CIVIL AVIATION SECURITY IN AFRICA AND THE ARABIAN PENINSULA (CASE PROJECT)

CATALOGUE OF ACTIVITIES

– March 2018 –
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#### REGIONAL WORKSHOPS

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Introduction
This mentoring activity aims to enhance the capacity of Partner States to effectively mitigate the threat from man-portable air-defence systems (MANPADS). The overall objective is to provide the Partner State with the capacity to produce and implement a national action plan (with local implementation) against the threat resulting from MANPADS.

Objectives
The main objectives are to:

- Provide national and local authorities with technical information on the weapons that make up the threat: MANPADS and infantry weapons (rocket launchers, rifle guns, sniper rifles, mortars, etc.).
- Provide these authorities with:
  - Technical information on the modus operandi of potential terrorists employing these weapons;
  - A tool for identifying potential MANPADS launch sites around airports (assessment grid);
  - Techniques to mitigate on-the-ground vulnerabilities to MANPADS (e.g., surveillance of potential launch sites); and
  - Techniques to mitigate in-flight vulnerabilities to MANPADS (e.g., approach and take-off paths).
- Train a first roster of supervisors on all the above items in order to enable them to train their subordinates in turn.
- Follow up the actual implementation of counter-MANPADS measures (both assessment and mitigation) through subsequent mission(s).

Content
This activity involves the transfer of expertise at two levels: firstly, from the CASE Project experts to the participants (supervisors), and then from these supervisors to their staff (“train the trainers”). It is delivered by a multi-agency team which is usually made up from entities in the fields of: aviation security, air force, counter-terrorism and airlines (i.e. a pilot).

The activity takes place at an airport, starts with an initial briefing of the national authorities and relies heavily on in-the-field exercises in addition to classroom training. Another key feature of the approach is in its follow-up, with the experts returning approximately 12 to 18 months after the initial mission.

The Civil Aviation Authorities of France and the United Kingdom deliver this activity on behalf of ECAC for the CASE Project.

Participation
Participants designated by the Partner State, i.e. appropriate authority representatives responsible for policy and compliance-monitoring; senior or middle management post-holders within concerned entities (e.g. airport operators, police, army, Air Traffic Management).
Introduction

This activity aims to provide the Partner State and its operators with specific advice on how to improve the use of security equipment deployed at a given airport.

Objectives

The main objectives of this mentoring activity are to:

- Review the security equipment currently in use at an airport (e.g. passenger and persons other than passengers screening, cabin baggage screening, hold baggage screening, cargo screening).
- Share best practices on how to improve their use, on issues such as:
  - Physical installation and technical settings;
  - Operational capabilities;
  - Screening procedures;
  - Routine testing;
  - Maintenance; and
  - Training of equipment operators.
- Provide advice on procurement procedures.
- Provide advice on the approval/certification processes for security equipment.

Note: The Partner State is required to provide a complete and detailed list of equipment deployed at the airport at least one month before the on-site activity, so as to ensure proper planning and preparation.

Content

Through a detailed on-site review of deployed security equipment and operating procedures, supported by discussions with relevant persons in charge of defining technical specifications and/or operational procedures, the experts will provide advice on how to enhance the use of available technologies and make recommendations on how to select and approve new equipment.

Participation

Representatives from the appropriate authority responsible for defining technical specifications, performance standards and testing procedures for security equipment; managers of airport operators/governmental bodies with day-to-day responsibility for the selection, deployment, operation, testing and maintenance of security equipment.

Implying the Use of Available Technology

Duration: up to a maximum of 5 days, depending on the quantity and types of equipment deployed at the airport

Number of experts: 1-2

Language: English, French
Introduction

The use of Explosive Detection Dogs (EDDs) is a screening method, which, if properly implemented (including certification) will allow Partner States to screen multiple categories of items, for example air cargo and mail consignments.

This activity aims to provide a Partner State and its operators with specific support on the various steps necessary to efficiently use EDDs for aviation security purposes: improving national requirements, reviewing the training programme, supporting the establishment and implementation of a certification process, and assessing the operational use of dogs. This mentoring activity is based on the significant expertise developed by ECAC and several of its Member States in the field of EDDs.

Objectives

The main objectives of this activity are to:

- Support the Partner State in improving national requirements for EDDs;
- Review the training programme currently in force for EDDs with the Partner State;
- Provide support to the Partner State in establishing/strengthening/updating a certification process for EDDs; and
- Share best practices on how to improve the use of EDDs in the field in different areas of screening (cargo, cabin baggage, hold baggage).

Based on the specific needs and priorities of the Partner State, the implementation of this activity may cover one or more of the above components.

Content

This activity will consist of:

- Meetings and discussions with appropriate authority representatives responsible for certification of EDDs and for the training and compliance-monitoring of EDD teams;
- Reviewing and analysing relevant technical/operational procedures and regulations;
- Providing support in drafting amended procedures and regulations; and
- Sharing experience and best practices in certification and monitoring of EDDs.

