



# GOOD MORNING እንደምን አደራቸው

IATA  
FOCUS  
AFRICA  
CONFERENCE

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Gold Sponsors



Silver Sponsors

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**amadeus**



**Sabre**

Bronze Sponsors



# Anti-trust Guidelines



## **The following types of agreements are strictly prohibited:**

- Any collective agreement concerning prices or charges for airline services;
- Any collective agreement allocating markets, territories, customers, suppliers or agents;
- Any collective agreement relating to prices or charges to be paid to suppliers, etc.
- Any agreement that is intended to, or in operation is likely to induce airlines or their suppliers or agents to engage in anticompetitive behavior, etc.



# Anti-trust Guidelines



**The exchange of information of the following types of information is for example prohibited:**

- Individual airline rates, charges or surcharges;
- Individual airline costs;
- An individual airline's intentions regarding increasing, reducing or reallocating aircraft capacity (including entering or exiting routes);
- An individual airline's intentions regarding charging for certain products or services or changes to the existing charges for such products or services;
- Information on individual airlines customers; and
- Any other sensitive commercial or proprietary information that the company would not disclose in the absence of an express or implied agreement to exchange such information for the purpose of reducing or restricting competition in the airline industry.



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CONFERENCE

# Panel: Establishing a Collaborative Safety Environment

Moderator: Blessing Kavai

#IATAFocusAfrica





## Panelists

### **Gabriel Acosta**

Head of Operational Safety  
IATA

### **Timothy L. Arel**

Chief Operating Officer, Air Traffic  
Organization, FAA

### **Akachi Iroezi**

Director, Global Safety & Regulatory  
Affairs Middle East & Africa, Boeing

### **Bisrat Dinssa**

Director- Group QMS, SMS, ERP &  
Compliance, Ethiopian Airlines

### **Cheikh Diop**

Project Leader Airbus Global Support  
Strategy for Africa (AGSSA), Airbus

### **Tariq M. Sugati**

Inspector / POI General Civil Aviation  
Authority, GACA KSA

# Africa – Safety Performance

Gabriel Acosta





**FILTERS** Clear Filters

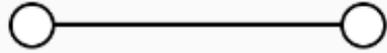
Measure for Visuals

Accident Rate

Year

2006

2022



End States

All

Region of Operator

All

Fatal vs. Non-fatal

All

Engine Type

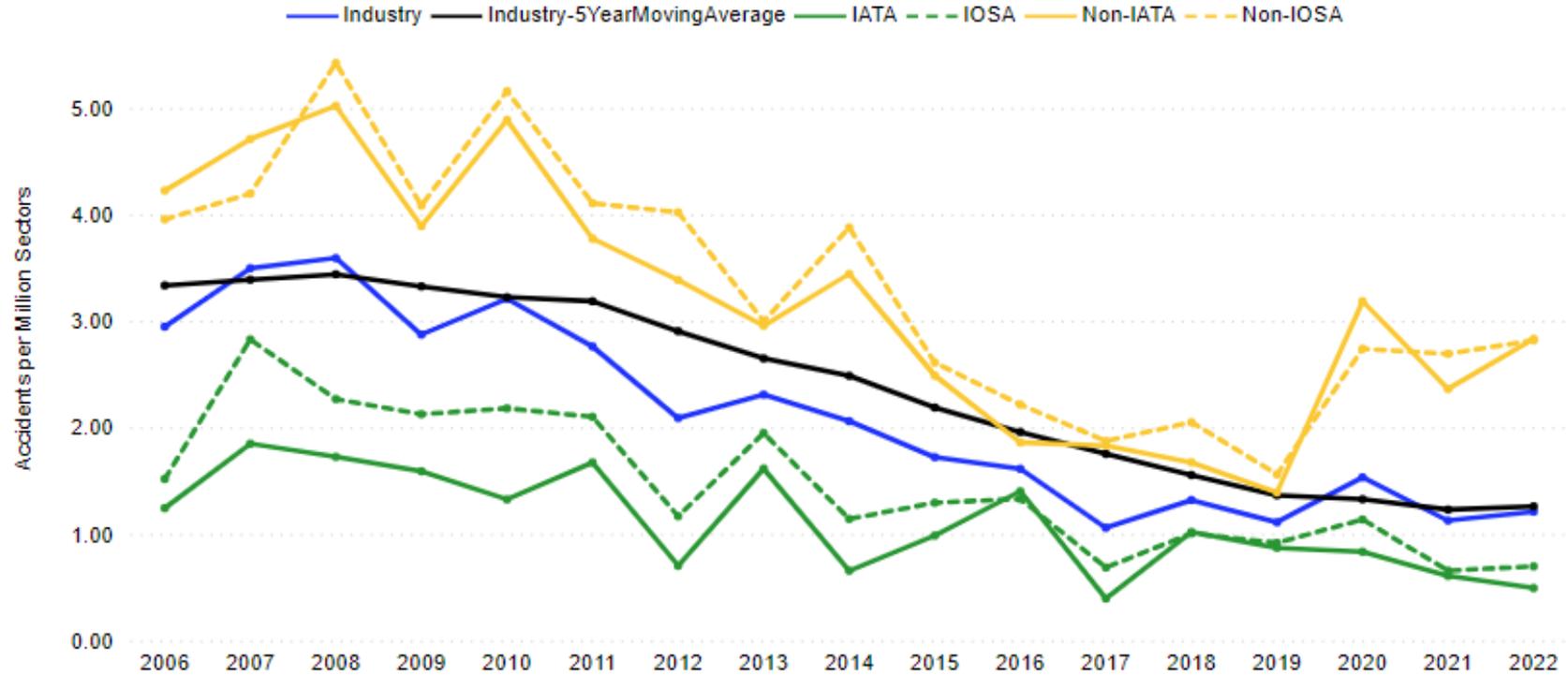
All

Severity

All

Accidents	Fatal Accidents	Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
1,249	210	6,720	733	516	932	284	332	554

Accident Rate (per Million Sectors) by Year \* Data source IATA



Accidents and Fatalities Onboard by Year \* Data source IATA

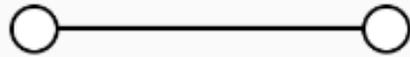


Measure for Visuals

Accident Rate

Year

2006 2022



End States

All

Region of Operator

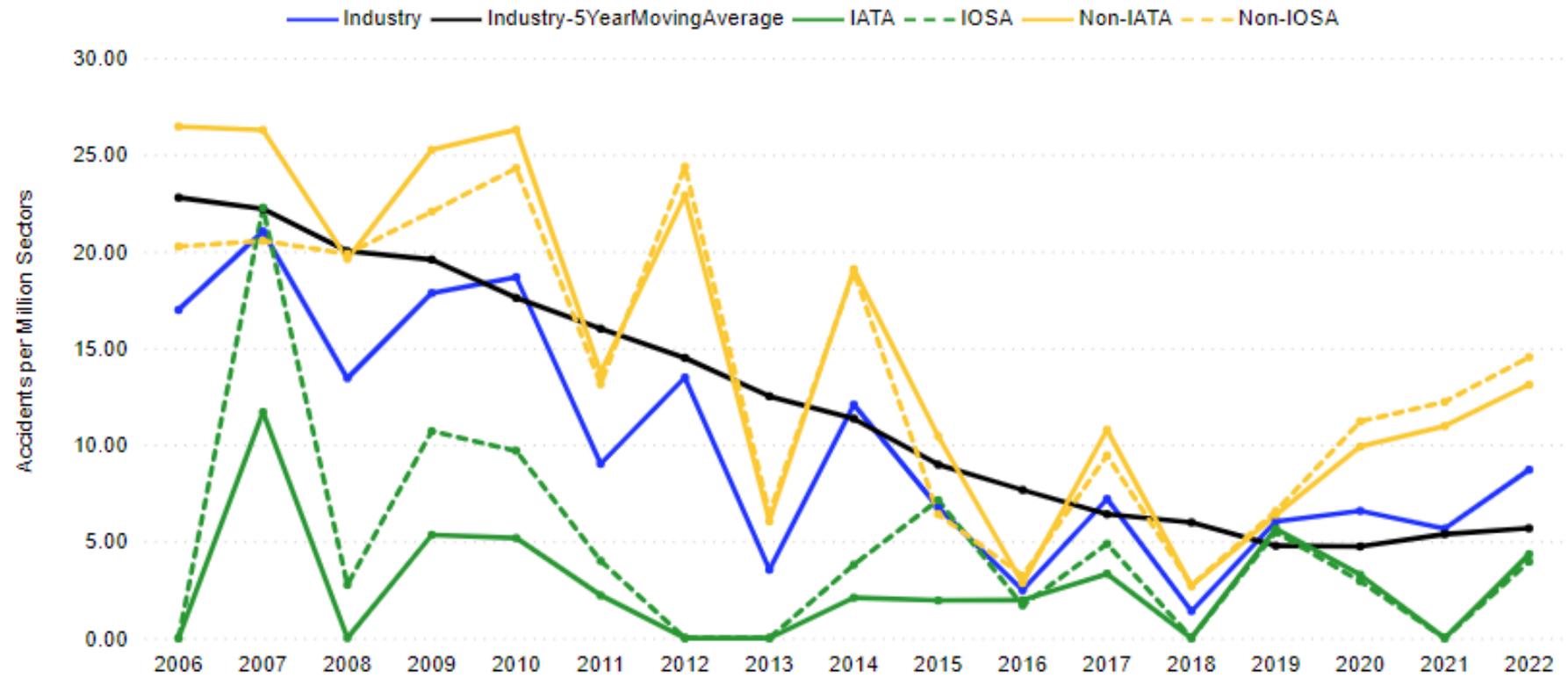
AFI

- Select all
- AFI
- ASPAC
- CIS
- EUR
- LATAM/CAR
- MENA

All

Accidents	Fatal Accidents	Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
176	51	993	52	124	95	71	21	34

Accident Rate (per Million Sectors) by Year \* Data source IATA



Accidents and Fatalities Onboard by Year \* Data source IATA



**FILTERS** Clear Filters

Measure for Visuals  
 Accident Rate

Year  
 2006 2022

End States  
 All

Region of Operator  
 AFI

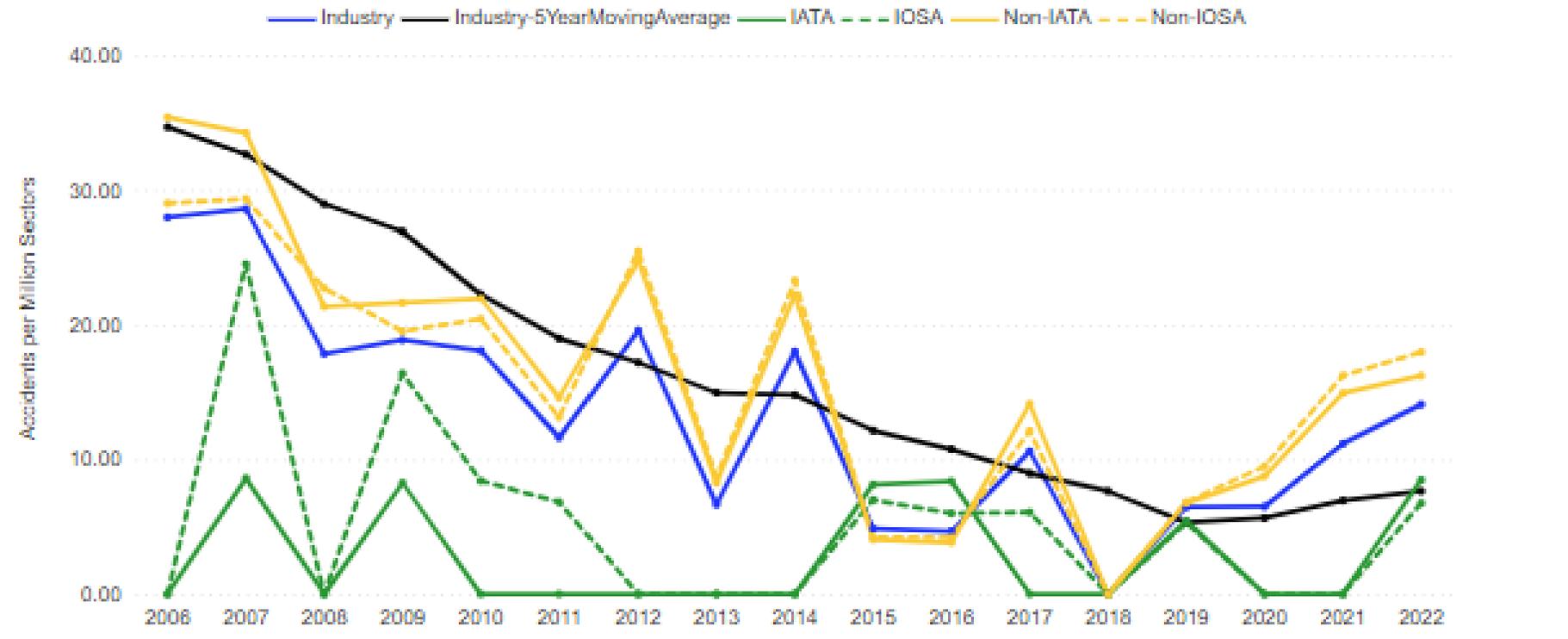
Fatal vs. Non-fatal  
 All

Engine Type  
 Turboprop

Severity  
 All

Accidents	Fatal Accidents	Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
124	38	251	0	124	59	58	6	11

