Aviation Security and Facilitation:
Best Practices in Regional Cooperation

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Cooperative Aviation Security Programme – Asia Pacific

2004 - 2014

CASP-AP   Phase 1 (2004 – 2009)

- To ensure compliance with ICAO Aviation Security Standards and Recommended Practices (SARPs) and guidance material by enhancing aviation security capabilities of Member States and Administrations

- Also aimed at creating a regional structure for cooperation and coordination in aviation security and for the training of aviation security personnel

-Initially 12 Member State/Administrations increasing to 24

-Working closely with Technical Cooperation Bureau

Phase II (2009 – 2014)

-Assist Member States/Administrations to establish appropriate organization, legislation, processes and procedures to enhance security of all facets of air transport operations;

-Assist Members to remove USAP identified deficiencies;

-Assist with implementation of Annex 9/17 SARPs, to reduce potential for acts of unlawful interference against civil aviation;

-Continue and complete work started under CASP-AP Phase I;

- Provide assistance in overcoming aviation security related shortcomings in facilities, services and equipment, as far as possible
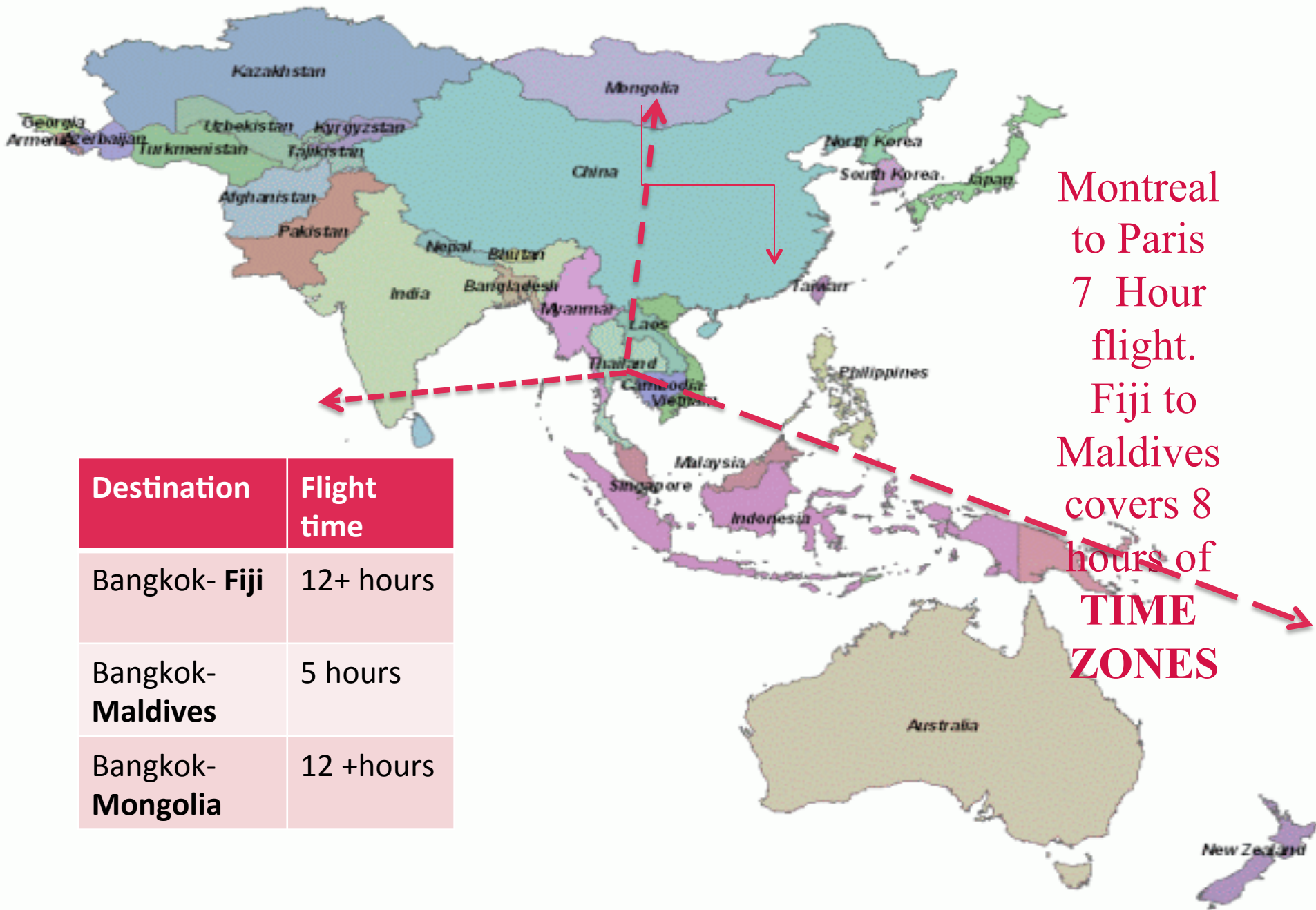
Phase III - Commenced 1 July 2014 – 2019

VISION

Cooperative actions to assist Members to achieve effective aviation security outcomes and sustainable implementation

The emphasis is on -

- Training
- Sustainable capacity building

Montreal to Paris 7 Hour flight. Fiji to Maldives covers 8 hours of **TIME ZONES**

Destination	Flight time
Bangkok- **Fiji**	12+ hours
Bangkok- **Maldives**	5 hours
Bangkok- **Mongolia**	12 +hours

