DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Second Meeting (DGCA-MID/2)
(Jeddah, Saudi Arabia, 20-22 May 2013)

Agenda Item 7:   **Aviation Security and Facilitation**

COOPERATIVE AVIATION SECURITY PROGRAMME FOR
THE MIDDLE EAST (CASP-MID)

(Presented by the Secretariat)

SUMMARY

On 19 January 2013 the Cooperative Aviation Security Programme – Middle East (CASP-MID) was established to promote a permanent structure for a regional approach to aviation security assistance developed by the membership. This paper provides information on the development of the CASP-MID and gives an overview of the preparations undertaken to ensure the programme is fully operational in July 2013.

1. **INTRODUCTION**

1.1   The ICAO Assembly, in Resolution A37-17, Appendix C, positions ICAO as the global leader for facilitating and coordinating assistance and support for States, invites States to seek assistance from ICAO, calls on States to utilize the ICAO Aviation Security Training Centres (ASTC), and urges all States to increase assistance to countries in need and to financially support the Organization's aviation security activities. Furthermore, the High-level, Ministerial Conference also concluded inter alia that regional and sub-regional approaches can make a significant contribution to ICAO's aviation security activities.

1.2   The CASP-MID was formed in 2013 as a result of these considerations and as an initiative of ICAO and the States of the Middle East Region emanating from the First Meeting of the Directors General of Civil Aviation-Middle East Region (Abu Dhabi, 22 to 24 March 2011). Additionally, the Joint Statement of the Regional Conference on Aviation Security (Bahrain, 10 to 11 April 2012) and the Recommendation of the ICAO High-level Conference on Aviation Security (Montréal, 12 to 14 September 2012) provide support and guidance for the activities to be undertaken by such a regional cooperative approach.

1.3   The CASP-MID specific objectives are two-fold:

a) To improve the regulation and enforcement provisions of aviation security as well as the security arrangements and implementation capability of participating States. In order to achieve this objective a specific work plan items would be developed for States. Items within these plans would include (but not limited to) the formulation of aviation security laws and regulations; determination of the adequacy of a risk or threat process; and the development of various National Civil Aviation Security Programmes and assistance in implementing regulatory oversight. Additionally assistance would be provided through training of the appropriate aviation security personnel for rectifying deficiencies identified through the ICAO Universal Security Audit Programme (USAP) audits.

b) Development of a standing aviation security structure in the long term for the cooperation and coordination in aviation security matters amongst the participating States.

2.   DISCUSSION

2.1   The most effective and efficient way ICAO technical cooperation can assist Middle Eastern States is through a technical cooperation programme that provides the required regulatory, technical and training expertise in aviation security to the participating States. This allows for the efficient use of the experts' time, promotes greater cooperation and coordination among the States of the Middle East, and leads to the implementation of aviation security requirements, in accordance with ICAO Assembly Resolution 37-17 and the Recommendations of the High-level Ministerial Conference on Aviation Security. Such a regional programme promotes the goal of establishing in the long term a standing aviation security structure in the region, manned by personnel familiar with and in some cases trained through the programme. Also, technical coordination and cooperation with the ICAO Implementation Support and Development-Security Section adds further strength to the programme.

2.2   CASP-MID is open to all accredited States in the Middle East region and near neighbours. Bahrain and Saudi Arabia have already joined the programme and Kuwait, Sudan, Jordan, Iraq and Lebanon have indicated their intention to join. Many other States in the region and other regional stakeholders are showing interest in the programme and ICAO is hopeful the programme membership will expand as awareness of the benefits and the opportunities such a programme offers increases.

2.3   An interim Programme Coordinator (PC) has been located in Manama, Bahrain, since January 2013. The PC has been in communication with all prospective States to ensure that as the Programme develops, it is closely aligned to the needs and expectations of participating States.

2.4   A CASP-MID Experts Working Group (EWG) meeting was held in Manama, Bahrain from 23-24 April 2013. The group decided to hold at least one meeting per year in order for the appropriate experts to discuss technical and operational matters effecting participating States. The aim of the EWG is to help develop the work plan and to give the CASP-MID Executive Steering Committee (ESC) operational input when deciding on the CASP-MID strategic direction. This very successful meeting gave clear guidance to the Programme Chair and interim Programme Coordinator regarding State expectations of the Programme and where opportunities exist.

2.5   The EWG drafted a Terms of Reference for EWG meetings and this will be shared with all participating States for comment prior to it being tabled at the ESC.

2.6   All the decisions made at the EWG will be used to formulate a comprehensive CASP-MID training and activity work plan that will be presented to the ESC for approval in September 2013.

2.7   The EWG agreed that the ESC should have its inaugural meeting in Manama, Bahrain during early September 2013.

2.8   The EWG agreed that the CASP-MID Programme Document (PD) should be amended to reflect the security related Standards and Recommended Practices of Annex 9- *Facilitation.* The specific changes would be reflected in the scope of the activities.

2.9   The EWG also agreed that the CASP-MID PD should be amended to reflect the requirement for the CASP-MID to have two full time employees; a Programme Coordinator and an Aviation Security Technical Officer. Other human resources may be recruited by the ESC as the need arises.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

   a) note the information in this paper;

   b) urge States to fully participate in the CASP-MID programme and to make optimum use of this cooperative programme to strengthen aviation security in the region; and

   c) note the proposed date of the Executive Steering Committee Meeting in Manama, Bahrain in early September 2013 and urge Director Generals to attend.

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