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Point 6: Contributions aux activités pour la période triennale 2019-2021

Session 3: SURETE ET FACILITATION DE L'AVIATION

Thème: PROGRÈS, DÉFIS ET PERSPECTIVES POUR LA MISE EN ŒUVRE DES OBJECTIFS DE WINDHOEK ET DES DÉCISIONS ET INITIATIVES RÉGIONALES DES DGAC POUR AMÉLIORER LA SÛRETÉ ET LA FACILITATION DE L'AVIATION EN AFRIQUE.

ÉTAT DE MISE EN ŒUVRE DES OBJECTIFS CIBLES DE WINDHOEK POUR LA SÛRETÉ ET LA FACILITATION DE L'AVIATION

(Présenté par le Secrétariat)

RESUME

Ce document rend compte de l'état de la mise en œuvre des objectifs de Windhoek pour la sûreté et la facilitation de l'aviation par les États membres africains. Il met en évidence les initiatives et activités entreprises par le biais des mécanismes approuvés pour aider les États à mettre en œuvre l'annexe 17 et les dispositions relatives à la sûreté de l'annexe 9. Le document souligne également les mesures prises pour mettre en œuvre ces objectifs et informe la Plénière des développements relatifs aux activités menées par toutes les parties prenantes impliquées dans la sécurité et la facilitation de l'aviation sur le continent.

Action requise:

La plénière est invitée à se prononcer sur le paragraphe 4 du présent document de travail et sur le projet de résolution ci-joint.

1. INTRODUCTION

- 1.1. À la suite de la réunion des Ministres Africains responsables de l'aviation civile en Afrique, tenue à Windhoek (République de Namibie) du 4 au 7 avril 2016 à l'occasion de la conférence ministérielle sur la sûreté et la facilitation de l'aviation en Afrique, organisée conjointement par l'Organisation de l'Aviation Civile Internationale (OACI) et la Commission de l'aviation civile africaine (CAFAC) sous l'égide de la Commission de l'Union Africaine (CUA), les Ministres ont adopté la Déclaration sur la sûreté et la facilitation de l'aviation et fixé des objectifs pour renforcer durablement la sûreté et la facilitation de l'aviation en Afrique.
- 1.2. Les Ministres ont également appelé les États africains à fournir des ressources et à soutenir la mise en œuvre du plan AFI SECFAL de l'OACI et ont invité la CUA à soumettre la Déclaration à la prochaine Assemblée des Chefs d'État et de Gouvernement de l'UA, qui a été entérinée et approuvée lors du Sommet de janvier 2017.

- 1.3. Les Chefs d'État et de Gouvernement de l'Union africaine ont entériné la Déclaration et les objectifs connexes sur la sûreté et la facilitation de l'aviation en Afrique et ont chargé la CAFAC du suivi et de rendre compte de l'état de leur mise en œuvre.

2. DISCUSSION

- 2.1. La Conférence ministérielle susmentionnée a reconnu l'importance des politiques de l'OACI dans l'appui au développement du transport aérien et la croissance économique et a donc adopté une déclaration y compris pour assurer un engagement politique aux niveaux national, régional et continental en faveur de la sûreté et la facilitation de l'aviation entre autres, et approuvé quinze objectifs de sûreté et de facilitation de l'aviation pour l'Afrique.
- 2.2. La CAFAC a demandé aux États de fournir des mises à jour sur l'état de la mise en œuvre de ces objectifs, examinés conjointement par le Secrétariat de l'OACI et le Comité de Pilotage du Plan AFI-SECFAL, avec l'aide du Groupe régional de la sûreté et de la facilitation de l'aviation (RASFALG-AFI) sur une base régulière.
- 2.3. La 6^e rencontre des Directeurs Généraux de l'Aviation Civile (DGAC6) tenue du 02 au 04 novembre 2016 à Brazzaville, au Congo, a adopté les actions prioritaires suivantes afin d'accélérer la mise en œuvre des objectifs, pour permettre aux États membres d'atteindre la moyenne mondiale de mise en œuvre effective (EI) des éléments critiques:
- a) Les États doivent élaborer des plans d'action nationaux pour la mise en œuvre des objectifs de sûreté et de facilitation de Windhoek;
 - b) Les États doivent améliorer leur EI;
 - c) Les États doivent résoudre tous les problèmes graves de sûreté (SSeC) existants;
 - d) Les États doivent mettre en œuvre la stratégie TRIP; et
 - e) Les États doivent ratifier les instruments juridiques internationaux pertinents en matière de sûreté de l'aviation
- 2.4. L'état de mise en œuvre des objectifs de Windhoek est annexé à ce document de travail.

