



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

*A United Nations Specialized Agency*

# **COOPERATIVE AVIATION SECURITY PROGRAMME – ASIA PACIFIC**

**GLOBAL MINISTERIAL AVIATION SUMMIT**

**RIYADH**

**29-31 AUGUST**

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## → MEMBERSHIP

- Three Phases of CASP-AP
  - **Phase I (Apr 2005 – Jul 2009)**
  - **Phase II (Aug 2009 – Jun 2014)**
  - **Phase III (July 2014 – present)**
  
- Commenced Phase III at 24 Members
  
- Grown from an original 12 to 28 Member States and Administrations



**Afghanistan**



**Republic of Korea**



**Philippines**



**Bangladesh**



**Lao PDR**



**Singapore**



**Bhutan**



**Macao, China**



**Solomon Islands**



**Brunei Darussalam**



**Malaysia**



**Sri Lanka**



**Cambodia**



**Maldives**



**Thailand**



**Fiji**



**Republic of the  
Marshall Islands**



**Timor Leste**



**Hong Kong,  
China**



**Mongolia**



**Viet Nam**



**India**



**Myanmar**



**Vanuatu**



**Indonesia**



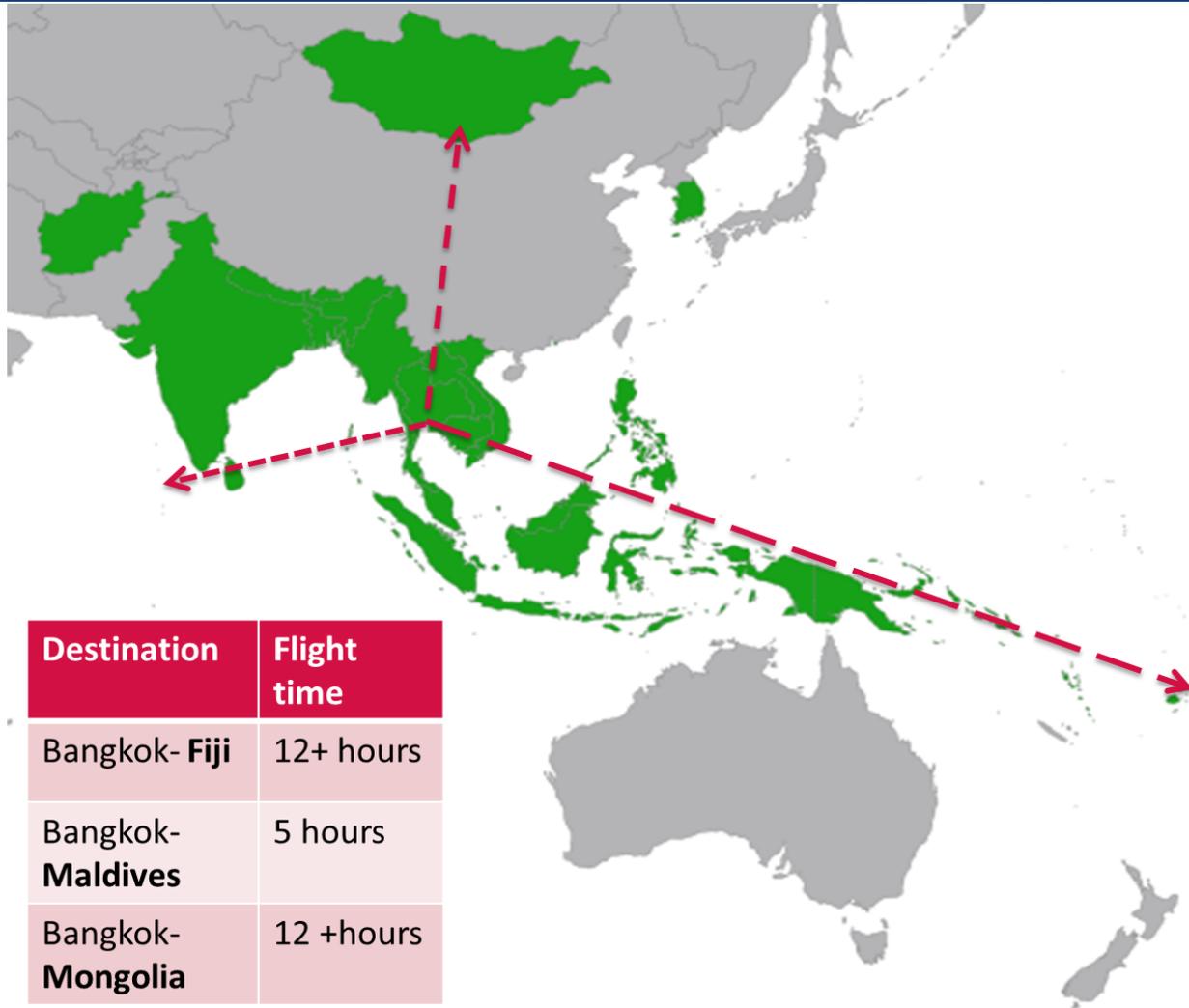
**Nepal**



**Kiribati**



**Papua New Guinea**



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



## CASP-AP commenced Phase 1 (2004 – 2009):

- Objective is 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.