Accident Rate (per Million Sectors) by Year \* Data source IATA

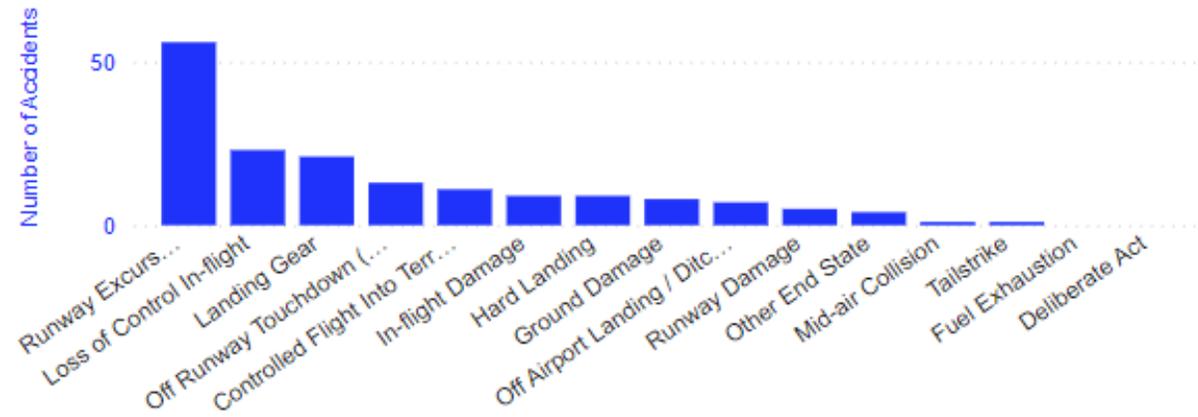


# AFI Accident profile by End State



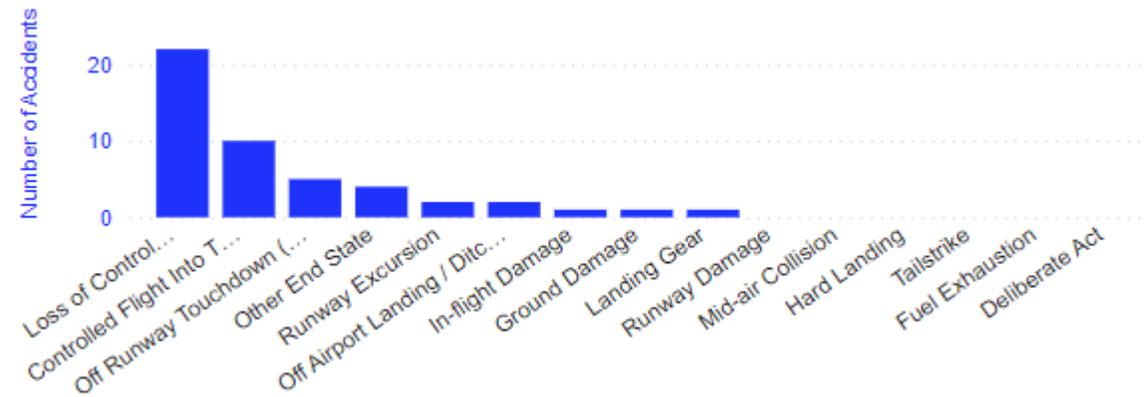
## Fatal and Non-Fatal

Accidents by End States \* Data source IATA



## Non-Fatal

Accidents by End States \* Data source IATA





**FILTERS** Clear Filters

Year  
2006 2022

End States  
All

Region of Operator  
All  
 Select all  
 AFI  
 ASPAC  
 CIS  
 EUR  
 LATAM/CAR  
 MENA

IATA vs. Non-IATA  
All

IOSA vs. Non-IOSA  
All

Flight Phase  
All

Passenger vs. Cargo  
All

Data Labels  
Off On

**i** Filters are synced across all pages.

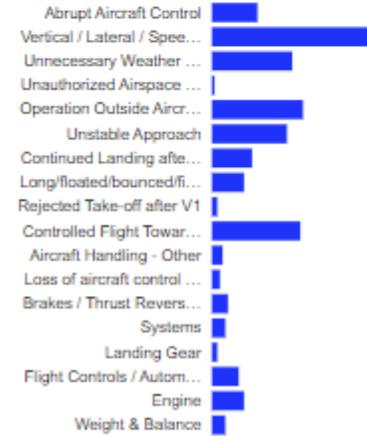
Accidents	Fatal Accidents	Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
210	210	6,720	90	120	133	69	30	57

**Main categories** Subcategories

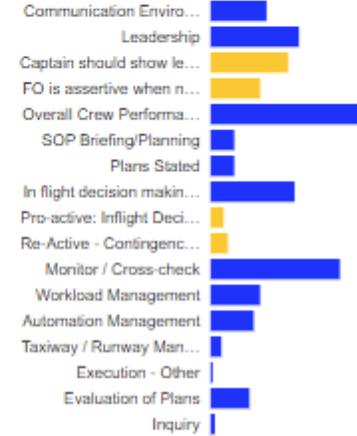
**End States \* Data source IATA**



**Undesired Aircraft States \* Data source IATA**



**Countermeasures \* Data source IATA**



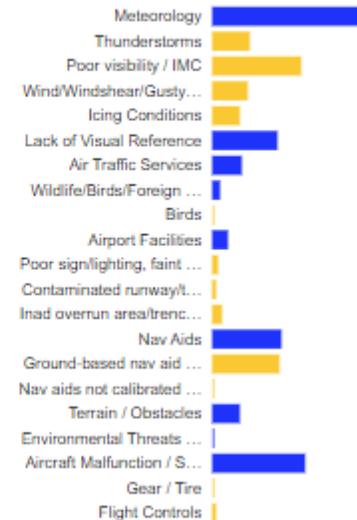
**Errors \* Data source IATA**



**Latent Conditions \* Data source IATA**



**Threats \* Data source IATA**





**FILTERS** Clear Filters

Accidents	Fatal Accidents	Fatalities	Jet	Turboprop	Passenger	Cargo	IATA	IOSA
199	60	1,350	58	141	104	81	22	36

Year  
2005 2022

End States  
All

Region of Operator  
AFI

Fatal vs. Non-fatal  
All

Engine Type  
All

Severity  
All

IATA vs. Non-IATA  
All

IOSA vs. Non-IOSA  
All

Flight Phase  
All

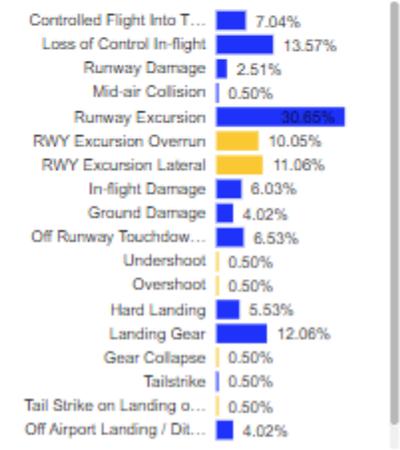
Passenger vs. Cargo  
All

Data Labels  
Off On

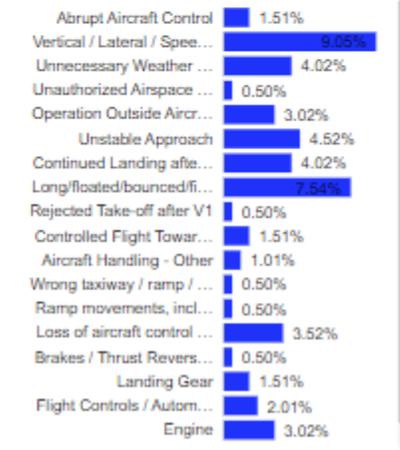
**Filters are synced across all pages.**

**Main categories** Subcategories

**End States \* Data source IATA**



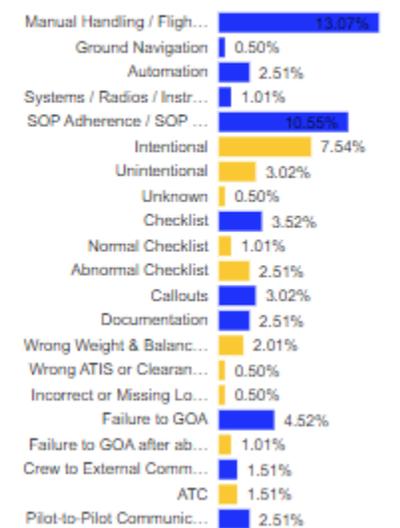
**Undesired Aircraft States \* Data source IATA**



**Countermeasures \* Data source IATA**



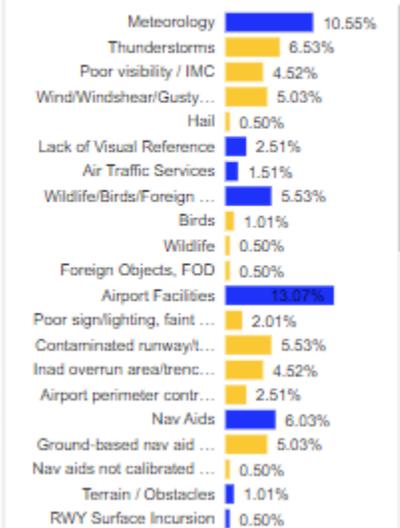
**Errors \* Data source IATA**



**Latent Conditions \* Data source IATA**



**Threats \* Data source IATA**





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Director, Global Safety & Regulatory  
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Director- Group QMS, SMS, ERP &  
Compliance, Ethiopian Airlines

### **Cheikh Diop**

Project Leader Airbus Global Support  
Strategy for Africa (AGSSA), Airbus

### **Tariq M. Sugati**

Inspector / POI General Civil Aviation  
Authority, GACA KSA

# Collaborative Safety Teams

Gabriel Acosta



# Fundamentals



## From the Global Aviation Safety Plan (GASP), ICAO calls States to:

*GASP contains an aspirational safety goal to achieve and maintain zero fatalities in commercial operations by 2030 and beyond.*

*Goal 1: Achieve a continuous reduction of operational safety risks.*

*Goal 2: Implement the eight critical elements of a safety oversight system.*

*Goal 3: Fully implement effective State Safety Programs.*

*Goal 4: Increase collaboration at the regional level to enhance safety.*

*Goal 5: Expand the use of industry programmes.*

*Goal 6: Ensure the appropriate infrastructure is available to support safe operations.*

# Fundamentals



From the Global Aviation Safety Plan (GASP), ICAO calls States to:

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*Goal 5: Expand the use of industry programmes.*