Participation

Representatives from the appropriate authority responsible for the approval and certification of screening methods; managers of airport operators and state authorities with day-to-day responsibility for the training, testing, deployment and operation of EDDs.
Introduction

This activity aims to support Partner States’ efforts in establishing/further developing/updating their cargo security regulations, programmes and implementing procedures, including their training requirements for all staff involved in cargo security, as well as in establishing a cargo secure supply chain (where applicable).

Objectives

The main objectives of this mentoring activity are to:

• Review the Partner State’s cargo security regulations and procedures and verify their robustness;
• Compare existing regulations with international requirements;
• Compare existing procedures with international good practices;
• Identify gaps and needs for further development; and
• Discuss how best to implement/improve compliance-monitoring activities.

Content

This activity will consist of:

• Meetings and discussions with appropriate authority representatives responsible for developing cargo security regulations and monitoring the compliance of cargo security measures against their national requirements;
• Reviewing and analysing relevant documents and regulations;
• Support in drafting amended regulations and policies; and
• Sharing experience and best practices in building a robust compliance-monitoring system for cargo.

Participation

Appropriate authority representatives responsible for policy and compliance-monitoring in the field of cargo security.
Introduction

This activity aims to support Partner States’ efforts in establishing the requirements for and conducting the certification process of screeners (e.g. for the screening of passengers, persons other than passengers, cabin and hold baggage, airport and in-flight supplies, and cargo and mail).

Objectives

The main objectives of this mentoring activity are to:

• Review the Partner State’s legislation, regulations and procedures in the field of screener certification;
• Compare existing arrangements with international requirements and good practices and identify any needs for improvement and further development; and
• Support the Partner in either implementing certification of screeners or improving the existing system.

Content

This activity will consist of:

• Discussions and meetings with national representatives involved in defining screener certification processes (requirements, test procedures and content of written and practical tests);
• Reviewing relevant provisions, such as responsibilities for certification, content of certification tests (theoretical, practical and x-ray/EDS image interpretation) and pass marks; and
• Providing support in drafting certification tests and procedures, based on the sharing of good practices.

Participation

Appropriate authority representatives responsible for defining the national requirements and procedures for the certification of screeners.

Screener Certification

Duration: 3-5 days

Number of participants: 3-5

Number of experts: 1

Language: English, French, Portuguese
Introduction

A security test is a trial of an aviation security measure which simulates an attempt to commit an unlawful act. Covert tests aim to assess the effectiveness and the efficiency of the national security system and/or specific areas thereof.

This mentoring activity on covert tests consists of supporting Partner States in developing procedures and tools for the performance of covert tests, and in organising a first series of tests together with them.

Objectives

The main objectives are to:

• Share expertise and best practices in the design, organisation and performance of covert tests;
• Support the development of procedures and tools for the performance of covert tests; and
• Provide on-site coaching on the performance of covert tests and on how best to handle test reports.

Content

The activity is composed of two phases:

• Developing covert tests procedures and tools; and
• Conducting covert tests.

The areas for covert testing may include, for example:

• Access control;
• Aircraft protection;
• Screening of passengers – detection of prohibited articles;
• Screening of cabin baggage – detection of prohibited articles inside cabin baggage; and
• Protection of hold baggage – moving without visible airport identification card in the hold baggage make-up area.

Participation

Appropriate authority representatives and other national auditors involved in the design, organisation or implementation of covert tests in the Partner State.

Covert tests

Duration: 3-5 days

Number of participants: variable

Number of experts: 1

Language: English, French, Portuguese
Introduction

This activity represents a practical follow-up to the workshop on security culture. It aims to share best practices on security culture, including on how to measure its efficiency, with Partner States and their main operators.

Objectives

The main objectives of this mentoring activity are to:

- Share best practices for establishing security culture with relevant representatives of the participating entities; and
- Advise on how to make security culture a reliable and sustainable process within a company.

Content

This activity is delivered on site and involves meeting with relevant representatives of the organisations concerned to review existing arrangements and advise on areas of improvement in the establishment of a strong and sustainable security culture. Experts selected to perform this activity will share technical tools and methods and discuss their implementation, taking into account the local environment.

Participation

Representatives from the appropriate authority and security managers of entities operating at the airport (e.g. airlines, airport operators, handling agents, regulated agents, cleaning companies and catering companies).
Introduction

Best Practices for National Auditors – Level 1 (BPNA1) is a training activity specifically tailored for the professional development of national auditors. It is one of the CASE Project activities aimed at supporting the development of a viable and sustainable compliance-monitoring system for aviation security in Partner States, by strengthening the skills and competencies of national auditors.

Objectives

The main objectives are to familiarise the participants with best practices in audit/inspection techniques. They will gain a better understanding of their roles and responsibilities as national auditors and strengthen their skills and competencies in conducting national compliance-monitoring activities.

Content

BPNA1 is based on a combination of various training techniques, including classroom learning and practical exercises. The course will take place on site, at the main airport in the Partner State. Active support is expected in advance from the host authority in order to organise practical exercises at the airport.