3. CONCLUSION

- 3.1. L'approche régionale pour améliorer la sûreté et la facilitation de l'aviation en Afrique telle qu'adoptée depuis la mise en place du Plan SECFAL AFI de l'OACI et l'adoption de la Déclaration de Windhoek devrait être encouragée.
- 3.2. La collaboration entre la CAFAC et l'OACI, y compris la planification conjointe des missions d'assistance, l'optimisation des ressources et le renforcement des capacités au profit des États membres a été très réussie jusqu'à présent pour assurer la mise en œuvre continue des objectifs de Windhoek.
- 3.3. Le renforcement de la liste des experts par la mise en place d'un régime coopératif d'experts en matière de sûreté et de facilitation de l'aviation (AFI-CES) devrait fortement renforcer l'assistance aux États dans la mise en œuvre des objectifs de Windhoek et les actions recommandées par la 6^e rencontre des directeurs généraux de l'aviation civile (DGAC6)

4. ACTION REQUISE DE LA PLENIERE:

- 4.1. La plénière est invitée à:

- a) prendre note du contenu du document de travail et des progrès réalisés dans la mise en œuvre des objectifs de Windhoek ;
- b) demander à tous les États membres de poursuivre la mise en œuvre et de fournir une mise à jour des mesures prises afin d'atteindre les objectifs de la Déclaration de Windhoek et de fixer des objectifs; et
- c) Inviter les États membres ayant besoin d'une assistance technique de tirer profit de l'équipe d'experts désignés du Programme coopératif des experts en sûreté et facilitation de l'aviation (AFI-CES), par l'intermédiaire de la CAFAC.



Work Plan of the Regional Aviation Security Group (RASFALG-AFI) for the Implementation of the Windhoek Targets

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
<p>TARGET: 1 A minimum of fifty percent of the African States achieve at least 70% which is commensurate with the global average of EI of the CEs by 2017, 75% of the States achieve this by 2020 and all African States by end of 2023.</p>	<p>a) Analyse Action Plans developed and submitted by States to ensure regional targets are met.</p>	<p>Second quarter of 2018</p>	<p>None</p>	<p>AFCAC/ICAO</p>	<p>Work in progress.</p> <ul style="list-style-type: none"> • Member States were notified by means of a State Letter to develop and submit Action Plans to ICAO. • Two States (ESAF & WACAF regions) are yet to sign the MoU for USAP-CMA. • Analysis of results of audited AFI States was conducted by ICAO to identify common deficiencies, with 56.9% average. • Member States were requested to submit implementation status on the implementation of Windhoek Targets, with subsequent reminders. • Twenty (20) States have thus far responded on the questionnaire. (<i>Botswana, Burkina Faso, Cabo Verde, Equatorial Guinea, Gambia, Ghana, Guinea-Bissau, Kenya, Mali, Mozambique, Nigeria, Senegal, South Africa, Swaziland, Tanzania, Togo, Tunisia, Uganda, Zambia & Zimbabwe</i>) 	<ul style="list-style-type: none"> • States to develop and submit Action Plans and update ICAO on status of implementation. • ICAO to continue to remind States to submit Action Plans and status of implementation thereto. • ICAO will assist States in the development of Action Plans. • AFCAC to continue to update database for needs analysis. • Deployment of technical assistance according to States' needs. • Assistance mission will be conducted in March 2019 for the implementation of the Corrective Action Plan, as

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<ul style="list-style-type: none"> • Six (6) States have signed MoU with AFCAC on the use of Experts under RASFALG-AFI (<i>Benin, Botswana, Gabon, Guinea-Bissau, Nigeria & Togo</i>). • AFCAC developed database based on States' responses to ascertain States' need and deploy assistance accordingly. • AFCAC reminded those States which were recently audited under the USAP-CMA and those scheduled for audits, to benefit from the RASFALG-AFI team of Experts for preparation of the Audits. • One (1) State responded positively and AFCAC conducted a mission to identify areas for Technical Assistance. • Technical assistance is provided in the following order of priorities, as endorsed by the 7th AFI SECFAL Plan SC meeting: <i>Priority 1: States with SSeCs;</i> <i>Priority 2: States identified for the USAP-CMA;</i> <i>Priority 3: States who have been audited under USAP-CMA, with low level of compliance;</i> 	<p>agreed with the State concerned.</p>