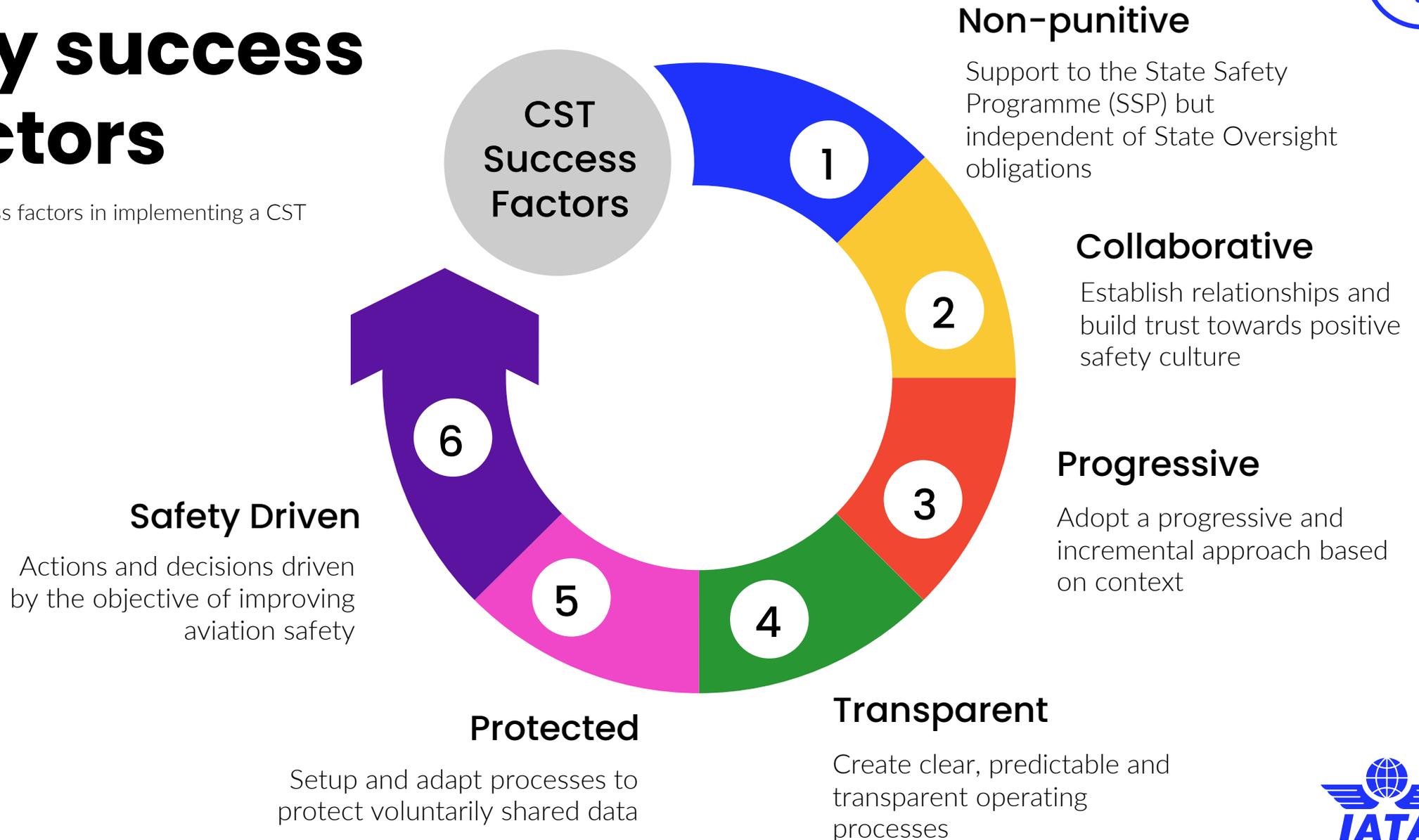
*Goal 6: Ensure the appropriate infrastructure is available to support safe operations.*

→ How?

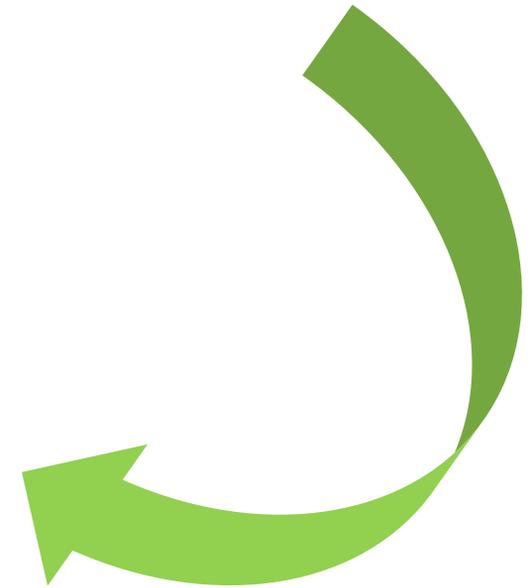
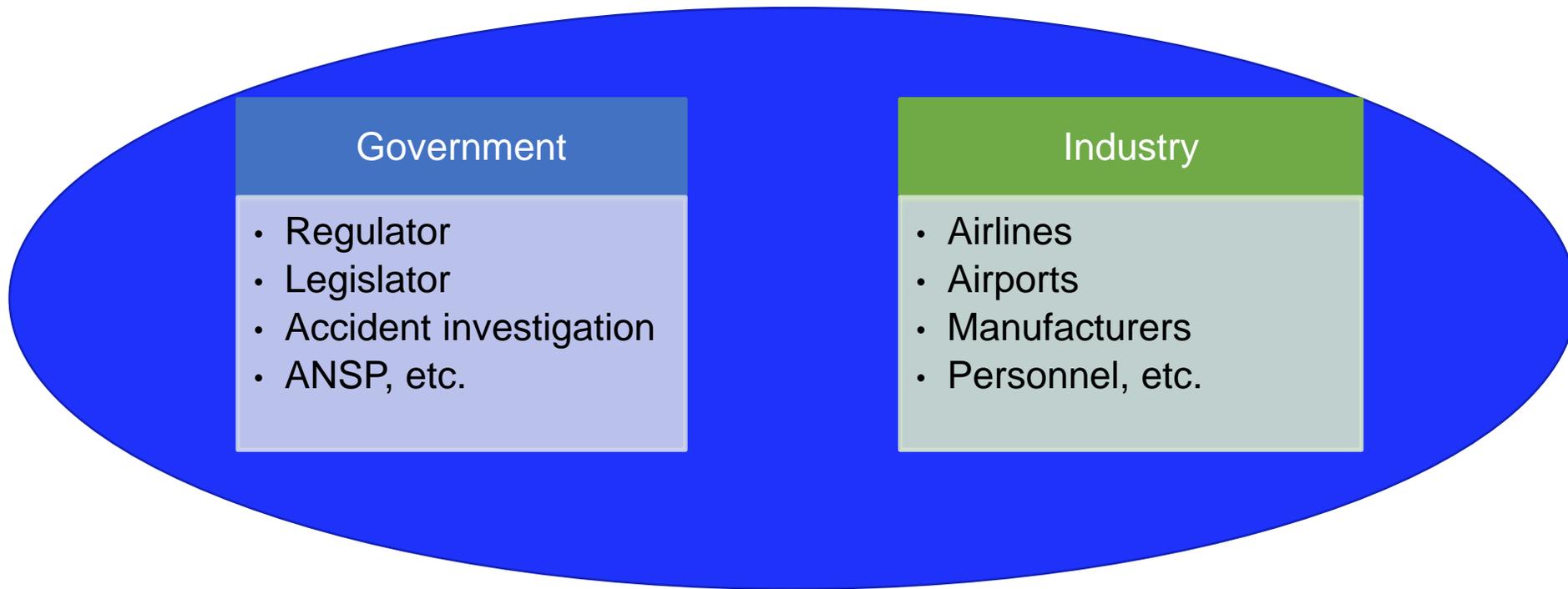


# Key success factors

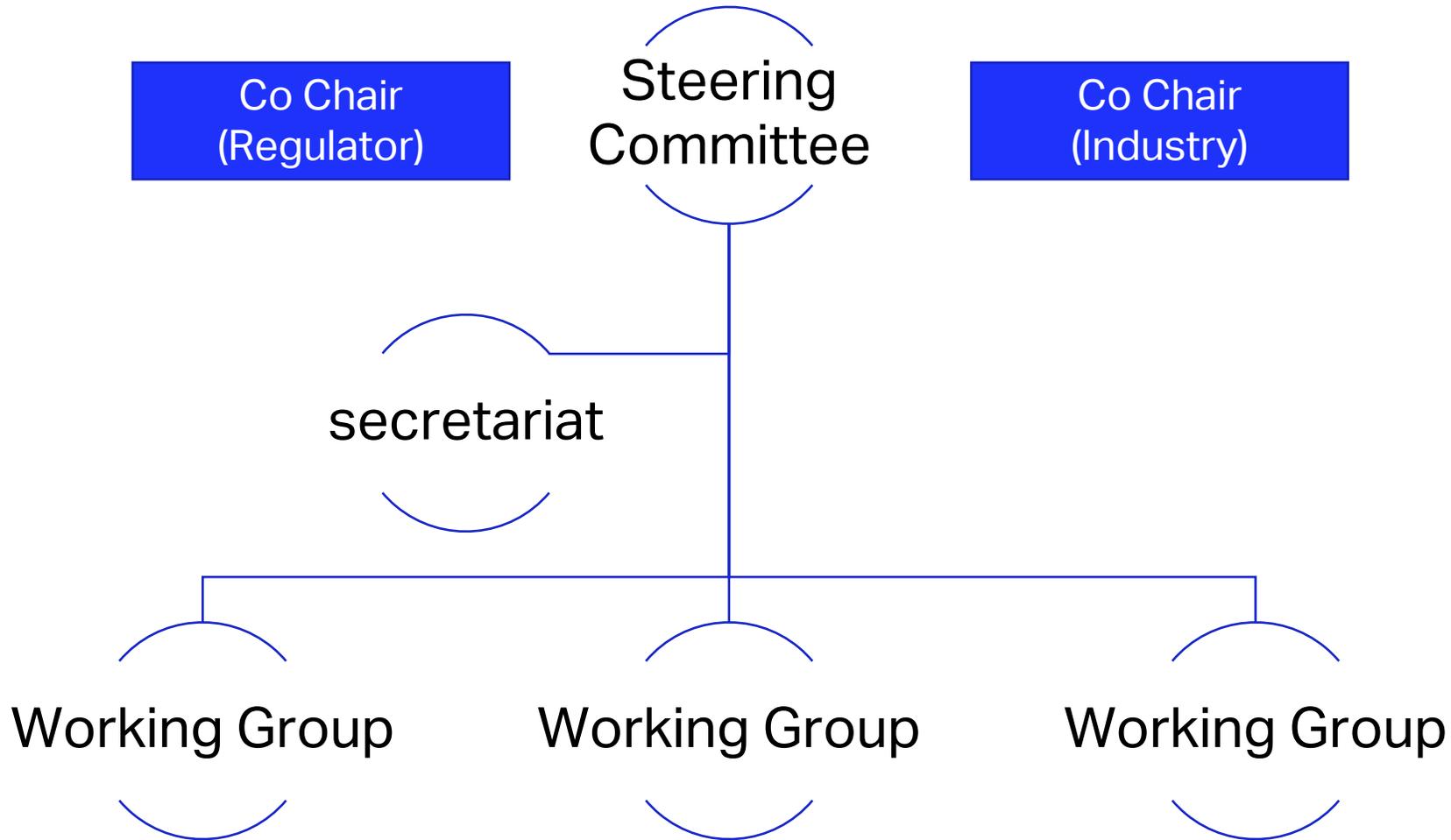
Key success factors in implementing a CST



# Collaborative



# Collaborative



# RASG – CASIP Collaboration



## RASG

### Collective Safety Intelligence

Contribute system wide safety intelligence to evaluation of local safety issues



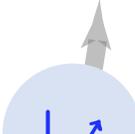
### Safety enhancement design

Help in design and implementation of local safety enhancements



### Performance and Effectiveness

Report on effectiveness of local safety enhancement strategies

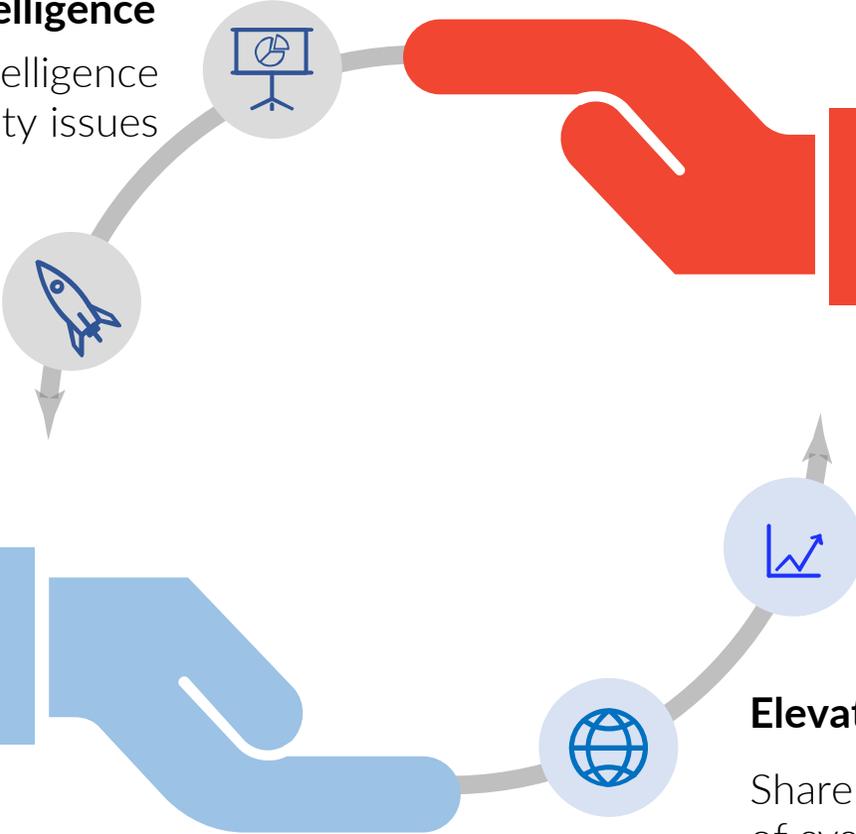
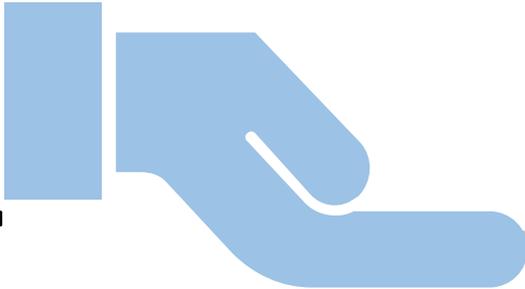