Cooperative Aviation Security Programme – Asia Pacific

Afghanistan

Bangladesh

Brunei Darussalam

Bhutan

Cambodia

Fiji

Hong Kong, China

India

Indonesia

Japan

Kiribati

Republic of Korea

Lao PDR

Macao, China

Malaysia

Maldives

Mongolia

Myanmar

Nepal

Philippines

Singapore

Sri Lanka

Viet Nam

Timor Leste

World Bank income classifications by GNI per capita	Gross National Income (GNI) per capita	State/Administration	CASP-AP Annual Financial Contributions
Low income State	$1,035 or less	Afghanistan, Bangladesh, Cambodia, Nepal, Myanmar	$15,000
Lower middle income State	$1,036 to $4,085	Bhutan, India, Indonesia, Kiribati, Lao PDR, Mongolia, Philippines, Sri Lanka, Timor-Leste, Viet Nam	$20,000
Upper middle income State	$4,086 to $12,615	Fiji, Malaysia, Maldives	$25,000
High income State	$12,616 or more	Brunei Darussalam, Hong Kong China, Japan, ROK, Macao China, Singapore	$30,000

- ✓ Much of the funding is paid by the States which need assistance least and less money is paid by struggling States with high LEI =Cooperation
- ✓ CASP-AP is largely self-funding, supported by EU (initially) and Canada (consistently), but no historical support from a/c manufacturers/industry
- ✓ Recent ICAO ASF funding provides extra staff member/State support

Recent ICAO AVSEC funding assistance

➢ Funds from Aviation Security/Facilitation of Air Transport Bureau, from voluntary contributions

➢ Allows CASP-AP to fund an additional training and development officer (1.5 staff to 2.5 staff)

AND

➢ 7 States selected for funding assistance for CASP-AP membership (5 existing members and 2 new)

➢ Includes an obligation on these States to fund/attend

➢ Increases CASP-AP's ability to assist States and particularly Pacific States

➢ Increase cash flow for other CASP-AP activities

➢ Assists to meet outcomes of Phase III

Coordinated AVSEC assistance to States

➤ Close/effective relationship between CASP-AP, AVSEC Branch and RO AVSEC coordinates activities with ICAO Regular Programme assistance and support

➤ CASP uses ICAO training material and also develops our own specific products e.g Legal Awareness

➤ Different emphasis with CASP-AP providing

  ➤ Model Legislation and Regulations, Docs, SOPs;

  ➤ Tailored, longer term and ongoing assistance;

  ➤ Close understanding of issues facing States; and

  ➤ Early responses to enquiries and issues

<u>Implementation issues</u>

➢ Some ICAO Standards are many years ahead of implementation in less developed States

  ➢ In 1992/3 Annex 17 Amendment 8 set security controls on cargo via Regulated Agents and Known Shipper systems

  ➢ In 2013 Annex 17 Amendment 13 introduced the Cargo Supply Chain system as a Standard

  ➢ It is very difficult to implement a Cargo Supply Chain system without experience in certifying and regulating a Cargo Regulated Agents and Known Shippers system

  ➢ Many CASP-AP States have not yet implemented Regulated Agent and Known Shipper systems

➢ Other examples exist

Issues preventing effective security implementation

➢Variable political will and technical capability in States

➢Limited AVSEC knowledge or experience at middle/senior management levels within States

➢AVSEC is a poor cousin to AvSafety in many States;

- Funding is very limited
- Allocation of capable staff is variable
- Training (especially overseas) is not approved/funded
- Likelihood or effects of failure not considered equivalent to safety

➢AVSEC culture less communicative and open than safety

➢Less clarity in security responsibilities and confused structures within States

What does CASP-AP achieve?

➢Outcomes focus, around sustainable capacity building

➢Acts as advisor/mentor and 'internal consultant'

➢Builds relations and breaks down communication barriers between States with similar issues

➢Provides aids, tools and support

➢Is not part of the ICAO USAP (audit) Programme

✓**Therefore helper rather than auditor!**

But USAP results are essential to target problems

How does CASP-AP help?

➢ Provides standard/Model docs to States

    ➢ Legislation/Regulations, Programmes, Manuals, Guidance Material, SOPs

➢ Provides ICAO AvSec training in situ and sub-regionally

➢ Provides CASP-AP developed training

➢ Provides practical, hands-on advice to regulators, airport operators and aircraft operators

➢ Acts as a coordination and information sharing mechanism

How does CASP-AP help? (cont'd)

➢ Uses capacity building/implementation strategies

  ➢ Structured and phased implementation approach

  ➢ Training-documentation-practical activities-examples and mentoring

➢ Provides external and unbiased guidance and policy advice to Ministers/DGs/Senior Civil Officers

➢ Starting to also coordinate bilateral member support

CASP- MID

➢ Start Date; February 2014

➢ City location; Bahrain

➢Member States: Bahrain, Jordan,
➢ Kuwait, Saudi Arabia, Sudan

Potential locations where a CASP may help States

- Africa - South, South West, South East - or possibly two locations (CASP-MID in-situ)

- Central and/or Eastern Europe

- Pacific (separate from CASP-AP/allied with PASO)

- Central America (maybe allied with ACSA)

- South America

What are the issues in establishing a CASP?

➢Realize that 95% of AVSEC is process, the same as aviation safety and it can be discussed openly!

➢Realize that 5 % of AVSEC is about National security issues; is sensitive and does not need open discussion

➢Understand State issues should not relate to AVSEC

➢Realize that there are not enough effective AVSEC people available in all States to meet international obligations

➢Agree there is great advantage in a cooperative grouping working cost-effectively and sharing people, systems and processes

QUESTIONS

THANK YOU FOR YOUR KIND ATTENTION