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
					<p><i>Priority 4: States with identified deficiencies or who require technical assistance; and</i></p> <p><i>Priority 5: States who have not responded to AFCAC Questionnaires.</i></p>	
<p>TARGET: 2 As a matter of urgency, appropriate action is immediately taken to address all existing Significant Security Concerns (SSECs) in the region and any new SSECs are resolved within 3 months after notification by ICAO.</p>	<p>a) Launch the implementation of assistance to States with SSECs.</p>	<p>Within 3 months of notification</p>	<p>None</p>	<p>ICAO/ AFCAC</p>	<p>Partly achieved. Currently two (2) member States have been identified with SSECs:</p> <p>a) One (1) State has one (1) SSEC - Action taken:</p> <ul style="list-style-type: none"> • Two (2) joint AFCAC/ICAO missions were previously conducted; • August 2018: One (1) AFCAC mission was subsequently conducted and two (2) areas were identified for urgent intervention. <p>b) One (1) State with five (5) SSECs – Action taken:</p> <ul style="list-style-type: none"> • September 2018: Joint High Level Mission was conducted by AFCAC/ICAO in September 2018, where a Tactical Plan was developed on the urgent actions to resolve the SSECs, in 5 Phases. 	<ul style="list-style-type: none"> • States with SSECs and those providing AVSEC Experts of RASFALG to notify AFCAC and sign MoU prior to any engagement. • Technical assistance will be deployed to the 2nd State with SSEC, upon conclusion of the MoU. • Continuous implementation of the Tactical Plan, to resolve all 5 SSECs within the agreed timeframe: <ul style="list-style-type: none"> ○ 6-14/12/2018: 2xExperts - 7-Day AVSEC Instructors Training Course; ○ 10-14/12/2018: 3xExperts AFCAC & ICAO - Infrastructure & Operational Review, Follow up on the

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					<ul style="list-style-type: none"> • MoU was concluded between AFCAC and the State concerned. • 22-26/10/2018: 2xRASFALG-AFI Experts - 5-day Review of High Level documentation (NCASP & ASP); • 05-09/11/2018: 2xExperts (RASFALG-AFI & ICAO) - 5-Day AVSEC STP 123 Basic Training; • 7-9/11/2018: 1xICAO Expert - 3-Day AVSEC equipment & infrastructure review; • 11-22/11/2018: 3xUEMOA Experts - 10-day Drafting of the Standard Operating Procedures and Operational materials; • 12-16/11/2018: 2xExperts (ERNAM & ICAO) - 5-Day X-ray image interpretation training for cabin and hold baggage screeners; • 19-23/11/2018: 2 Experts (RASFALG-AFI & ICAO) - 5-Day Quality Control Workshop; • 26/11 to 04/12/2018: 2 Experts (RASFALG-AFI & ICAO) - 7-Day AVSEC Inspectors Training Course; • Reports on Technical Assistance rendered so far, have been submitted to AFCAC and ICAO, indicating successful missions. 	<p style="text-align: center;">accomplishments in addressing the SSeCs.</p> <ul style="list-style-type: none"> • States with SSeC to notify AFCAC and sign MoU as a matter of urgency.

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TARGET 3: Appropriate Authorities with clearly defined roles and sustainable resources are designated to carry out oversight functions of Aviation Security and Facilitation in at least 50% of African States by 2017 and all African States by the end of 2020.	a) Evaluate the progress of establishment of appropriate authorities and promote advocacy for political commitment at the States level. b) Obtain the list of States with Appropriate Authorities and States that have not yet established appropriate authorities. c) States that have not yet established appropriate authorities should seek guidance. d) USAP audit reports should be analysed by ICAO and shared with AFCAC for	By 30/08/2016 2016-2020	None	States AFCAC ICAO	<ul style="list-style-type: none"> • The States, which are yet to respond to the questionnaire, and those who reported “Work in Progress” on the establishment of appropriate authorities, have been notified of availability of technical assistance through RASFALG-AFI team of Experts. • Five (5) States need guidance. 	Assistance will be provided based on States’ needs & requests.