### Elevating issues at regional level

Share local issues facilitating identification of systemic issues across a region



## CST





**GUIDANCE MATERIAL FOR IMPLEMENTING A  
COLLABORATIVE SAFETY TEAM (CST)**

An Introduction  
**Collaborative Aviation Safety Improvement Program  
CASIP - AFRICA**



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Inspector / POI General Civil Aviation  
Authority, GACA KSA



**Presentation + Q&A:**  
**Aviation Security**  
**Overview**

**Senior Vice President,**  
**MedAire**

**Hany Bakr**





# Hany Bakr | SVP Aviation Security

**MedAire**<sup>®</sup>  
An International SOS Company



# Sudan Crisis

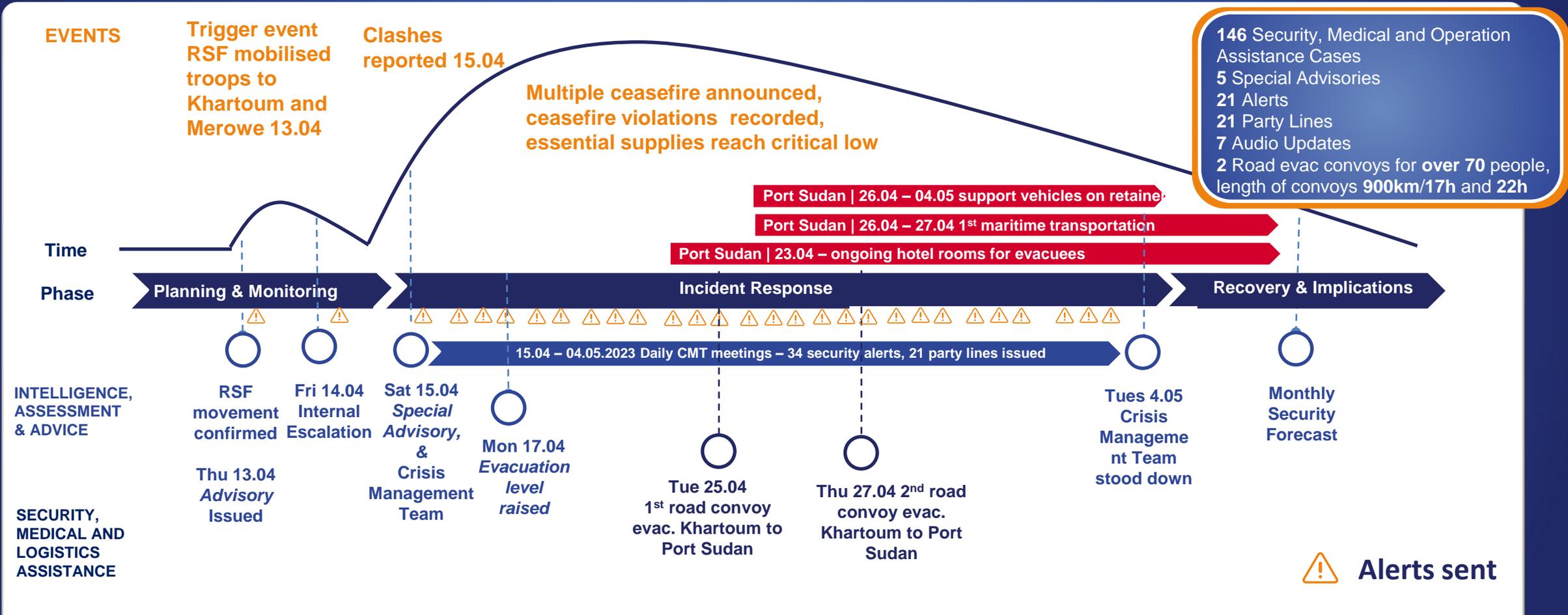
HOW ARE WE SUPPORTING THE  
AVIATION INDUSTRY

WORLDWIDE REACH. HUMAN TOUCH.



# 24/7 GLOBAL RESPONSE

## SUDAN CRISIS AT A GLANCE



Client-specific security cases (RFIs & RFAs) handled by 24/7 Regional Security Centres

Client-Specific Security & Health Consulting

# SUDAN CRISIS

## OUR SECURITY & LOGISTICS TEAM DEPLOYED TO THE DUBAI AND KSA TO SUPPORT THE CRISIS

Location	Designation	Dubai/ Remote
Washington	Security Director, US South Atlantic	Dubai
Delhi	Head of Information & Analysis, Asia	Dubai
London	Director of Operations, Worldwide	Dubai
Philadelphia	Security Director, Assistance	Dubai
London	Lead Security Analyst, Maghreb and Sahel	Dubai
Frankfurt	Regional Security Manager, Germany & Austria	Dubai
Philadelphia	Senior Security Specialist Intelligence & Assistance	Dubai
Sydney	Security Director, Information & Analysis and Assistance	Dubai
London	Regional Network Consultant	Dubai
Paris	Assistant Operations Manager	Dubai
Philadelphia	Senior Client Services Executive	Dubai
	Director of Medical and Security Assistance Air Transport Services, Worldwide	Dubai
London		
Delhi	Lead Security Analyst, North Asia	Dubai
Singapore	Security Manager, Assistance	Dubai
London	Security Specialist, Information & Analysis	Remote
London	Network Manager	Remote
Egypt	Senior Vice President Aviation & Maritime Security	KSA & Remote



# SUDAN CRISIS

## SECURITY TEAM STRUCTURE



The Sudan crisis security team is supported by our 200-strong dedicated security professionals and 37 Centres and further supported by access to over 200 security partners in over 250 countries



# SUDAN ASSISTANCE – IN NUMBERS

## 24/7 INTEGRATED SUPPORT TO CLIENTS

**150+ ASSISTANCE CASES) IN SUDAN  
AND NEIGHBOURING COUNTRIES SINCE 13<sup>th</sup> APRIL 2023**

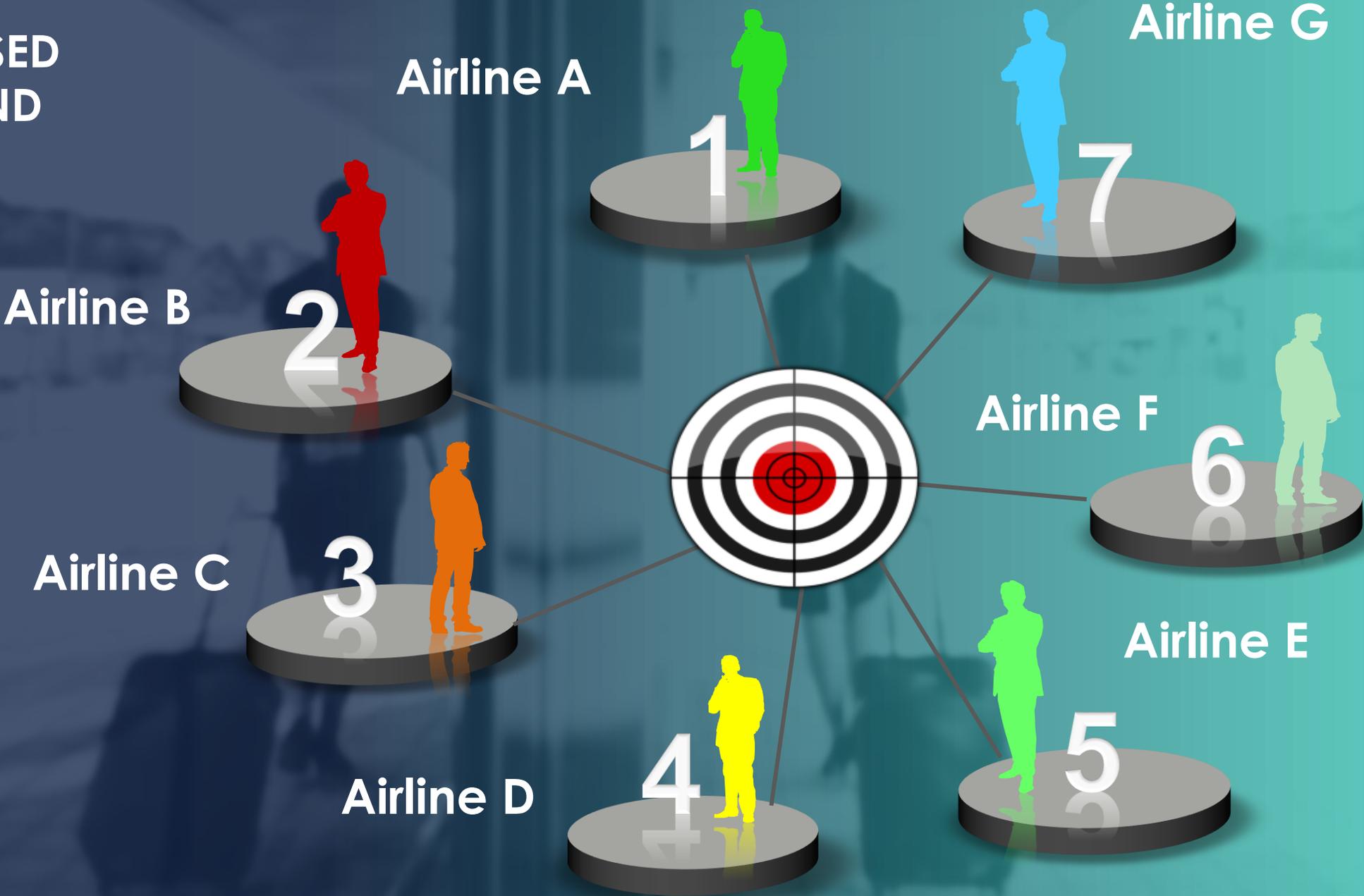
- **150+** security, logistics and medical cases managed in the period between 13th April – 5th May in Sudan
- **2** bus convoys with secure vehicle escorts from Khartoum to Port Sudan.
- **70+** adults and children successfully moved from Khartoum to Port Sudan.

Each person choosing to self-evacuate received risk assessment advice and journey management considerations.





# PROACTIVE AVIATION-FOCUSED ENGAGEMENT AND SUPPORT



# MEDAIRE SECURITY SUPPORT TO SUDAN CRISIS

Provide risk assessments and analysis

Supply drops to various locations

Evacuation planning and execution (Maritime, Air and Land)

Collaboration with many air carriers

Engagement at ministerial, high-profile government and CAA officials

Risk Assessment and Insurance support to air carriers' operation into Sudan

Post evacuation support - IMT



▶ **MedAire | an International SOS Company**

**MedAire**<sup>®</sup>  
An International SOS Company

# MEDAIRE EXPERTISE

**35+ YEARS** PROVIDING INTELLIGENCE, ADVICE & ASSISTANCE TO

## PRIVATE AVIATION

## COMMERCIAL AVIATION

## LUXURY YACHTS

## COMMERCIAL MARITIME

**75%**

OF FORTUNE'S TOP 100 COMPANIES' CORPORATE AIRCRAFT

**67%**

OF WORLD'S TOP COMMERCIAL AIRLINES

**50%**

OF WORLD'S SUPERYACHTS

**13+**

P&I CLUBS THAT WE HAVE STRONG WORKING RELATIONSHIPS **with**

TRUSTED BY LEADING AVIATION REGULATORS GLOBALLY



**35+ YEARS** PROVIDING INTELLIGENCE, ADVICE & ASSISTANCE TO



**PRIVATE  
AVIATION**

**4800+ AIRCRAFT**



**COMMERCIAL  
AVIATION**

**180+ AIRLINES**



**CAA, AIR FORCE  
&  
GOVERNMENTS**

EXPERT CARE, EVERYWHERE.