## Phase II (2009 – 2014) emphasizing:

- Further assist Member States/Administrations in establishing appropriate organization, legislation, processes and procedures to enhance security of air transport operations, aircraft, airports, civil aviation installations, personnel and the travelling public;
- Further assist Members to remove USAP identified deficiencies;
- Further assist with implementation of Annex 9 and 17 SARPs, with the objective of reducing potential for acts of unlawful interference against civil aviation being committed in the Asia/Pacific Region;
- To ensure that work started under CASP-AP Phase I is continued and completed; and
- To provide Members with any related assistance in overcoming aviation security related shortcomings in facilities, services and equipment, as far as possible.



## VISION For PHASE III

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

Emphasis on –

- Training
- Sustainable capacity building

## VISION for PHASE III:

- to **increase Member/Partner support**, provided cooperatively to CASP-AP, to **maximize the use of regional subject matter experts (SMEs)** and **support-in-kind** and assistance from Members/Partners to better achieve Programme outcomes
- to ensure **appropriate staff support** for CASP-AP for the implementation of timely, optimal and cost-effective assistance to Members
- To work **in close coordination** with **Regional Director** for effective results.
- to ensure **that work started** under CASP-AP Phase I and Phase II is **continued** in Phase III, and **completed**.
- to provide Members with other related assistance, including **activities tailored to meet specific needs** of Members in overcoming any aviation security-related challenges and shortcomings in facilities, services and equipment
- to further assist Members in **sustainable capacity building** to effectively meet all international responsibilities in relation to the Convention on Civil Aviation, Annex 17 and the security-related provisions of Annex 9



## VISION for PHASE III:

- to continue to assist Members with **establishing appropriate organization, processes and procedures**, to enhance the security of air transport operations, airports, air traffic service providers, aircraft operators, civil aviation installations, personnel and the travelling public, including the **increased use of risk-management** methodologies to maximize the effectiveness of available resources
- to further assist Members in **removing deficiencies** identified following USAP audits and assist Members to **prepare for participation** in USAP-CMA Programme
- to further assist Members with the **implementation of SARPs** under Annex 17 and the security provisions of Annex 9
- to further **increase the harmonization of processes**, the coordination of activities and the **mutual acceptance** of Members' national standards and outcomes

## Coordinated AVSEC assistance to Members

- CASP-AP and ICAO Regular Programme assistance and support are fully coordinated
- CASP uses ICAO training material and develops our own specific products
- 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

## What does CASP-AP achieve?

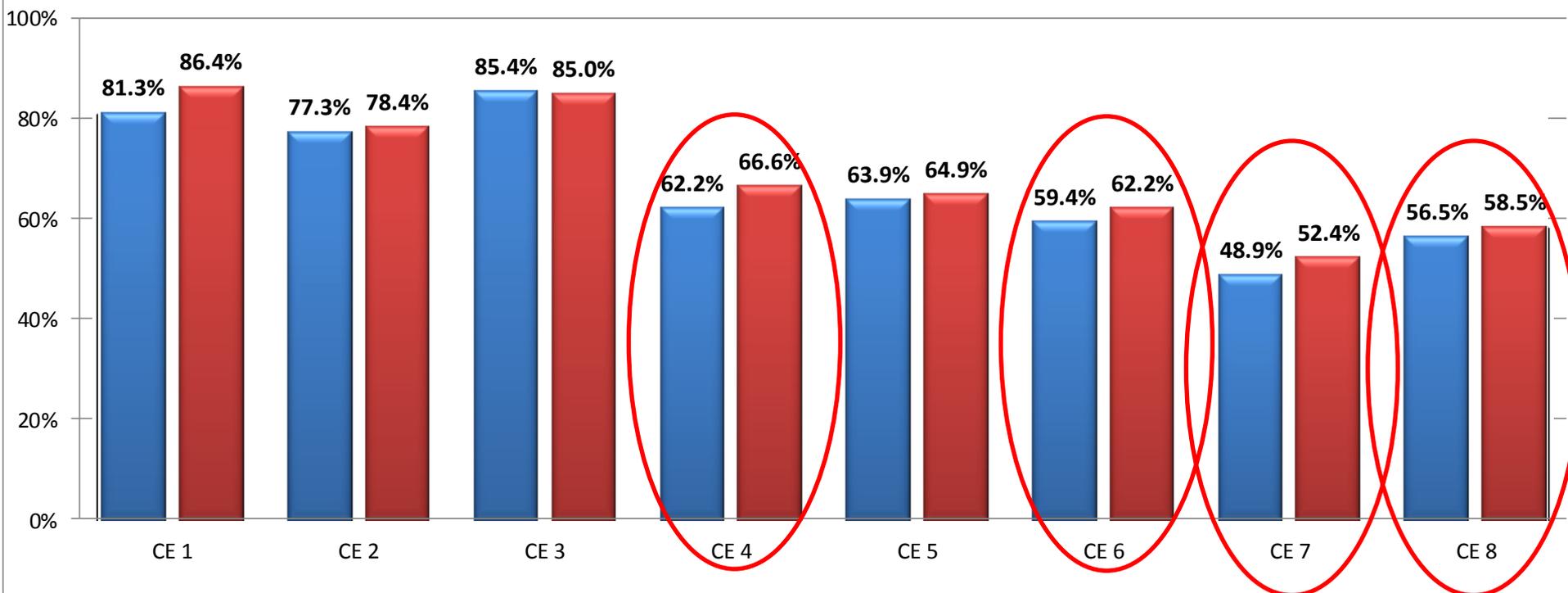
- Outcomes focus, around sustainable capacity building
- Acts as advisor/mentor and ‘internal consultant’
- Builds relations and breaks down communication barriers between States with similar issues
- Provides aids, tools and support
- Is separate from the ICAO USAP (audit) Programme

