CLAVE
SEARCH AND RESCUE REGION REGION DE RECHERCHE ET SAUVETAGE REGION DE BÚSQUEDA Y SALVAMENTO		(SRB) ———
SAR POINT OF CONTACT FOR THE RECEPTION OF ALERT MESSAGES DETECTED BY THE COSPAS/SARSAT SYSTEM POINT DE CONTACT SAR POUR LA RECEPTION DES MESSAGES D'ALERTE DETECTES PAR LE SYSTEME COSPAS/SARSAT PUNTO DE CONTACT SAR PARA LA RECEPCION DE MENSAJES DE ALERTE DETECTADOS POR EL SISTEMA COSPAS/SARSAT		▲
RESCUE COORDINATION CENTRE CENTRE DE COORDINATION DE SAUVETAGE CENTRO COORDINADOR DE SALVAMENTO		(RC) □
RESCUE SUBCENTRE CENTRE SECONDAIRE DE SAUVETAGE SUBCENTRO DE SALVAMENTO		(RS) △
TYPE OF AIRCRAFT TYPE D'AVIONNE TIPO DE AERONAVE		○ ———
TYPE OF HELICOPTER TYPE D'HELICOPTERE TIPO DE HELICOPTERO		○ ———
RESCUE VESSEL NAVIRE DE SAUVETAGE BAQUE DE SALVAMENTO		(RV) ○
RESCUE BOAT EMBARCATION DE SAUVETAGE LANCHA DE SALVAMENTO		(RB) ●
MOUNTAIN RESCUE UNIT UNITE DE SAUVETAGE EN MONTAGNE BRIGADA DE SALVAMENTO EN ZONAS MONTANOSAS		(RMU) ●
DESERT RESCUE UNIT UNITE DE SAUVETAGE DE DESERT BRIGADA DE SALVAMENTO EN ZONAS DESERTICAS		(RDU) ●
LAND RESCUE UNIT UNITE DE SAUVETAGE TERRESTRE BRIGADA DE SALVAMENTO TERRESTRE		(RLU) ●
MARITIME MISSION CONTROL CENTRE CENTRE DE CONTROLE DE MISSION AU RCC MARITIME CENTRO DE CONTROL DE MISSION EN EL RCC MARITIMO		(MCC) ○
MARITIME MISSION CONTROL CENTRE CENTRE DE COORDINATION DE SAUVETAGE AERONAUTIQUE CENTRO COORDINADOR DE SALVAMENTO AERONAUTICO		(ARCC) ○



Latest news

SA, Senegal sign air safety, security pact

Pretoria, South Africa (PANA) – Pretoria - 01/02/2007

The governments of South Africa and Senegal Thursday here signed an agreement on civil aviation security co-operation that will enhance the fight against terrorism in air transport. The two countries agreed on the need to share information and to exchange expertise in aviation security with a view to put in place coordinated efforts to protect air transport services. Under the agreement, the parties undertook to exchange professional experience in the field of airport security management and to share any analyses and information aimed at protecting civil aviation. The two countries also agreed to promote civil aviation security in general with emphasis on airport security within their respective territories. "The Parties shall also establish a Joint Aviation Security Committee in charge of appraising the co-operation between the civil aviation security authorities, to organise training, expertise and visits," a communiqué issued after the signing ceremony stated. The Joint Aviation Security Committee shall be composed of two officials from each country and it shall be able to invite experts from other sectors, if required, to discuss issues relating to their respective airports and other areas of civil aviation security.



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Latest news

Somali govt starts issuing new e-passports

afrol News / Awdal News Network, 28 March 2007

Somalia's transitional government (TFG) will start issuing new electronic Somali passports to Somali residents abroad from Sunday, 1 April, 2007. New immigration officers to be based in Somali Embassies would issue the Somali new electronic passports which will help in combating fraudulent identity documents," New e-passports will be designed as per international standards defined by the ICAO, using the latest 'contact less chip technology', incorporating Facial and Fingerprints Biometric Security Recognition.

Passports were to be issued in four colours to various categories - red for diplomatic missions, brown for services, black for the public and light blue for travel documents only. Other centres would soon be opened in UK, Sweden, Canada and in the USA, and the new passports have already been issued at the Somali embassies in Nairobi and Addis Ababa, while a Djibouti office will be opened soon. Mobile teams would issue the passport to Somali residents in West Africa and other places where Somali Embassies are not found.