# GLOBAL CAPABILITIES EXPERT CARE, EVERYWHERE.



27 Assistance Centres



8 Regional Security Centres



2 Aviation Security Centres



200 Security Professionals & 2000 Security Providers



103,000+ Accredited Providers

 MedAire Office

 Medical Supply Fulfilment Centre

 International SOS 24/7 Assistance Centre & Office

 Security Intelligence & Operations Centre

 International SOS Office

 Security Operations (dedicated security analysts)



EXPERT CARE, EVERYWHERE.

# GLOBAL CHALLENGES TO AVIATION

NATURAL DISASTERS

FLU

PETTY CRIME

CYBER

## MEDICAL AND SECURITY ISSUES

EMOTIONAL DISTRESS

HIJACKING

## FACING

AIRLINE CATASTROPHES

DISEASE

## A MOBILE WORKFORCE

TERRORISM

LAWLESSNESS

IMPRISONMENT

UNTRAINED WORKFORCE

LANGUAGE AND CULTURAL BARRIERS

AIR QUALITY

# FOCUS ON AFRICA



# AVIATION SECURITY CHALLENGES



Political and economic instability

Lack of security culture

Airspace and overflight challenges

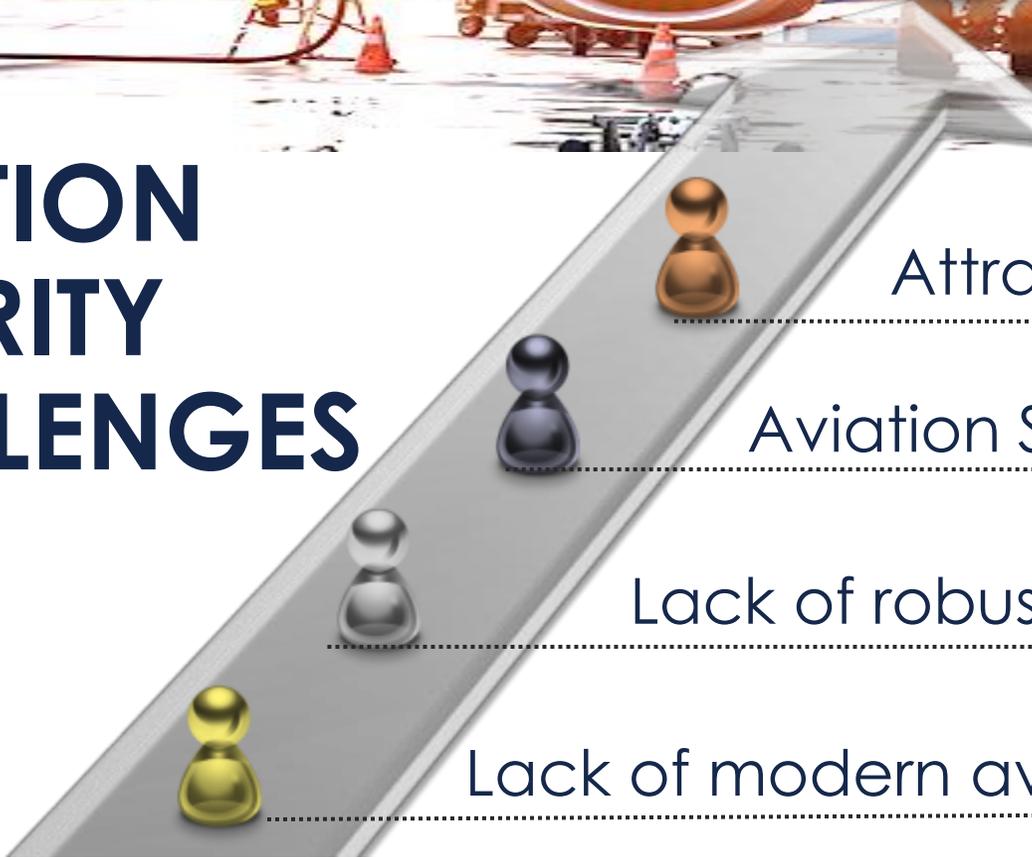
Airport infrastructure and challenged facilities



# FOCUS ON AFRICA



# AVIATION SECURITY CHALLENGES



Attraction and retention of talent

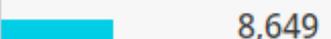
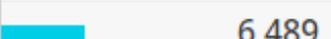
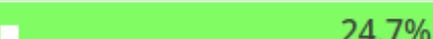
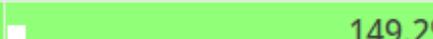
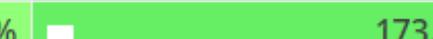
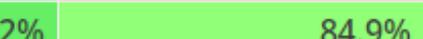
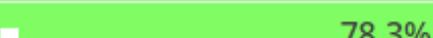
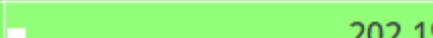
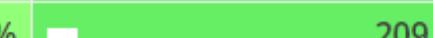
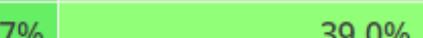
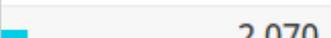
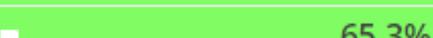
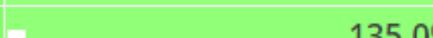
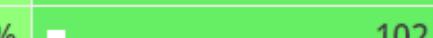
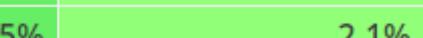
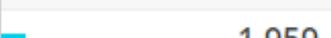
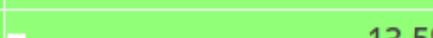
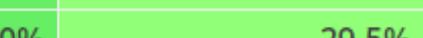
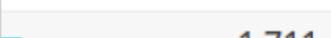
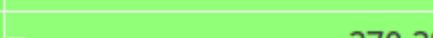
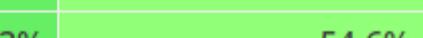
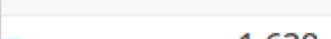
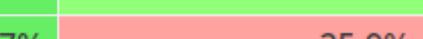
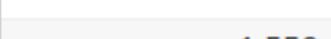
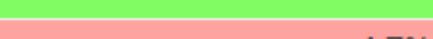
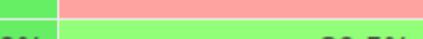
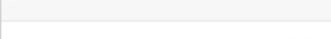
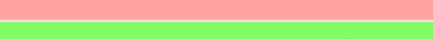
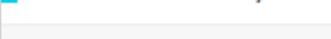
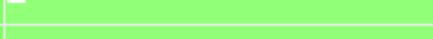
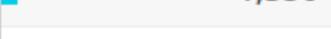
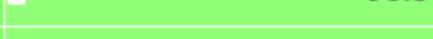
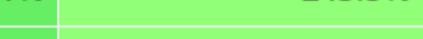
Aviation Security standards of some key airports

Lack of robust risk assessments

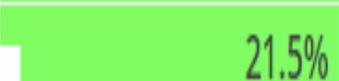
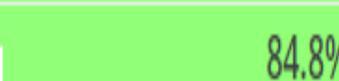
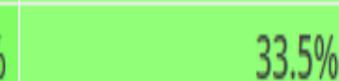
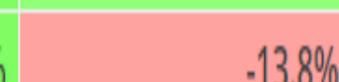
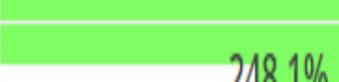
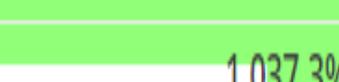
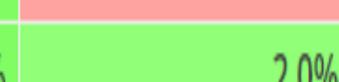
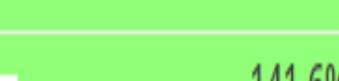
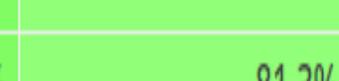
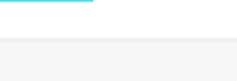
Lack of modern aviation security training



# DEPARTURE GROWTH BY COUNTRY

Departure Country	Departures <span>▼</span>	Growth vs Prev Yr	Growth vs 2Y ago	Growth vs 3Y ago	Growth vs 4 Yrs ago
Egypt	 19,118	 37.0%	 122.7%	 204.8%	 64.6%
Morocco	 14,526	 32.7%	 148.3%	 66.4%	 -16.2%
Ethiopia	 12,438	 31.6%	 42.9%	 66.5%	 29.3%
Algeria	 8,649	 246.9%	 862.1%	 89.4%	 8.3%
France	 8,101	 120.6%	 408.2%	 85.8%	 -1.4%
Kenya	 6,489	 24.7%	 149.2%	 173.2%	 84.9%
Saudi Arabia	 5,538	 78.3%	 202.1%	 209.7%	 39.0%
Italy	 2,070	 65.3%	 135.0%	 102.5%	 2.1%
United Arab Emirates	 1,959	 7.8%	 13.5%	 94.0%	 29.5%
Germany	 1,711	 36.1%	 270.3%	 177.3%	 54.6%
Spain	 1,638	 11.7%	 126.2%	 50.7%	 -25.9%
Belgium	 1,558	 -4.7%	 24.6%	 30.9%	 30.5%
Turkey	 1,377	 51.2%	 165.3%	 125.7%	 57.9%
Tanzania	 1,350	 22.5%	 98.5%	 204.1%	 243.5%
South Africa	 1,348	 26.7%	 65.8%	 72.4%	 15.9%
Grand Total	115,685	46.5%	117.7%	100.4%	20.3%

# GROWTH BY AIRLINES

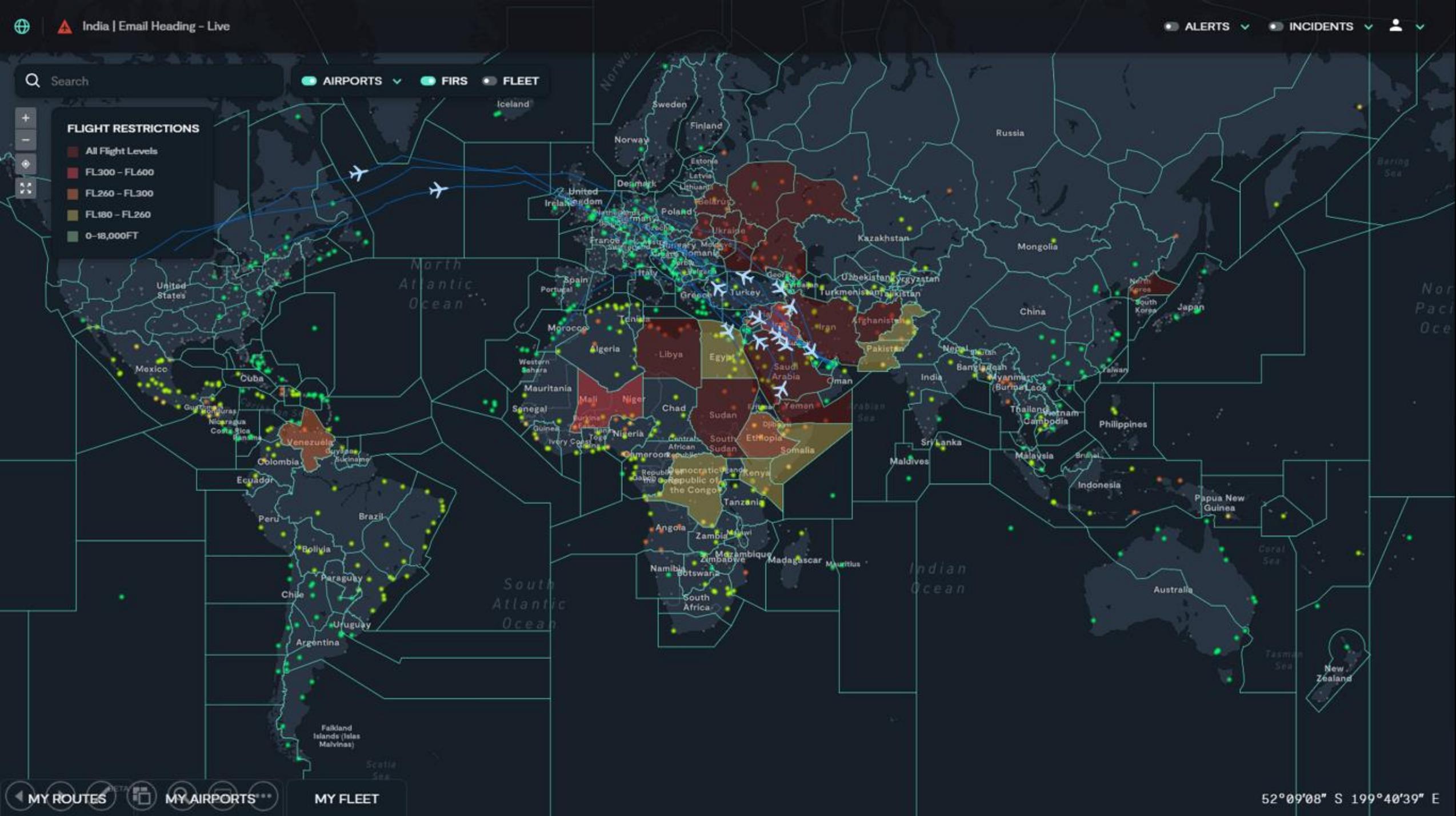
Operator / Airline	Flights <span>▼</span>	Growth vs Prev Yr: Flights	Growth vs 2Y ago: Flights	Growth vs 3Y ago: Flights	Growth vs 4Y ago: Flights
Ethiopian Airlines	 30,763	 30.4%	 36.3%	 60.5%	 28.8%
Egypt Air	 26,569	 21.5%	 84.8%	 137.9%	 33.5%
Royal Air Maroc	 24,398	 35.9%	 154.4%	 71.1%	 -13.8%
Air Algerie	 15,683	 248.1%	 1,037.3%	 82.7%	 2.0%
Kenya Airways	 10,658	 34.0%	 141.6%	 174.6%	 81.3%
Air Cairo	 7,614	 145.6%	 852.9%	 1,026.3%	 169.2%
Grand Total	115,685	46.5%	117.7%	100.4%	20.3%

