



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Seventh Meeting (DGCA-MID/7) (Riyadh, Saudi Arabia, 19 – 20 May 2024)

Agenda Item 5: Aviation Security and Facilitation

ENHANCING REGIONAL AVIATION SECURITY: THE EVOLUTION AND IMPACT OF CASP-MID

(Presented by the Cooperative Aviation Security Programme in the Middle East CASP-MID)

SUMMARY

This paper provides an update on the inception, development, achievements and future expectations of the Cooperative Aviation Security Program in the Middle East (CASP-MID), as well as the outstanding support from the Kingdom of Saudi Arabia, while also addressing the financial challenges it faces.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 The Cooperative Aviation Security Program in the Middle East (CASP-MID) was formally established in June 2012 during a meeting in Manama, Bahrain, with an 11-State endorsement.

1.2 The CASP-MID was set up as a cooperative regional program under the auspices of ICAO. Its primary objective is to ensure compliance with the international aviation security conventions, ICAO Standards and Recommended Practices (SARPs). The program represents a regional commitment to enhance aviation security and capacity building through shared responsibilities and cooperative initiatives.

1.3 The initiative was conceived to operate in phases, each designed to build upon the successes and learnings from the previous phase. The initial phase, which concluded in 2017, to start the second phase and concluded in 2023 with a large number of activities and participation, leading into the ongoing third phase ending in 2027.

2. DISCUSSION

2.1 Initially, CASP-MID began with 5 member states. Today, it boasts eight participating states, including the Kingdom of Saudi Arabia (as the hosting state), Iraq, Jordan, Yemen, Sudan, Libya, and the newly joined states Egypt and Qatar. Moreover, Syria and Lebanon have been integrated as observer states. This escalation in membership is proof of the program's appeal and its perceived value in enhancing regional aviation security.

2.2 Phase II of the program (2018-2022) had conducted 79 activities with 1761 participants and achieved 313% growth compared with Phase I which had 560 participants.

This sharp increase is proof of the program's growing influence and its crucial role in facilitating cooperation and capability enhancement among member states.

Through CASP-MID Phase III (2023-2027) in 2023, 23 activities were conducted with 281 participants. In addition to that it's planned to conduct various activities to enhance aviation security in the region such as **for example but not limited to:**

- Prepare or revise, the National Civil Aviation Security Programs.
- Prepare or revise documents for an airport security Program for international airport, outlining duties, responsive actions, and procedures to be undertaken.
- Conduct in-country classroom and on-the-job training of aviation security personnel to ensure that such personnel are qualified to undertake their specific aviation security duties.
- Conduct advanced and specialized aviation security seminars and workshops in the region for training of senior aviation security personnel.
- Provide assistance, in the development of contingency plans which deal with the screening of passengers, baggage, cargo, mail and stores, actions to be taken in respect of acts of unlawful interference as well as tailored assistance based on specific needs.
- Conduct mission to State to provide support in enhancing the Aviation Security ecosystem as well as preparation for audits and assisting in the CAPs.

2.3 The expectation for 2024 is to conduct 30 activities with high number of participants, indicating a continued upward trend in engagement and capacity-building efforts within the region. These expectations not only showcase the program's success but also its vital importance in the region for aviation security.

2.4 The Kingdom of Saudi Arabia has been instrumental in supporting and expansion of CASP-MID. As the host State, it not only provides a home for the program but also generously covers administrative expenses. Additionally, the Kingdom guarantees program subscription fees for certain States and hosts many of the program's activities.

2.5 Despite the robust support system, CASP-MID faces financial challenges, notably the irregular payment of program fees by some states.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this Paper; and
- b) encourage States in the Region to participate in the programme and support financially States in needs in accordance with the ICAO NCLB initiative.