New passports with electronic national identity cards will cost US\$ 150 for Somalis outside Somalia and US\$ 100 for Somalis residing within Somalia. The passport was expensive because of the sophisticated technology used in it and other related computerised work.



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Latest news

Mauritanian police pursue drug traffickers

Nouakchott, Mauritania (PANA) – Nouakchott - 04/05/2007

Law enforcement authorities in Mauritania have seized 500kg of cocaine on a twin-engine plane on the runway of the airport of Nouadhibou in the north, suggesting a large-scale drug trafficking ring involving citizens and foreigners, police services said Friday in a communiqué. It said that over the past few days, police arrested several individuals in Nouadhibou presumed to be in connection with drug trafficking. But the police services still believe that the masterminds and their accomplices are still at large. About 40 million F CFA was seized at the residence of one of the arrested suspects. The incriminated plane had force landed earlier at the Nouadhibou international airport but refuelled and took off when rescue and police personnel approached it, the communiqué said. Certain sources in Nouakchott estimate the market value of the seized drug to be more than 20 billion francs CFA.



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Latest news

Deux terroristes présumés arrêtés dans un avion au décollage à Cologne BERLIN (AFP) - 26/09/2008 11h00

Deux terroristes présumés d'origine somalienne, ont été arrêtés par un commando de la police allemande vendredi à l'aéroport de Cologne, à bord d'un avion de KLM en partance pour Amsterdam, à 04h55 GMT. Les policiers ont arrêté un Somalien de 23 ans et un Allemand d'origine somalienne âgé de 24 ans, qui étaient sous surveillance depuis des mois. Les deux suspects étaient en route pour le Pakistan via Amsterdam et l'Ouganda.

"Ce ne fut absolument pas spectaculaire", a indiqué le policier. "Deux passagers ont été sortis de l'avion après que les portes eurent été fermées. Les passagers ont été priés de descendre de l'avion, il y a eu une inspection des bagages et ensuite une vérification de la cabine a été effectuée" puis, l'avion est parti avec les passagers avec un retard d'une heure et dix minutes.

Les attentats du 11 septembre 2001 aux Etats-Unis avaient notamment été préparés à Hambourg (nord) par une cellule conduite par l'un des kamikazes.



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Safety, Security and Economic Development

- AU: Sustainable Air Transport System is a prerequisite to African Integration and economic growth
- Safety & security are prerequisites to the Air Transport Liberalization
- Safety is worldwide concern - DGCA/06
- USA Open skies policy versus Safe Skies for Africa Initiative & FAA Cats
- EU operating ban
- Peace and Security



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Group of Experts on the DRC UN Security Council Committee

In regard to civil aviation, the fundamental objective of the Group of Experts remains that of identifying flights suspected of involvement in the illicit transport of arms and ammunition.

Identification of suspicious flights

- Such traffic generally involves private airlines operating in an area characterized by:
 - – An armed rebel movement that undermines the power of the State and occupies part of the territory;
 - – The covetousness of other States over the natural resources of the DRC;
 - – The inability of the DRC to strengthen its authority over its territory and control its airspace;
 - – The significant contribution of airline companies to the economic development of a country with inadequate transport structures.



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Group of Experts on the DRC UN Security Council Committee

Recommendations

- (a) The international community, if it has not yet done so, must declare that the illicit transportation of arms by air is an offence and decide that it should be combated as such;
- (b) With the help of States, the international community must identify all airlines that are authorized to transport arms as well as approved arms brokers and keep this list up to date;
- (c) The international community must also keep a list of the companies suspected of arms smuggling and circulate it among all States;
- (d) States which have not yet done so must ensure that their legislation includes provisions to suppress the smuggling of arms and ammunition, in general, and by aircraft, in particular;



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Group of Experts on the DRC UN Security Council Committee

Recommendations

- (e) States must exchange information among themselves on the airlines and brokers listed;
- (f) All States which have not yet done so must ensure that requests by airlines for authorization to fly over or land in their territory specify what is being transported;
- (g) The failure to notify captains, in writing, that dangerous goods are being transported must be considered by all States as an offence and punished as such;
- (h) States must organize training and awareness-raising activities at the national and regional levels for those people responsible for combating the illicit transportation of arms by air.