Search

AIRPORTS FIRS FLEET

FLIGHT RESTRICTIONS

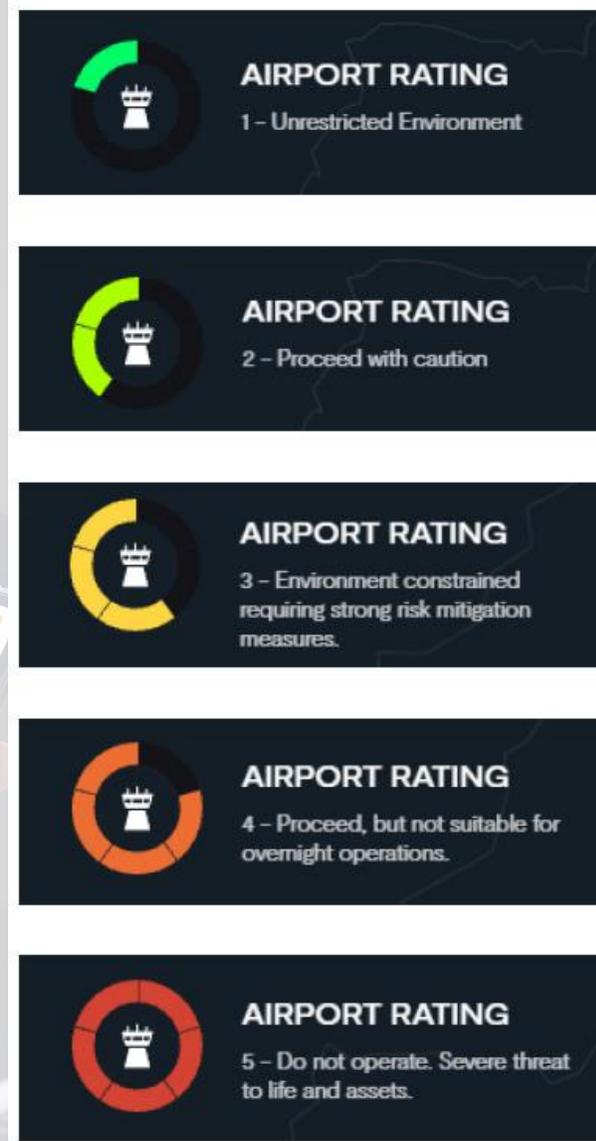
- All Flight Levels
- FL300 - FL600
- FL260 - FL300
- FL180 - FL260
- 0-18,000FT



# AIRPORT SECURITY RISK ASSESSMENTS

Assess and score risks specific to airports

- Ability of the airport to securely protect aircraft
- Ability for the aircraft to safely remain unattended
- Ability of the aircraft to safely operate to the location
- Availability of suitable lodging and transportation for crew
- Availability of mitigation services in constrained environments



**BEN**  
BENGHAZI/BENINA INTL  
HLLB

AIRPORT CITY COUNTRY AIRSPACE

**AIRPORT RATING**  
4 - Proceed, but not suitable for overnight operations.

**COVID IMPACT**  
2 - Medium Indirect Travel Impact  
2 - Low Domestic Impact  
See Health Score

**COUNTRY RISK**  
Extreme Security Risk

**MEDICAL RISK**  
Extreme Medical Risk

Overview  
Operations  
Security

**RUNWAY SPECS**  
RW15L/RW33R:1611 x 148 ft. @ 436 ft.

**GROUND HANDLING**  
Slots Not Required  
Handling Not Required

**TIME ZONE**  
UTC -1

**AIRPORT OF ENTRY**  
Yes

**AIRPORT CONTACTS**  
Authority: +218 61 335 0107  
Tower: +218 61 222 6955  
Info@ybcaa.com  
airtransport@ybcaa.com

COMPARE WATCH EXPORT

# AIRSPACE SECURITY RISK ASSESSMENTS

Outline the risks at different altitudes within an FIR based on the following information about weaponry present within that region:

- Availability
- Portability
- Lethality
- Ease of Use
- Civilian vs Military
- Intent for Use by Govt or Militant Groups

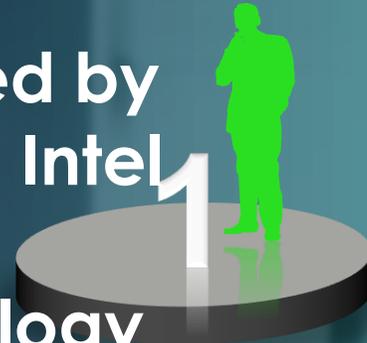


# STRENGTH OF AVSEC RISK MANAGEMENT

Provides assessments & countermeasures



Powered by Human Intel and technology



Aircraft tracking risk visuals



Route risk visuals



Airport, City, Country, FIR analysis



Predictive, proactive and reactive



AI & human driven Alerts



## KEY MESSAGES

Effective security risk management framework

Promote positive aviation security culture

Upskill the workforce on aviation security

Build robust aviation security risk mitigation strategy

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An International SOS Company



## OPEN DISCUSSION



# Coffee Break

**IATA**  
**FOCUS**  
**AFRICA**  
**CONFERENCE**

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Gold Sponsors



Silver Sponsors

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**Sabre**

Bronze Sponsors





**Presentation + Q&A:**  
**Passenger Experience –**  
**Biometrics and Security**

**Regional Director,**  
**Operations, Safety &**  
**Security AME, IATA**

**Kashif Khalid**



# Customer Experience & Facilitation

How biometrics and digital identity can transform customer experience



# Why the industry needs One ID

Manual **paper document** based processes are not sustainable or secure

Airport congestion – processing time has more than **doubled** in some cases

Airline staff or border agents cannot cope with an **array of documents** in a reasonable timeframe

Airlines and authorities are facing **skilled staff shortage**

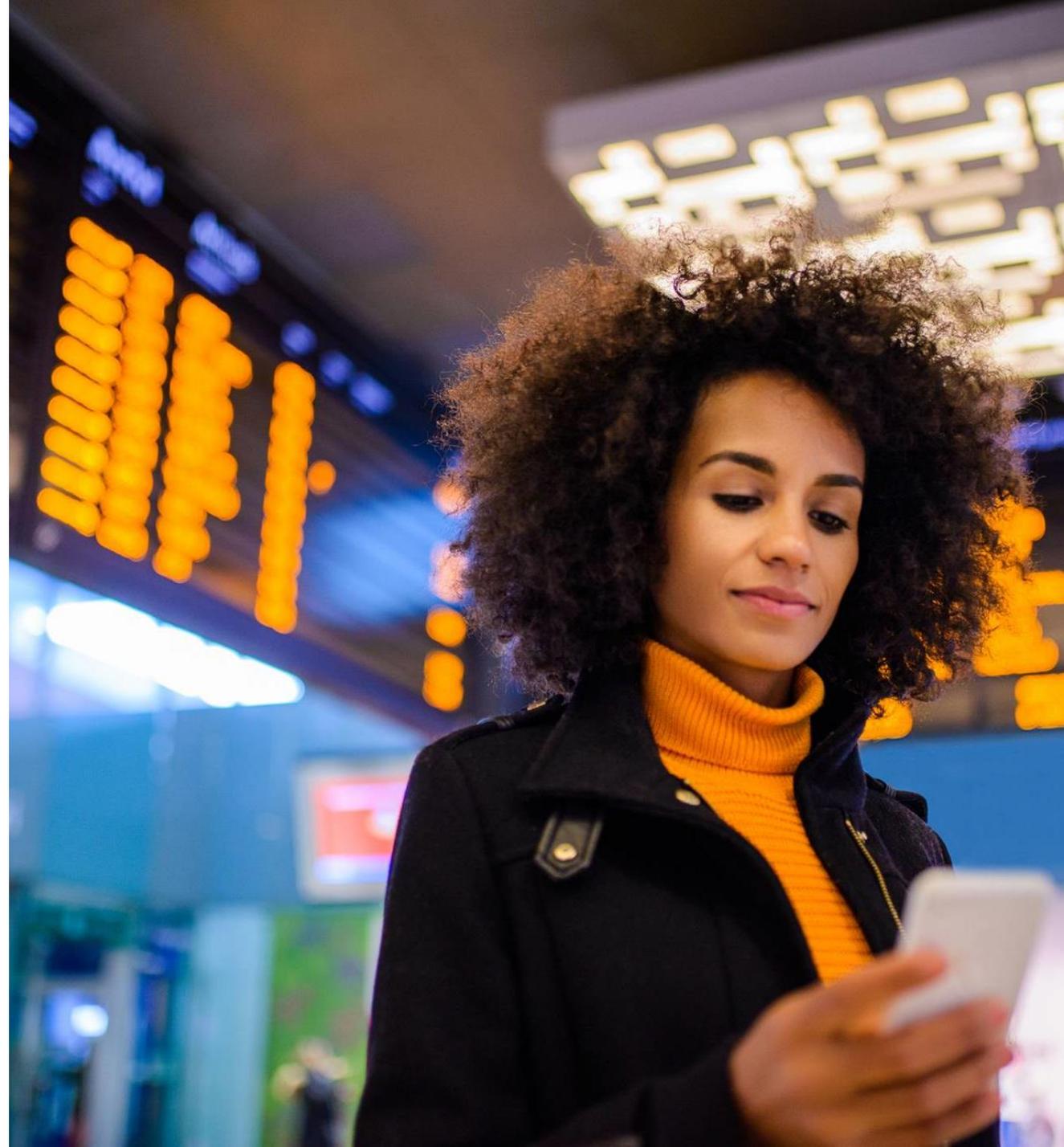
Urgent need to move the processes off-airports: Getting to **'ready-to-fly'** status



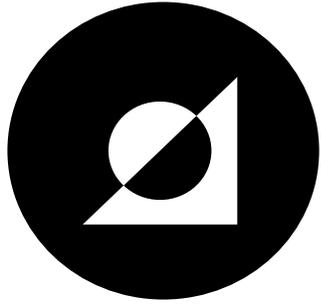
Using **Digital Identity** technologies to transform the customer experience with:

- **Contactless** travel through biometric enabled identification
- Digitalization of **admissibility** in advance of travel

Arrive at the airport **Ready to Fly**

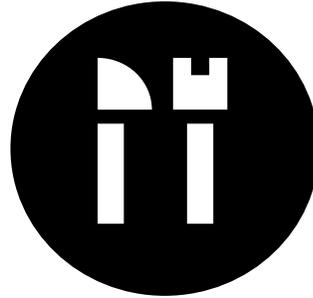


# What is IATA trying to do with One ID?



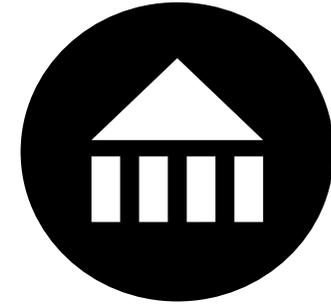
Define the **vision** and **end-state process**

Status: Done



Provide the **right tools** – standards, recommendations and guidance

Status: In progress



Enable the **environment** – infrastructure and regulations – to be **compatible** with the IATA One ID concept

Status: In progress

# Key Principles for One ID

Process is **paperless**

Passengers **own and control** their data

Verifying parties should request **only the minimum data** required to complete the transaction

**Biometric recognition** systems should allow the passengers to be recognized throughout the process

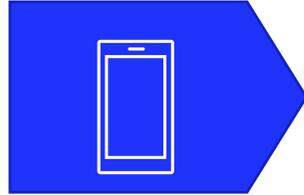
Passengers can opt in to **advance sharing** of digital identity information and/or have a biometric-enabled end-to-end digital experience

Passengers must have the ability to **opt out** at any stage for manual processing

# One ID – Contactless Travel



Passenger is offered a **Contactless Travel** experience for their journey.



