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AVIATION SECURITY CAPACITY BUILDING THROUGH THE CASE I AND CASE II PROJECTS, AND FUTURE PERSPECTIVES

(Presented by Denmark on behalf of the European Union and its Member States¹ and the other Member States of the European Civil Aviation Conference²)

EXECUTIVE SUMMARY

The Civil Aviation Security in Africa and the Middle East (CASE I), and its successor project Civil Aviation Security in Africa, Asia and the Middle East (CASE II), funded by the European Union and implemented by the European Civil Aviation Conference (ECAC), have together delivered 334 capacity-building activities across over 85 Partner States since 2016.

This paper presents the main achievements of these projects to date, including key lessons learned. It also outlines the perspectives for a new EU-funded and ECAC-implemented aviation security capacity-building project to ensure continuity and reinforce Europe's commitment to international civil aviation security through strategic partnerships and compliance with international requirements.

The Assembly is invited to consider the outcomes of CASE I and CASE II Projects, and of future EU/ECAC initiatives contributing to the international aviation security framework.

<i>Strategic Goals:</i>	This working paper relates to Strategic Goals <i>Every Flight is Safe and Secure</i>
<i>Financial implications:</i>	
<i>References:</i>	Annex 17 — <i>Aviation Security</i>

¹ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, and Sweden.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine, and the United Kingdom.

1. INTRODUCTION

1.1 The Civil Aviation Security in Africa and the Arabian Peninsula (CASE I) Project was launched in November 2015 as a four-and-a-half-year programme funded by the European Union and implemented by the European Civil Aviation Conference (ECAC). It aimed to respond to the elevated threat environment affecting civil aviation, and to support States in meeting the strengthened Standards and Recommended Practices (SARPs) introduced in ICAO Annex 17.

1.2 CASE I delivered 88 activities across 38 Partner States in Africa and the Middle East from 2016 to 2020 through a State-to-State cooperation model involving ECAC Member State experts, experts from Partner States and regional stakeholders. The project created solid partnerships and promoted better security, sustainability by engaging national authorities directly in the design of technical assistance.

1.3 In light of the positive impact of CASE I and positive feedback received from Partner States and regional organisations (Arab Civil Aviation Organisation, African Civil Aviation Commission), the EU launched the CASE II Project in 2020, with an expanded geographic scope including Africa, the Middle East and Asia, and an updated delivery strategy integrating regional and thematic priorities.

2. IMPLEMENTATION OF THE CASE II PROJECT

2.1 Despite launching during the COVID-19 pandemic, the CASE II Project adapted rapidly by integrating virtual modalities into its capacity-building strategy. This led to the development of blended training formats combining online theory and in-person practice.

2.2 Over the course of five years, the project surpassed its initial target and reached 85 partner States and delivered 246 activities, including training courses, coaching, mentoring, secondment within the CASE II Project Team thematic workshops, and regional events. More than 80% of activities in the period 2023–2025 were delivered on-site in the Partner States, reflecting the return to on-site capacity building missions. The list of states that benefitted from CASE II activities is as follows: Algeria, Angola, Armenia, Azerbaijan, Benin, Bahrain, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Djibouti, DRC, Egypt, Equatorial Guinea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Georgia, Guinea, Iraq, Ivory Coast, Kazakhstan, Kenya, Kyrgyzstan, Lebanon, Lesotho, Liberia, Libya, Madagascar, Malawi, Maldives, Mauritania, Mauritius, Morocco, Namibia, Nigeria, Oman, Pakistan, Rwanda, Sao Tome, Saudi Arabia, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sri Lanka, Sudan, Tajikistan, Tanzania, Togo, Tunisia, Turkmenistan, United Arab Emirates, Uganda, Uzbekistan, Yemen, Zambia, Zimbabwe.

2.3 The CASE II Project also supported the participation of experts from African states in the Safer Skies Forum and regional seminars.

2.4 In addition, the CASE II Project financed the delivery of six APEX Security reviews (Indonesia, Madagascar, Malaysia, Maldives, Senegal and Vietnam) by ACI, following the signature of a cooperation arrangement between ECAC and ACI for that purpose.

2.5 The CASE II Project success was achieved in close coordination with national authorities of both ECAC/EU Member States and Partner States, regional organisations such as ACAO and AFCAC. The CASE II Project notably supported improvements in national quality control activities by strengthening the competencies of national auditors in all types of compliance monitoring activities (e.g. auditing, inspecting, covert and overt testing), risk assessment and management (e.g. on insider risks), landside security, cyber security, security equipment and technology, cargo security, counter-MANPADS measures

and promoted the adoption of security culture principles. All these activities supported the implementation of the ICAO No Country Left Behind strategic goal.

2.6 The CASE II Project launched a structured lessons learned process in mid-2025, guided by OECD evaluation criteria and supported by input from the Project Team and main stakeholders. Preliminary findings indicate that the CASE II Project was well received by Partner States and relevant to their needs but would have benefited from more structured national engagement and follow-up mechanisms at national level to ensure stronger ownership and long-term sustainability. These insights are being consolidated through ongoing consultations with stakeholders and will feed into the design and implementation of the next EU-funded and ECAC-implemented aviation security capacity-building initiative.

3. **PERSPECTIVES AND SUSTAINABILITY**

3.1 Building on the achievements of CASE II, a new project funded under the EU's Foreign Policy Needs (FPN) instrument is under preparation and is supported by all ECAC/EU Member States. This new project will be implemented by ECAC and aims to respond more effectively to the evolving aviation security needs and priorities of Partner States while reinforcing their compliance with ICAO standards and recommended practices (SARPs) and EU external aviation security priorities.

3.2 This future project will be implemented over a period of 36 months and will retain a coaching and mentoring approach, targeting approximately 15 States across Africa, Central Asia and Latin America, with a focus on sustainability of aviation security measures, and high-level impact of the capacity building activities. Activities will support compliance with ICAO requirements while promoting stronger partnerships with states.

3.3 In addition to operational capacity building activities to be delivered on-site in Partner States the project will incorporate high-level dialogue on to strengthen political relationships in international civil aviation security governance.

4. **CONCLUSION**

4.1 The CASE experience illustrates the value of long-term, adaptable, and partnership-based technical assistance in aviation security. It demonstrates how blending online and on-site delivery, combined with regional ownership, can help achieve sustainable improvements and increase global compliance with ICAO SARPs.