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Aviation Essential for Democratic Republic of Congo Security

US Department of State (Washington, DC) June 9, 2006

- MONUC the U.N. peacekeeping force in the DRC operates the continent's largest airline, now numbering 82 aircraft of all types and sizes and painted United Nations white, which is larger than SAA and consumes close to 50 percent of MONUC's operational budget. The total budget for the peacekeeping force being \$1.3 billion a year "This is the largest peacekeeping effort the U.N. has mounted and the largest election it's ever supported. Our air arm is absolutely critical to MONUC's operational tasks in the East as well as providing logistical support for the lead-up to the elections., In a country the size of all of Western Europe but with few roads,
- The U.N. Security Council created MONUC after warring parties inside and outside the DRC signed peace agreements in 1999 and 2002. Its mandate was to provide security for the DRC transitional government in the lead-up to the all-important July 30 elections -- the first free and open ballot in the Congo since 1965.



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Aviation Essential for Democratic Republic of Congo Security

US Department of State (Washington, DC) June 9, 2006

- This meant moving 17,000 MONUC troops, support personnel, equipment, supplies and weapons throughout the country -- 16,000 in eastern Congo to battle and help disarm militias. MONUC also transports electoral equipment and material, as well as workers to set up the country's 50,000 polling stations.
- MONUC has 16 regional offices located in the DRC's 11 provinces and the country has been divided into 10 air regions.
- In Ituri district alone, the MONUC air fleet has transported 160,000 passengers since it began operations in September 2003 and now averages 4,000 passengers a month. The air chief of Ituri said 187 medical evacuations had been performed in Ituri since 2003.
- In addition to active flight operations, MONUC has also rehabilitated a number of airfields." We have spent tens of millions of dollars building those airfields and installing light systems, as well as rehabilitating three runways,". "We know we will have to leave one day, and these improvements will give the Congolese the ability the help support their new democracy."



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Chicago Convention

- **CONVENTION ON INTERNATIONAL CIVIL AVIATION**
- **Signed at Chicago, on 7 December 1944**
- **PREAMBLE**
- WHEREAS the future development of international civil aviation can greatly help to create and preserve friendship and international understanding among the nations and peoples of the world, yet **its abuse can become a threat to the general security**; and

- **CONVENTION RELATIVE A L'AVIATION CIVILE INTERNATIONALE**
- **Signée à Chicago, le 7 décembre 1944**
- **PREAMBULE**
- **CONSIDERANT** que le développement futur de l'aviation civile peut grandement aider à écarter et à préserver entre les nations et les peuples du monde l'amitié et la compréhension, alors que **tout abus qui en serait fait peut devenir une menace pour la sécurité générale**,



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- The civil aviation security programme seeks to safeguard civil aviation and its facilities against acts of unlawful interference.
- **Each African State to establish its own civil aviation security programme** (administrative and co-ordination aspects, as well as with technical measures for the protection of the security of international air transport) **with such additional security measures as may be proposed by other appropriate bodies.**
- **Aviation Security is a global matter**
- Preventive measures are more important than punitive measures



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- Le programme de sûreté de l'aviation civile a pour objectif de protéger l'aviation civile et ses installations contre les actes d'intervention illicite.
- Chaque État africain doit établir son propre programme de sûreté de l'aviation civile (aspects administratifs et coordination des activités de sûreté ainsi qu'aux mesures techniques visant à protéger la sûreté du transport aérien international); en y incluant les mesures de sûreté supplémentaires que peuvent éventuellement proposer d'autres organes appropriés.
- La sûreté de l'aviation est une question globale



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Background

AVSEC WORK GROUP - Established to:

- Standardising Aviation Security Measures within the African region;
- Cross-border liaison;
- Compiling and implementing standardised African security plans for each Region
- Monitoring the implementation and sustainability of the security plans in the African Region;
- Monitor compliance with ICAO SARPs; and
- Interact with other committees



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Discussions POLICY STATEMENTS

POLICY STATEMENTS:

In order for AFCAC to apply uniform aviation security measures, it is essential to initiate a common rule making process with agreed to policy statements, binding on all AFCAC states.



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Achievements by the AFCAC AVSEC Working Group

- Operationalisation of the decisions of the Conference organised by ICAO and hosted by the Ethiopian Government, November 2007, being

The establishment of an African AVSEC Working Group and the adoption of AVSEC Working Group program, as per Annexure



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Work Program for AFCAC AVSEC Working Group

Date	Venue	Activity
October 2009	RSA	Experts meeting – (working) 3 days prior to the Ministers' meeting of Aviation Security.
October 2009	RSA	Ministers' Meeting of Aviation Security and Transport to approve the Road Map on AVSEC.
		Endorsement of the Draft African Aviation Security Roadmap by AU.



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