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	statistical evidence on States performance.					
TARGET: 4 By 2017, all States have the following written and approved National Programmes: National Civil Aviation Security Programme (NCASP), National Civil Aviation Security Quality Control Programme (NCASQCP), National Civil Aviation Security Training Programme (NCASP) and National Air Transport Facilitation Programme (NATFP).	a) Provide AVSEC and FAL assistance needs based on States' requests.	Upon State request/ Last quarter of 2018	None	AFCAC/ ICAO	Done <ul style="list-style-type: none"> States yet to complete and submit questionnaires were reminded to do so. 70.9% responses to date. (39 out of fifty-five 55 States) From the responses received, eighteen (18) States do not have approved National Air Transport Facilitation Programmes. One (1) request was received for assistance in the development of National Programmes, and assistance was provided accordingly. States were also reminded through emails and telephone calls individually. 	<ul style="list-style-type: none"> The remaining 29.1% target to be reached through robust interventions with Focal Persons of States which have not yet responded to the questionnaire. AFCAC to continue to remind States on questionnaires, consolidate technical needs of each State and coordinate for technical assistance.
	b) Organize and conduct training on the development of Security and Facilitation Programmes.	Third quarter of 2018	ASTCs	AFCAC/ICAO	Done. <ul style="list-style-type: none"> ICAO Facilitation Implementation Seminars were held as follows: <ul style="list-style-type: none"> <i>Dakar, Senegal, 5-8 March 2018, with overwhelming attendance;</i> <i>Cairo, Egypt, 12-15 March 2018.</i> 	<ul style="list-style-type: none"> More workshops/training will be considered based on the outcomes of the survey and States requests.

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					<ul style="list-style-type: none"> ICAO FAL section has completed the development of Basic Training on Facilitation. 	
TARGET 5: States establish functional National Civil Aviation Security Committees (NCASC) and National Civil Air Transport Facilitation Committees (NATFC) by the end of 2020.	a) Determine the number of States that have established functional NCASC and NATFC. b) Provide support, training, guidance materials, manuals, scheduled training for establishment of National and Airport SECFAL Committees.	2016-2020	None	States ICAO AFCAC	Done. <ul style="list-style-type: none"> Reminders were sent out to States which are yet to complete and submit questionnaires. 70.9% responses to date. (39 out of fifty-five 55 States): From the responses received, eleven (11) States are yet to establish National Air Transport Facilitation Committees. One (1) request received for assistance in this area, which was duly provided. Guidance needed: <ul style="list-style-type: none"> NCASC = 4 States NATFC = 7 States. 	<ul style="list-style-type: none"> States in need of assistance to take advantage of the availability of technical assistance through the RASFALG-AFI team of Experts.
TARGET: 6 Security risk management processes, which take into account ICAO's Risk Context Statement and crisis response procedures, are	a) Organize a workshop on Risk Management and Crisis Management procedures.	Second quarter of 2018	Partner States and Organisations	AFCAC	Partly achieved. <ul style="list-style-type: none"> 20 States are compliant. Workshop held in February 2017. ACI available to conduct workshop early in 2019. 	<ul style="list-style-type: none"> AFCAC will organize similar workshops based on States needs or requests, in collaboration with Partners. AFCAC to sign an MoU with ACI for the 3-day Risk Management Workshop.

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established in all States by the end of 2020.	b) Organize/ conduct at least one workshop on Risk Management, and one Crisis Management course.	First quarter of 2018	None	ICAO/AFCAC	Achieved. The following Courses and Workshops were held at various regions: Crisis Management Courses: <ul style="list-style-type: none"> • 30 Oct - 03 Nov 2017 Dakar, Senegal; • 26 - 30 March 2018 Nairobi, Kenya. Risk Management Workshops: <ul style="list-style-type: none"> • 07-10 Nov 2017 Dakar, Senegal; • 20-23 March 2018 Nairobi, Kenya; • 26-28 June 2018, Dakar, Senegal(Train-the-trainer); • 16-21 Sept 2018 Nairobi, Kenya (Train-the-Trainer); • 8-12 October 2018 Freetown, Sierra Leone. 	<ul style="list-style-type: none"> • AFCAC and ICAO will continue to organize similar workshops based on requests.
TARGET 7: All States join the ICAO Aviation Security Point of Contact (PoC) network by the end of 2017.	a) Provide guidance and encourage member States who have not joined the AVSEC Point of Contact network. b) Compile periodic reports by ICAO Regional Offices on participation in PoC network.	2016-2017	None	States ICAO AFCAC	Work in progress. <ul style="list-style-type: none"> • 28 September 2018: ICAO WACAF tested the system and discovered that many States need to update their PoC. • According AFCAC survey results, 14 States on PoC network, 11 of which continuously provide update to ICAO. • States were reminded by AFCAC to designate Focal Persons/PoC so as to facilitate speedy response. 	<ul style="list-style-type: none"> • On-going implementation of ICAO project plan to update PoC database.