✓ **Therefore helper rather than auditor!**

*But USAP results essential to target problems*

## APAC: 38 States - 34 Audited under USAP Cycle II

■ APAC Average Effective Implementation by CE: 66.88% ■ Global Average Effective Implementation by CE: 69.30%



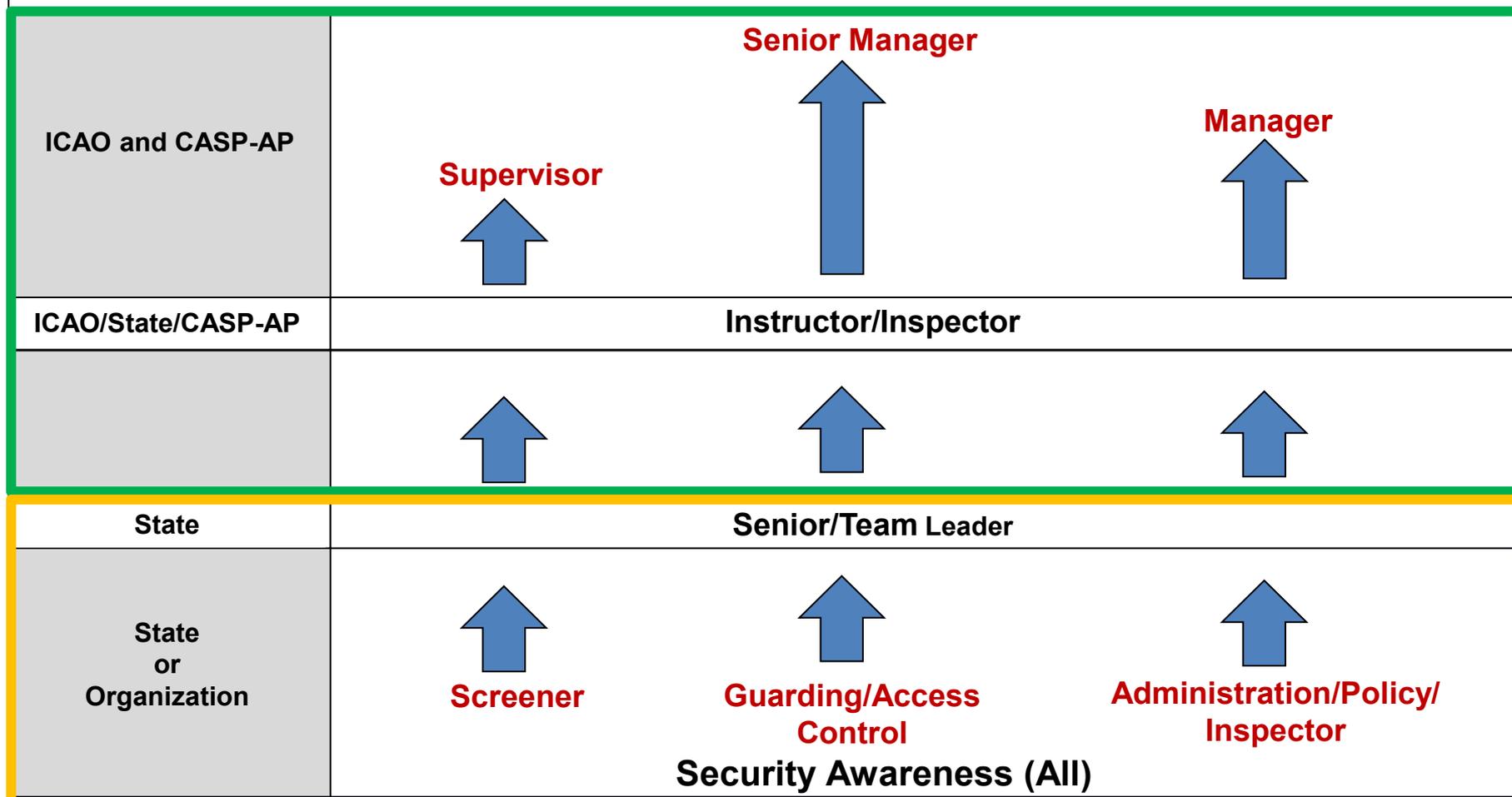
## How does CASP-AP help?