Passenger has or is issued **Trusted Digital Identity\***, **Live Face Biometric and Journey Details** Verifiable Credentials (VCs) to their **digital identity wallet**



Passenger **shares** required data from digital wallet **directly** to relying party (airline, airport or authority)



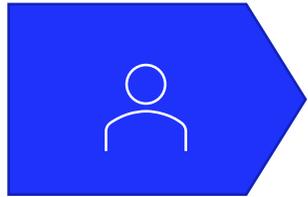
Relying party verifies the data as **trusted** and prepares for the Contactless Travel Journey



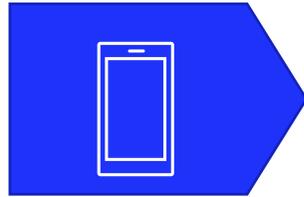
Passenger's identity is verified using **biometric recognition** at contactless airport touchpoints.

\* Once stored in the digital identity wallet, the credentials can be re-used for their validity unless revoked.

# One ID – Digitalization of Admissibility (end state)



Passengers send all required documentations to State authorities in **advance** of travel



States issue a **notification of admissibility** to passenger digital identity wallet as a Verifiable Credential



Passenger **shares** notification of admissibility from digital wallet **directly** to airline



Airline verifies the data as **trusted**, and that the passenger meets the requirements for travel

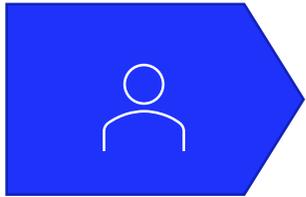


Passenger is **checked in\*** and is issued their boarding pass, they are **Ready to Fly!**

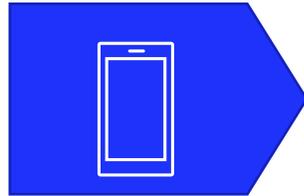
**and/or** States advise airline via iAPI that passenger is **OK to travel**

\*On the assumption that all other check in conditions are met

# One ID – Digitalization of Admissibility (interim state)



Passenger uses an app to derive proof from government issued documents (e.g. passport, visa) that are issued to the passenger's **digital identity wallet** as verifiable credentials (VCs)



Passenger shares required information as VCs from digital identity wallet **directly** to airline as part of check in process (e.g. online in advance or at a kiosk in airport)



Airline verifies the data as **trusted** and confirms that the passenger **meets the requirements** for travel through digital document checking



Passenger is **checked in\*** and is issued their boarding pass, they are **Ready to Fly!**

\*On the assumption that all other check in conditions are met

# Current One ID Standards

## RP1701o (update) One ID Contactless Travel

- The RP provides recommendations for an open trust framework and contactless travel processes, which include the issuance of verifiable credentials to passengers based on a recent live facial image which is bound to an accepted identity document, and verifiable credentials based on the journey details.
- The RP does not include the process taking place after the biometric and journey details credentials are received by the verifying parties. It will be the scope for another new RP planned, Biometric Handling in Contactless Travel.
- [With PSC ballot for Q2 2023](#)

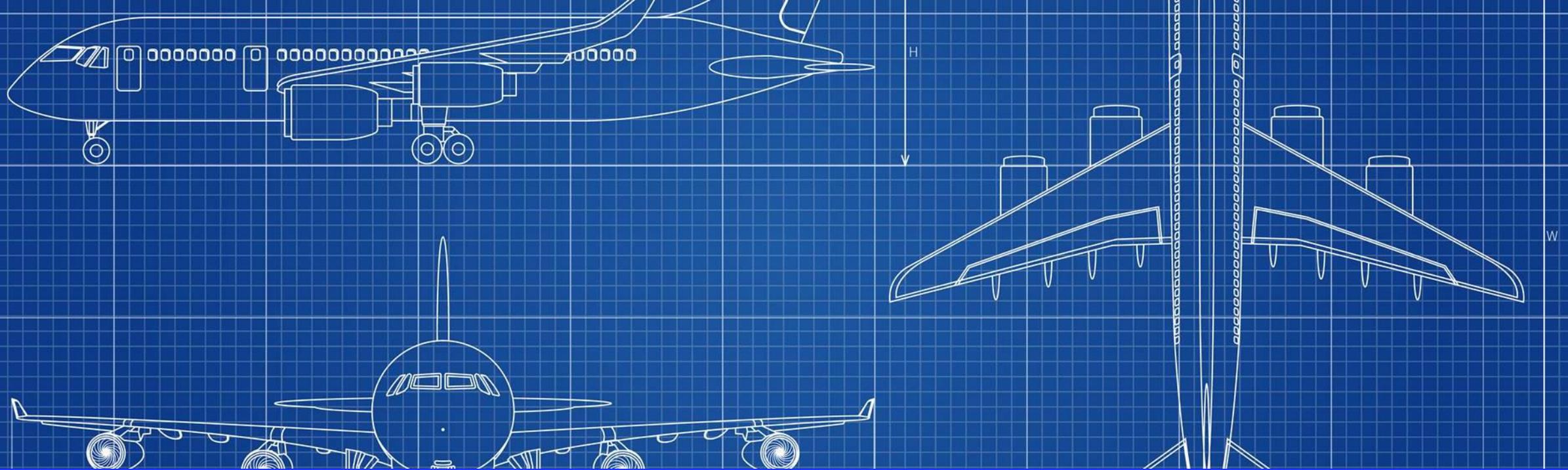
## RP1701p (new) One ID Digitalization of Admissibility

- The passenger can digitally obtain all necessary authorizations to travel directly from governments and demonstrate to airline(s) the admissibility to travel without disclosing unnecessary personal data.
- The process for Digitalization of Admissibility is approached in phases – in the interim, the process around preparing the travel documents remains unchanged and passengers can derive the proof in a VC form from these documents. The BRD developed in 2022 focuses only on this interim state.
- [Effective September 2022 \(to be published in the PSCRM in June 2023\)](#)

# Planned One ID Standard

## RP1701q (new) Biometric Handling in Contactless Travel

- The RP will aim to provide recommendations on the process taking place after verifiers receive biometric image VC and journey details to offer a contactless travel experience.
- The RP will be developed based on the BRD Biometric Handling in Contactless Travel.



The One ID alpha technical specifications for the implementation of Digitalization of Admissibility are available for testing.

# One ID Working Group

- IATA works with One ID Working Group to develop industry standards/guidance materials.
- IATA member airlines, ACI member airports, Governments, International Organizations and IATA Strategic Partners can join.
- Experience with biometric trials/implementations is preferred, but it is not a condition to join the group.
- WG is requested to participate in developing and reviewing draft standards/guidance materials documents.
- For stakeholders interested in joining One ID WG, contact Youn Kim at [kimy@iata.org](mailto:kimy@iata.org).



# 'eVisa' - The Challenge

## EUROPEAN UNION VISAS VISITATION

**EUROPEAN UNION VISAS VISITATION**

**Application Details**

Applicant Name: [Name]  
Date of Birth: [Date]  
Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Country of Origin: [Country]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Grant Details**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]



Welcome to State of Kuwait - eVisa  
مرحباً بكم في دولة الكويت - eVisa  
Tourist Visa Application - eVisa

Dear [Name],  
We are pleased to inform you that your eVisa application to Kuwait has been approved. Please print and keep the number as your reference which you will provide to a visa employee at Kuwait International Airport.  
Application number: 000287312519  
Visa Number: 000287312519  
Visa Valid Until: 12-01-2018  
Visa Valid From: 14-01-2018

Holding a visa does not guarantee your entry to the State of Kuwait. You must meet all of the conditions upon arrival to be granted entry.  
We wish you a pleasant and safe journey to Kuwait.  
Ministry of Interior  
State of Kuwait



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جميع الحقوق محفوظة. وزارة الداخلية دولة الكويت 2015



Ministry of Interior  
State of Kuwait

Kingdom of Lesotho

**Kingdom of Lesotho**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Home Affairs  
State of Lesotho

## eVisa Federative Republic of Brazil

**eVisa Federative Republic of Brazil**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Foreign Affairs  
Brazil

## REPUBLIQUE GABONAISE

**REPUBLIQUE GABONAISE**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Foreign Affairs  
Gabon

## Uganda Immigration System

**Uganda Immigration System**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Internal Affairs  
Uganda

## Arab Republic of Egypt

**Arab Republic of Egypt**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Interior  
Egypt

## SULTANATE OF OMAN

**SULTANATE OF OMAN**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Interior  
Oman

## Electronic Visa

**Electronic Visa**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Foreign Affairs  
[Country]

## Kingdom of Cambodia

**Kingdom of Cambodia**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Internal Affairs  
Cambodia

## Registration Receipt / Registration of the applicant / Identity Card

**Registration Receipt / Registration of the applicant / Identity Card**

Registration Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Registration Information**

Registration Type: [Type]  
Registration Date: [Date]  
Registration Location: [Location]

Ministry of Home Affairs  
[Country]

## Ministry of Home Affairs

**Ministry of Home Affairs**

**Electronic Visa (E-Visa)**

Passport Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Visa Information**

Visa Type: [Type]  
Number of Entries: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

Ministry of Home Affairs  
[Country]

## GBAO PERMIT

**GBAO PERMIT**

Permit Number: [Number]  
Date of Issue: [Date]  
Date of Expiry: [Date]

**Applicant Details**

Name: [Name]  
Date of Birth: [Date]  
Nationality: [Nationality]

**Permit Information**

Permit Type: [Type]  
Permit Date: [Date]  
Permit Location: [Location]

Ministry of Home Affairs  
[Country]



# Harmonization of Travel Authorization

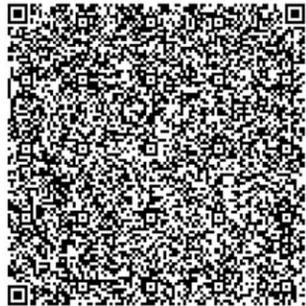
Three digital process towards automation and seamless



- Specifications for DTA issued by ICAO
- Provide the means for issuing harmonized credentials to passengers and achieving interoperability
- Airline staff can perform an easier manual verification and leads to automated or digitized verification
  - In One ID ecosystem, digitalization of admissibility provides for the means for passengers to digitally demonstrate their compliance with airlines in advance of travel (remotely)

# Digital Travel Authorization (DTA)



Digital Travel Authorization	Issued by UTO	Version 1	DTA Number: N156702B
<b>PERSONAL INFORMATION</b>			
Name of the Holder:	Date of Birth:	Nationality:	Sex:
<b>Anna Maria Eriksson</b>	<b>1952-03-11</b>	<b>USA</b>	<b>F</b>
Passport Number: <b>L8988901C</b>			
<b>DIGITAL TRAVEL AUTHORIZATION</b>			
Place of Issue:	Valid From:	Valid Until:	
<b>Peacetown</b>	<b>2021-06-06</b>	<b>2026-06-06</b>	
Duration of Stay:	Number of Entries:	Type/Class/Category:	
<b>5 years, 0 months, 0 days</b>	<b>Multiple</b>	<b>Tourist</b>	
Additional Information: <b>Employment Prohibited</b>			
			