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	c) States should provide updated PoCs list to ICAO and AFCAC.					
TARGET 8: All States develop appropriate policies for the attraction, development and retention of human resources by the end of 2017.	a) Establish awareness programmes on the common civil aviation policy (AFCAP) and in particular on the need to develop human resource plan which motivates professionals, promote best practice, transparency, fairness and merit in the management of aviation security professionals. b) States to domesticate or internalize AFCAP.	2016-2017	AUC	States AFCAC ICAO	In progress. <ul style="list-style-type: none"> • 16 States need support in this area. • Calls for domestication of the Common African Civil Aviation Policy (AFCAP) by States. 	<ul style="list-style-type: none"> • States to establish awareness programmes on AFCAP.
TARGET 9:	a) Implement recommendations	2016-2023	ASTCs	States ICAO	8 ASTCs in the AFI region to date: <ul style="list-style-type: none"> • EASA ASTC, Nairobi, Kenya; 	<ul style="list-style-type: none"> • Continuous guidance and support by ICAO.

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<p>All States develop sustainable aviation security and facilitation training capacities by the end of 2023. This may include adapting existing courses to the local needs, developing online and blended learning training, and training of course developers.</p>	<p>of the training needs analysis studies done by ICAO/ACI and provide assistance where necessary. b) Support the development and conduct of courses on aviation security and facilitation. c) Provide support to States or sub-regions in need to establish training facilities. d) Provide direct/tailored assistance, where needed, to develop training materials and Training to be conducted for course developers.</p>			AFCAC	<ul style="list-style-type: none"> • ACSA , ASTC Johannesburg, South Africa; • ASTC ERNAM Dakar; • ASTC Duala, Cameroon; • ASTC FAAN Lagos, Nigeria; • ASTC Egypt; • ASTC Morocco; and • ASTC Tunisia. 	

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	<p>e) Pilot project identified as blended learning.</p> <p>f) Adapting existing courses to the local needs, developing online and blended learning.</p> <p>g) States to promote sub-regional cooperation in the field of aviation security and facilitation training.</p> <p>h) Conduct capacity building seminars/workshops and other advocacy at the Regional and State levels.</p> <p>i) Further enhance the capacity of ASTCs and promote</p>					

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	cooperation between them including development of training programmes.					
TARGET 10: All States issue only Machine Readable Passports (MRPs) in conformance to ICAO Doc 9303 – Machine Readable Travel Documents and ensure that all non-MRPs are removed from circulation by the end of 2017.	a) Urge States that do not yet issue MRPs and States that have not yet removed all non-MRPs from circulation to comply with Article 38 of the Chicago Convention (filling of difference) and develop state action Plans. b) Issue periodic reminders to non-conforming States to inform ICAO of individual actions plan	Not later than 2017	AUC	States ICAO AFCAC	Partly achieved. <ul style="list-style-type: none"> Survey results indicate that 18 States are compliant. According to ICAO records, two (2) States are yet to meet this requirement. 	<ul style="list-style-type: none"> Remaining States to meet this requirement as a matter of urgency.
TARGET 11: All States invest in improving basic sources of reliable data, such as	a) States invest in improving basic sources of reliable data,	2020	AUC INTERPOL	States ICAO AFCAC	Not achieved. <ul style="list-style-type: none"> 20 States are compliant. 	<ul style="list-style-type: none"> States are encouraged to establish links with INTERPOL and provide updates to the border control systems (e.g.

