International Civil Aviation Organization (ICAO)’s Cooperative Aviation Security Role in the Asia Pacific

Submitted by: International Civil Aviation Organization (ICAO)
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The Council

The governing body which is elected by the Assembly for a three-year term.

The Assembly chooses the Council Member States under three headings:

• States of chief importance in air transport,
• States which make the largest contribution to the provision of facilities for air navigation, and
• States whose designation will ensure that all major areas of the world are represented.
ICAO General Overview

ICAO Regional Offices

ICAO Headquarters

Paris

Lima

Mexico

Cairo

Nairobi

Dakar

Bangkok

Technical Co-operation Bureau (TCB)
Technical Co-operation Bureau, TCB

TCB Field Operations Sections

- Identification of projects for Technical Co-operation
- Projects documents under ICAO Standards
- Representing TCB for new projects approval
- Evaluation of best experts, recommendation of training and equipment to be acquired
- Technical and administrative support to experts
- Project management and missions to the projects
Support from Regular Programme

• Air Navigation and Air Transport Bureaux:
  Technical support in preparation, missions, training and consultancy
  Coordination of projects and internal activities like TRAINAIR, USOAP, USAP and AVSEC, etc.

• Legal Bureau:
  For elaboration of agreements and legal support to TCB activities

• Finance Bureau: ICAO budgetary unit

• Human Resource Bureau: Administration of personnel in Montreal and Regional Offices

TCB supports six main categories of civil aviation projects globally

- AIR NAVIGATION
- AIRPORTS
- SECURITY
- SAFETY
- AIRCRAFT
- LEGAL & REGULATORY

National Professionals

Consultancy Services

Implementation of Civil Aviation Agreements

International Experts

Procurement of Equipment
TCB’s Experience with Aviation Security (AVSEC)

The CASP Concept

- Co-operative Aviation Security Programme (CASP)
- Provide expertise and harmonization of AVSEC standards and assist with equipment purchase
- Assist compliance with international obligations, ICAO AVSEC audit recommendations and ICAO SARPs both Annex 17 & 9.
- Act as point of AVSEC coordination in the sub-region
- Review/provide security programmes a regulatory framework and training.
Cooperative Aviation Security Programme
Asia-Pacific (CASP-AP)

Presently 24 member States & Administrations
Australia
Bhutan
Brunei Darussalam
Cambodia
Fiji
Hong Kong China
India
Indonesia
Japan
Kiribati
Korea, Republic of
Lao PDR
Macau China
Malaysia
Maldives Islands
Mongolia
Nepal
Philippines
Singapore
Sri Lanka
Thailand
Timor Leste
Tonga
Viet Nam

CASP-AP Concept

Discussions at the 33rd ICAO Assembly following terrorist attacks in the USA on 11 September 2001

Emphasized need for a comprehensive global AVSEC Plan of Action, technical cooperation and the adoption of a regional and sub-regional approach.
Initially intended to mirror the regional safety programmes with three sub-regional programmes North Asia, South Asia & South East Asia

APAC Director’s General considered one programme would achieve greater uniformity and harmonization, therefore CASP covers all Asia Pacific.

CASP-AP was established in April 2005 and located at the ICAO Regional Office Bangkok.

Concept for the programme to be controlled by a Steering Committee with representation from each member State and Administrations

Chairman would be nominated by each member State and Administration in alphabetical order and changed annually.
CASP-AP Concept

CASP-AP is funded by each member State and Administration and donors.

Based on annual contribution of US$35,000 but "assistance-in-kind" is also recognized.

CASP-AP is staffed with one Programme Coordinator, one part-time Air Law Expert and one part-time Aviation Security Training Instructor.

The work of CASP-AP was initially divided into three Phases:
1. Evaluation and revision, as necessary, of National Civil Aviation Security Programmes and Airport Security Programmes.
2. Evaluation and revision, as necessary, of AVSEC related legislation and regulations.
3. Development of a generic National Civil Aviation Training Programme for the region.
As the programme developed it became necessary to amend the outcomes of phases 1 & 3.

- Proved difficult to evaluate Airport Programmes before National Programmes were approved and promulgated.
- The number of airports involved were beyond programme resources.
- ICAO had substantially amended the Security Annex 17.
- Training was emerging as a priority.

Phase 1 was amended as follows

- Assess the adequacy of oversight at the main international airports using CASP-AP resources or access to the ICAO security audit reports.

- Recommend changes to the Airport Security Programme when the CASP-AP National Programme was promulgated for Implementation.
Phase 3 was amended as follows:

- Based on the generic CASP-AP developed training programme provide customized training programmes for each member State and Administration as necessary.

- Provision of in-country AVSEC Instructor Training courses.

CASP-AP Achievements

- An initial membership of 12 has now grown to 24.

- National Civil Aviation Security Programmes of 16 States and Administrations evaluated and assistance in revision provided. A further 4 programmes pending.

- Nine Airport Security Programme evaluations conducted.

- Thirteen National Quality Control Programmes evaluated.
CASP-AP Achievements

- Fifteen National Training Programmes developed and customized.
- Nine in-country Instructor Courses provided with more than 100 attendees.
- One in-country National Inspector Course and one Quality Control workshop provided.

CASP-AP Achievements

- Model Aviation Security Legislation developed.
- National legislation reviewed for 20 States and Administrations with 17 reports finalized.
- Model AVSEC regulations are being developed to aid adoption, implementation and enforcement of National Civil Aviation Security Programmes.
CASP-AP in the future

- Standing structure for aviation security in Asia Pacific under consideration using CASP-AP as the implementing agency.

- Providing a long-term structure for cooperation and coordination of AVSEC matters among CASP-AP members.

- Facilitate information exchange, joint assistance to member administrations, provision of expert advisory and consultancy services and provision of technical assistance.

- Coordinated through an MoU signed between Members and witnessed by ICAO.

CASP-AP in the future

- Provision of assistance with implementation of security audit Corrective Action Plans and Phase 2 audit preparations.

- Provision of assistance with Regulated Agent Security Programmes.

- Provision of assistance with supply chain integrity programmes for liquid aerosol and gels (LAG).

- Act as focal point for assessment of LAG supply chain integrity verification.
CASP-AP in the future

- Continuation of security programme development.
- Continuation of security training with increased emphasis on Quality Control and Security Inspector courses.
- Continuation of legislative and regulatory evaluation.
- Act as focal point for ICAO AVSEC Roadmap in Asia Pacific.

In the Middle East with COSCAP-GS

- COSCAP - Gulf States.
- AVSEC integrated together with the safety and airworthiness responsibilities.
- Started in 2006 and currently has 3 member States.
- Projected to run through 2009.
TCB projects in the Americas with AVSEC components

- Argentina
- Bolivia
- Brazil
- Costa Rica
- Guatemala
- Ecuador
- Panama
- Paraguay
- Peru
- Venezuela

Banjul Accord Group
CASP-WA Proposal

- Proposal made, but still awaiting sign-on / start-up
- Cape Verde
- Gambia
- Ghana
- Guinea
- Liberia
- Nigeria
- Sierra Leone
AVSEC in Africa

- Equatorial Guinea
- Reinforcement of AVSEC in Equatorial Guinea
- Cameroon (awaiting approval)
- Training Need Analysis and Elaboration of a Strategic Training Plan for AVSEC
- Ethiopia
- Aviation Security Equipment Procurement Consulting

Thank you

Questions