DTA Technical Report available on [icao.int](https://www.icao.int)

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# Panel: Creating a Data Rich Environment for Aviation Safety in Africa

Moderator: Edward Jumi

#IATAFocusAfrica





# Panelists

## **Lawrence Amukono**

Chief, National Continuous  
Monitoring Coordinator , Kenya CAA

## **Hellen Ndichu**

Director Safety,  
RwandAir



# Lunch Break

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# Panel: *AIM*-ing for a Solid Safety Foundation

Moderator: Lindi-Lee Kirkman

#IATAFocusAfrica





## Panelists

### **Oscar Centeno**

Training Deputy Officer,  
Group EAD

### **Roseline Mumbo**

Vice President,  
IFAIMA

### **Christine Groos**

Aviation Data Supplier Management  
Specialist, Boeing

### **Carsten Skrybeck**

Source Liaison,  
Jeppesen/Boeing

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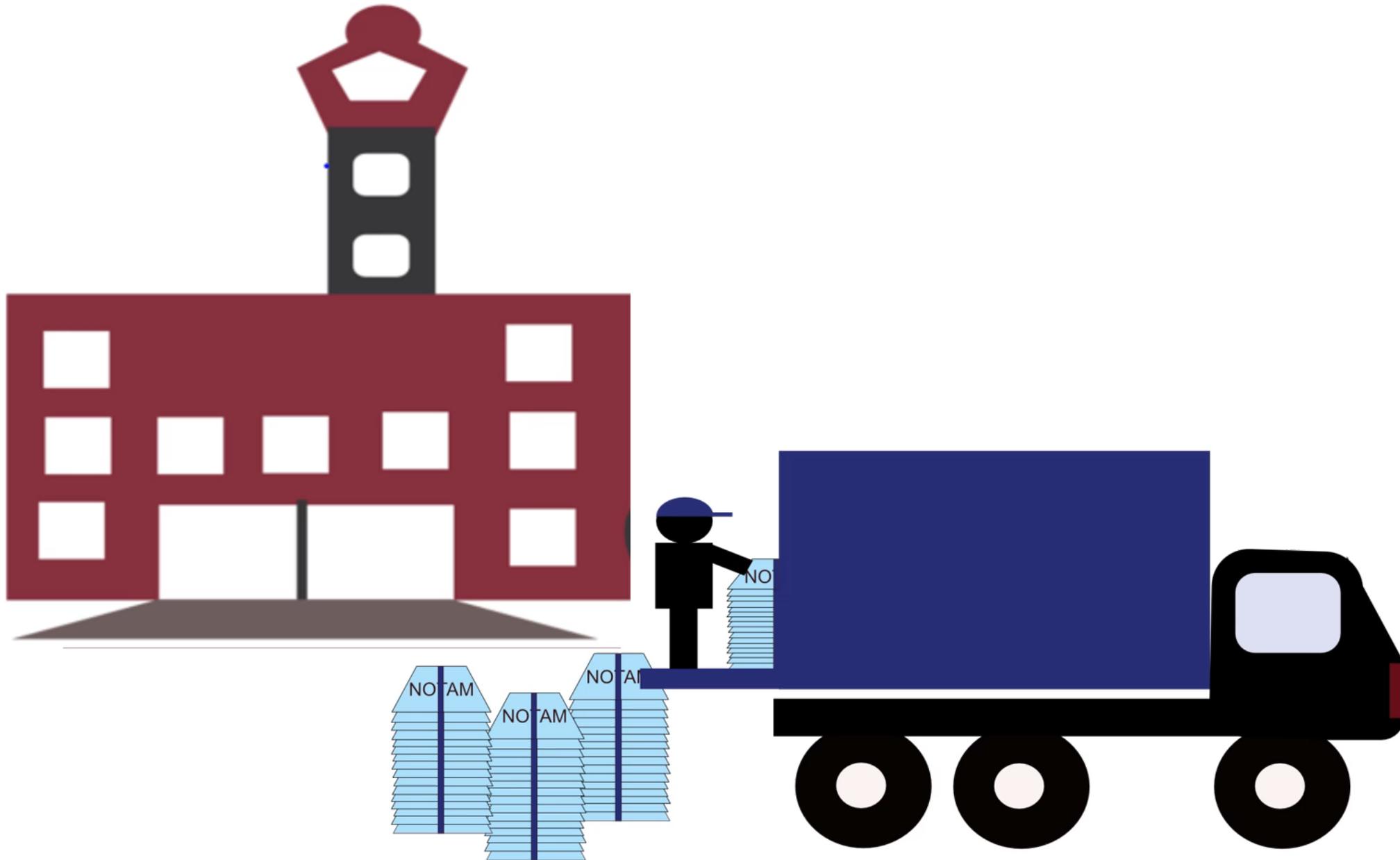


# **AIMing for a Solid Safety Foundation**



	1	2	3	4	5	6	7	8	9	10	11	12	13
A	aacaac												
B	aacaac	acaaac	aacaac	aacaac	aacaac								
C	aacaac												
D	111111 												
E	111111 	111111	111111 										
F	111111 												
G	gagggpq												
H	gagggpq												
I	gagggpq												
J	rrrrrn												
K	rrrrrn												
L	rrrrrn	rrrrrn	rrrrrn	rrrrrn	rrrrrn	rrrrrn	rrrrrn n	rrrrrn	rrrrrn	rrrrrn	rrrrrn	rrrrrn	rrrrrn
M	9999999 9999999												
N	9999999 9999999												





# NOTAM Proliferation



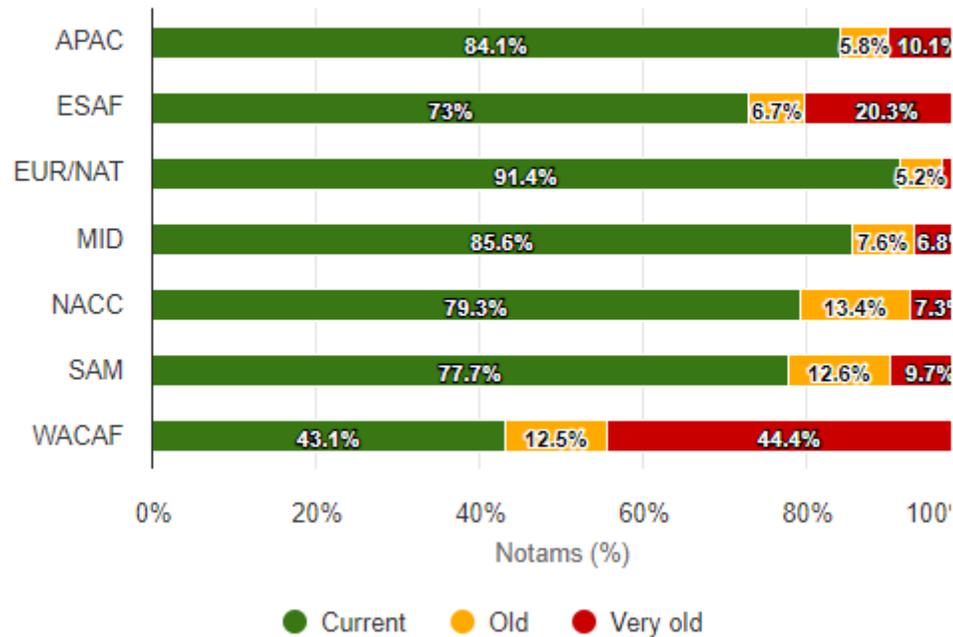
REGION	2000	2010	2015	2020	2021	2022	Increase 2000-2022
Europe (L+E+B)	117.560	305.851	308.226	360.574	410.998	432.464	368%
Pacific (A+N+Y)	16.919	42.058	45.367	42.354	39.909	46.296	274%
Asia (R+V+W+Z)	30.452	69.344	113.364	150.124	165.652	165.506	543%
Russia + Central Asia (U)	3.817	15.534	41.587	152.022	165.370	151.892	3979%
Africa (D+F+G+H)	12.242	23.290	29.342	29.630	29.282	29.890	244%
Mid Asia (O)	5.571	13.800	15.520	21.202	19.494	18.586	334%
North America (C+K+P)	78.897	306.744	572.196	926.050	1.048.822	1.235.195	1566%
South + Central America (M+S+T)	25.614	47.862	56.896	64.073	63.352	66.140	258%
<b>TOTAL</b>	<b>291.072</b>	<b>824.483</b>	<b>1.182.498</b>	<b>1.746.029</b>	<b>1.942.879</b>	<b>2.145.969</b>	<b>737%</b>

# Old and Very Old NOTAM



## NOTAM Age Distribution

Relative, per region



Total NOTAM

493

Old NOTAM

33 (6.7%)

Very Old NOTAM

100 (20.3%)

Total NOTAM

423

Old NOTAM

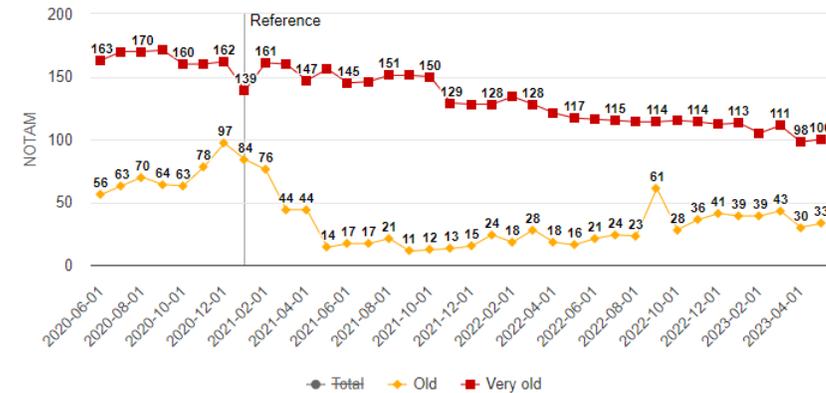
53 (12.5%)

Very Old NOTAM

188 (44.4%)

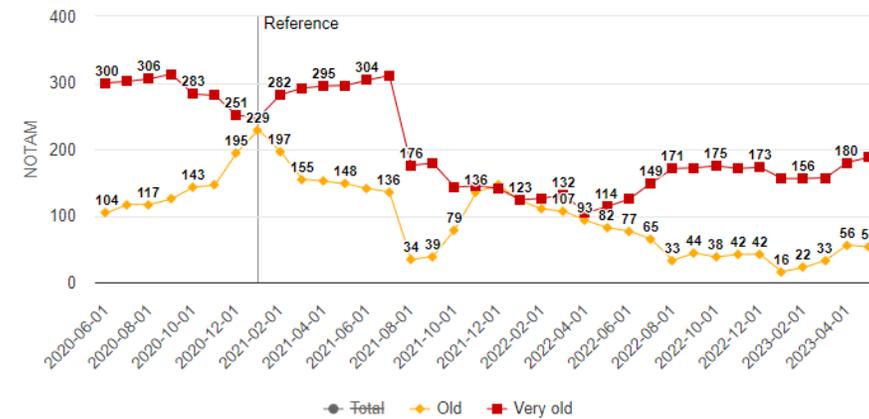
## NOTAM per month

ESAF



## NOTAM per month

WACAF



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# **AIMing for a Solid Safety Foundation**

# Acknowledgments, References, and Thank You



## Cartoon Graphics

- Roseline Mumbo

## Video

- Stephane Dubet
- Sahil Dawany
- 

## Panel members and our "agent" in the audience

- Roseline Mambo
- Christine Groos
- Carsten Skrybeck
- Oscar Centeno
- Chris Michalakis



# **AIMing for a Solid Safety Foundation**

**The Time is NOW**

**If It Is To Be It Is Up To Me**

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# Panel: Operational Efficiency, Resilience and Sustainability

Moderators: Protus Seda  
Fiona Omondi

#IATAFocusAfrica





## Panelists

### **Gilbert Macharia Kibe**

Managing Director, Air Transport  
Consulting Ltd

### **Mathew Pwajok**

Director of Operations, NAMA

### **Chris Michalakis**

Captain (Pilot), Delta Air Lines

### **Capt. Irene Koki Mutungi**

B787 Captain – Kenya Airways  
Board member Flight Safety  
Foundation

### **Fiona Omondi**

Chief Strategy Officer,  
Tradewinds Aviation Services



**THANK YOU**  
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