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
civil registration and vital statistics systems, and establish procedures for reporting information about stolen, lost and revoked travel documents for inclusion in the INTERPOL Stolen and Lost Travel Documents (SLTD) database by end of 2020.	such as civil registration and vital statistics systems. b) States to establish procedures, as required, and to provide information to ICAO on action taken towards the implementation of INTERPOL SLTD database.				<ul style="list-style-type: none"> • INTERPOL delivered presentations at the following forums and informed of the status of their Database of SLTD and associated documents in Africa: <ul style="list-style-type: none"> ○ AFI SECFAL Plan SC meeting in July 2018, Niamey, Niger; and ○ 6th RASFALG-AFI meeting 6-8 November 2018, Cabo Verde. 	integrated systems and automatic checks on INTERPOL databases).
TARGET 12: At least fifty percent of all States issue only Machine Readable Travel Documents (MRTDs) to refugees and stateless persons by end of 2017 and all States by the end of 2020.	a) States to establish procedures, as required, and to provide information to ICAO on action taken. b) Provide assistance to States as needed. c) AFCAC to develop questionnaire and	2016-2020	AUC	States ICAO AFCAC	Partly achieved. <ul style="list-style-type: none"> • A questionnaire was developed and circulated to States, and only twenty (20) States have responded. • Seventeen (17) States meet this requirement. 	<ul style="list-style-type: none"> • Remaining States to meet this requirement and provide update to AFCAC as a matter of urgency.

Target	Activities	Timeline	Partners / Sponsors	Responsible Organisation	Status / Comments	Next Step
	circulate to States to obtain their status on MRTD to refugees and stateless persons.					
TARGET 13: At least thirty percent of all States join the Public Key Directory (PKD) by the end of 2017, at least 70% by the end of 2020 and all States by the end of 2023.	a) Perform awareness campaign through AFI SECFAL Plan and related work programme, Windhoek declaration and targets and promote joining ICAO PKD. b) Conduct capacity building seminars/worksh ops on ICAO TRIP Strategy at Regional and State levels.	2016-2020	AUC	States ICAO AFCAC	12.7 % achieved. ICAO recorded Seven (7) PKD member State to dates: <ul style="list-style-type: none"> • <i>Benin</i> • <i>Botswana</i> • <i>Cote d'Ivoire</i> • <i>Mali</i> • <i>Morocco</i> • <i>Nigeria</i> • <i>Seychelles.</i> 	<ul style="list-style-type: none"> • States to emphasize the importance of joining PKD, by the passport issuing authorities.
TARGET 14: All States should introduce a provision on Advanced Passenger Information (API) in their respective national	a) Conduct seminar on API with the assistance of Partners.	Last quarter of 2018	INTERPOL IATA SITA	AFCAC/ICAO	Partly achieved. <ul style="list-style-type: none"> • 6 States compliant. INTERPOL delivered a presentation on API/PNR at the workshop succeeding the RASFALG-AFI meeting, held 8 November 2018, Cabo Verde. 	AFCAC to coordinate another workshop in liaison with the AUC in the area of API.

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legislation that adheres to the internationally recognized (PAXLST) standard for the transmission of API by end of 2020.					AFCAC has requested a workshop on API from AUC, as a follow up to the Joint Action Plan of 2018-2019, and AUC indicated 2019.	
TARGET 15: All States take appropriate actions to develop their ability to conduct risk assessments to protect civil aviation against any possible threat scenario, including but not limited to person-borne improvised explosive devices (PBIEDs), Man-Portable Air Defence Systems (MANPADS), IEDs in cargo, insider threats, etc. by 2023.	a) Organize workshop with relevant State authorities, and Partners on MANPADS, land side security, and emerging threats like IEDs in cargo, insider threats, cyber security, etc.	Last quarter of 2018	Partner States/ Organisations ECAC TSA, etc.	AFCAC/ICAO	In progress. <ul style="list-style-type: none"> • Seven (7) States meet this requirement and 13 need support. • ECAC held workshops that address some of the threats under this Target, as part of the CASE Project: <ul style="list-style-type: none"> ○ Security Culture: 17-18 January 2018, Nairobi, Kenya; ○ Cargo and Mail Security: 6-7 March 2018, Paris, France; ○ Explosive Detection Dogs (EDDs), 5-6 June 2018 Entebbe, Uganda. ○ CBRN Threats: 30-31 October 2018, Paris, France. ○ Behavior Detection: 14-15 November 2018, Accra, Ghana. 	<ul style="list-style-type: none"> • AFCAC and ICAO to continue to organize workshops and seminars, which are aimed at understanding emerging and current threats. • The workshops or seminars should take into account New ICAO Standards relating to the threats under this Target.

QUARTER 1: JANUARY – MARCH
QUARTER 2: APRIL - JUNE
QUARTER 3: JULY – SEPTEMBER

QUARTER 4: OCTOBER - DECEMBER