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**AVIATION SECURITY CAPACITY BUILDING THROUGH THE
CASE I AND CASE II PROJECTS**

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

EXECUTIVE SUMMARY

The Civil Aviation Security in Africa and the Middle East (CASE) and Civil Aviation Security in Africa, Asia and the Middle East (CASE II) projects, funded by the European Union and implemented by the European Civil Aviation Conference (ECAC), have delivered more than 130 capacity-building activities since the launch of the original CASE project in 2016.

The model of State-to-State assistance drawing on experts from ECAC Member States and partnering arrangements with States in the regions where activities are delivered, has adapted to experience of successful delivery and also to the changed circumstances created by the COVID-19 Pandemic. This experience provides potential lessons for other capacity development activities.

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| <i>Strategic Objectives:</i> | This working paper relates to the Security and Facilitation Strategic Objective |
| <i>Financial implications:</i> | None |
| <i>References:</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, 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 In November 2015, the Civil Aviation Security in Africa and the Arabian Peninsula (CASE) Project was launched. This four-and-a-half-year programme, funded by the European Union (EU) and implemented by the European Civil Aviation Conference (ECAC), began against the background of a persistently high terrorist threat to civil aviation, combined with the adoption of a range of enhanced Standards in Annex 17 of the Chicago Convention aimed at mitigating this threat. The adoption of these Standards had, in turn increased the need for aviation security capacity building activity in order to assist the effective implementation of aviation security measures.

1.2 The CASE project operated on the basis of partnership among a range of actors. While the most obvious such partnership link was between the ECAC-based CASE Project team and the 38 Partner States who benefited from on-site activities of the Project and the 21 other Partner States who participated in regional workshops organised during the Project. Beyond this, the participation of experts from ECAC Member States and Partner States in Africa and the Arabian Peninsula as instructors, and the participation role of many regional and sub-regional organisations in an advisory and consultative role added to the broad sense of partnership in the delivery of the CASE Project.

1.3 As well as the importance of the partnership element, among the lessons learned from the experience of the CASE Project was the potential effectiveness of state-to-state on-site capacity building activity as a core element of the project, enabling good contact between all participants and greater visibility of improvements arising from the activities. In hindsight, it was also realised that a more organised approach to the planning and monitoring of activities in individual Partner States would be beneficial in future capacity development activities, based on a plan of action developed in partnership so as to prioritise agreed needs and risks.

1.4 In light of the success of the CASE Project, a successor project Civil Aviation Security in Africa, the Middle East and Asia (CASE II) was launched, aiming to build on the progress, partnerships, and lessons from CASE while also widening the geographical and partnership scope of the Project.³

2. FROM CASE I TO CASE II

2.1 The COVID-19 pandemic brought an end to the CASE Project slightly earlier than intended, with three activities having to be abandoned in the face of the practical difficulties presented by the restrictions aimed at tackling the pandemic. It was also in this context that CASE II was launched, with a kick-off meeting in October 2020.

2.2 The CASE II Project ran immediately into the near-impossibility of following the approach of state-to-state on-site activities mentioned above, because of severe and rapidly changing restrictions on travel and the conduct of business activity among groups of people in person. This meant that the initial focus of the project was on activities such as online regional workshops that could be delivered virtually to a large number of participants, with just a few on-site activities related to MANPADS training.

³ A Steering Group acts as the “Advisory Board” to the CASEII Project. In addition to ECAC and the European Commission, it is made up of representatives of Member States, officials of international organisations (ICAO, AFCAC, ACAO, and other sub-regional organisations) and representatives of Airports Council International (ACI) and of the International Air Transport Association (IATA).

2.3 This experience of a difficult start to the Project due to the COVID-19 crisis has led to an adaptation of the approach to its delivery, and while this adaptation arose mainly from a short-term response to the circumstances at that time, it has also created some opportunities for positive innovations on the way that capacity development of this kind is designed and delivered.

2.4 For example, the use of remote delivery of training, taking advantage of the improvements in videoconferencing platforms during the COVID-19 pandemic, creates opportunities to combine the use of online delivery to share theoretical and foundational aspects of a training activity, followed by on-site activity to deliver practical and detailed training to build on this. Such an approach is already being taken in delivery of activities related to covert and overt testing, and this application is likely to be widened as the Project develops.

2.5 As the pandemic eased in 2022, a return to wider on-site activity became possible, and at the time of submission of the Information Paper, 48 activities have been delivered of which 22 have been on-site and 26 in a virtual environment. A total of 53 Partner States have had participants in the activities. It has been possible for the Project to deliver a broad participation in the absence of sustained activity in individual locations.

3. CONCLUSION

3.1 The experience of delivery of capacity-building activity, in particular in the circumstances of the COVID-19 pandemic will continue to provide a number of lessons that may have importance for other capacity development programmes in aviation security and indeed in other aviation domains such as safety and environment. Tentatively we can conclude that the following considerations are and will remain important:

- a) early contact between delivery actors and Partner States, using online communications where appropriate, to establish needs and priorities even in the absence of the ability to launch on-site activity in the short term;
- b) creative use of a mixture of virtual and in-person approaches to delivery, taking into consideration the possibilities of delivering different aspects of capacity development through different means, is likely to remain key to effective implementation of such programmes even in a post-COVID world; and
- c) the Assembly is invited to note the experience of the CASE I and CASE II Projects and consider the opportunities presented for other capacity development activity delivered in partnership.

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