- Provides standard/Model docs to States
  - ✓ Legislation/Regulations, Programmes, Manuals, Guidance Material, SOPs
- Provides ICAO AVSEC training in situ
- Provides CASP-AP developed training
- Provides practical, hands-on advice to Regulators, airport operators, carriers, air cargo operators
- Acts as a coordination and information sharing mechanism

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

- Capacity building/implementation strategies, structured and phased approach to implementation of Standards
  - ✓ Training-documentation-practical activities-examples and mentoring
- Provides guidance and policy advice to Ministers/DGs/Senior Civil Officers
- Starting coordinated bilateral member support

## Training Overview



## → PHASE III OUTPUTS (2 YEARS)

- Eleven ICAO training courses/workshops
  - 261 participants, over 22 States / Administrations
  - Hosting arrangements
  
- Five CASP-AP workshops / seminars
  - More than 120 participants from 17 States / Administrations
  
- Phased approach to Quality Control implementation
  - Three phases of workshops
  - Nine Members have participated to date

## → PHASE III OUTPUTS (2 YEARS)

- Technical assistance missions
- Model Documentation
  - NCASP; NQCP (IM); NCASTP
- Annual Technical and Operational Meeting (ATOM)
  - Collaboration / exchange of information on technical issues
  - Development and implementation of operation solutions

## ANNUAL TECHNICAL AND OPERATIONAL MEETINGS

- Two 'products':
  - ATOM resolutions/conclusions
  - Issues register list
- Assistance needs are maintained on an issues register
  - Used to shape the direction of the AWP
- Maintain balance between ICAO ASTP (hosted), CASP-AP capacity building initiatives (courses/workshops – phased approach), and missions
- Promote use of regional experts

## ESTABLISHING A CASP

- ➔ Commitment by Member States / Administrations
  - ➔ Signing the Programme Document
  - ➔ Financing the CASP – Annual Financial Contributions
- ➔ CASP-AP largely self-funding, except EU (initially) and Canada (consistently), no historical support from a/c manufacturers or industry

World Bank income classifications by GNI per capita	Gross National Income (GNI) per capita	CASP-AP Annual Financial Contributions
Low income State	\$1,035 or less	\$15,000
Lower middle income State	\$1,036 to \$4,085	\$20,000
Upper middle income State	\$4,086 to \$12,615	\$25,000
High income State	\$12,616 or more	\$30,000

## ESTABLISHING A CASP

- Mechanism:
- Steering Committee Meeting (SCM)
  - Rotated amongst Members
  - Monitor the Project
  - Approve Annual Work Plan
- ATOM is technical meeting – used to identify issues and discuss operational solutions
  - Provides input into the AWP
  - May be tasked by the SCM

## ESTABLISHING A CASP

- Documentation:
  - Programme Document (Pro Doc)
    - Policies and general directions
    - Outputs for the programme
  - Administrative and Operational Policies and Procedures Manual
    - Aligned to the outcomes defined in the Pro Doc
    - Administrative procedures to manage the programme
  - Annual Work Plan
    - Approved by the SC
    - Details the activities and missions

## → COMMUNICATIONS/MANAGEMENT

### → Three mediums:

- CASP-AP Public
- Secure Portal
- Friends of CASP-AP

### → Timely notification – understand internal Members challenges and accommodate to the extent possible

### → RO APAC involved in ‘oversight’ of the project

- Close cooperation and collaboration with RO AVSEC/FAL

## ISSUES IN ESTABLISHING A CASP

- Realize that 95% of AVSEC is process, the same as aviation safety and that 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 obligations
- Understand that meeting obligations will NOT get easier
- Agree there is great advantage in a cooperative grouping working cost-effectively and sharing system and process



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**THANK YOU**