The core modules introduce participants to inspection techniques as well as compliance assessment, reporting activities (oral debriefings based on an exercise, best practices on report-writing), the stepped approach to rectification, and technology. The second part consists of three modules, each focusing on a specific regulatory chapter subject to quality control, such as passenger and cabin baggage screening, passenger and baggage reconciliation, or hold baggage screening.

Note: This activity may be organised either on a national or sub-regional basis, involving national auditors from 2 or 3 different States.

Participation

National auditors from the appropriate authority and from other entities, public or private, tasked with conducting quality-control activities (i.e. inspections and audits). Participants should have at least one year’s experience as a national auditor.

Note: Partner States are expected to retain the participants in their respective organisations for at least two years after this training course.
**Introduction**

Best Practices for National Auditors – Level 2 (BPNA2) is a training activity which aims to strengthen the skills and competencies of experienced national auditors, building on the experience and knowledge participants gained from BPNA1. Accordingly, completion of BPNA1 is recommended prior to participation in BPNA2, as it will enable participants to gain maximum benefit from this additional training course.

**Objectives**

The main objective is to further enhance the professional development of national auditors by increasing participants’ knowledge and competencies, in particular relating to best practices in audit/inspection techniques. Some topics already dealt with in BPNA1 will be further elaborated upon and other topics in the field of compliance-monitoring activities will be addressed.

**Content**

BPNA2 is based on a combination of various training techniques, including classroom learning and practical exercises at an airport, all delivered on site. Active support is expected in advance from the host authority in order to organise practical exercises at the airport.

Topics covered during the training course include: assessing compliance, inspecting security equipment and efficiently reviewing documentation, as well as a choice of two modules from the following fields subject to quality-control activities: hold baggage, access control, airport supplies, in-flight supplies, passenger and baggage reconciliation, aircraft security and passenger and cabin-baggage screening.

Note: Like BPNA1, this activity may be organised either on a national or sub-regional basis, involving national auditors from 2 or 3 different States.

**Participation**

Experienced national auditors from the appropriate authority and from other entities, public or private, tasked with conducting quality control activities (i.e. inspections and audits), preferably having completed BPNA1. BPNA2 should be organised at least one year after BPNA1 to ensure that auditors have gained significant and valuable additional experience.

Note: Partner States are expected to retain the participants in their respective organisations for at least two years after this training course.
Introduction

Best Practices for National Auditors – Cargo is a basic training course tailored to national auditors who are newly tasked with conducting compliance-monitoring activities (e.g., audits, inspections) in the field of cargo and mail security. It is one of the CASE Project activities that are specifically designed to strengthen Partner States’ security regimes in the field of cargo and mail.

Objectives

The main objectives are for participants to acquire a basic knowledge of key issues such as cargo screening and the cargo security supply chain (e.g., inspection of a regulated agent), as well as audit/inspection techniques relating to cargo and mail security.

This training course is not designed for experienced cargo inspectors.

Content

The course presents the principles of cargo security and reviews some best practices for conducting cargo audits and inspections. This includes an overview of cargo security measures and the inspection of screening operations as well as, where applicable, the implementation of security measures throughout the cargo security supply chain (e.g., inspecting a regulated agent and a known consignor). In addition, the course highlights and examines the most common deficiencies that may be found in relation to cargo security. The course is a combination of classroom sessions/exercises and on-site practical activities. Active support is expected in advance from the appropriate authority in order to organise practical exercises at the airport.

Note: Like BPNA1 and BPNA2, this activity may be organised either on a national or sub-regional basis, involving national auditors from 2 or 3 different States.

Participation

National auditors from the appropriate authority and from other entities, public or private, recently tasked with conducting quality control activities in the field of cargo and mail security. Previous participation in a BPNA1 or BPNA2 course is desirable.

Note: Partner States are expected to retain the participants in their respective organisations for at least two years after this training course.
Introduction

Landside security has become a high priority following recent terrorist attacks at airports, as reflected by the introduction of new standards in ICAO Annex 17 to the Chicago Convention.

Partner States wishing to strengthen the protection of the landside areas may wish to perform assessments of the mitigation measures in place, with the objective of identifying any vulnerabilities, and therefore manage residual risks. This activity not only provides expert information to Partner States, based on the vulnerability assessment methodology and techniques developed by ECAC for its own Member States, but also allows Partner States to train their own national experts using ECAC methodology and tools.

Objectives

This activity aims to train future vulnerability assessors, i.e. to provide them with relevant knowledge and skills and, in particular, to enable them to acquire the requisite methodology and tools. This will provide Partner States with a resource of experts capable of conducting vulnerability assessments on landside security at national level.

Content

The main components of the training course are the following:

- Understanding generic risk management principles applied to landside security, including threat scenarios and methods of attack;
- Understanding security measures to be deployed for the protection of landside areas of airports;
- Identifying vulnerabilities in landside areas; and
- Suggesting good practices to mitigate residual vulnerabilities to landside areas of airports.

Note: When jointly organised with a subregional organisation, this activity may additionally include the certification of the trainees at the request of the organisation concerned. In such cases, the certification exams would be based on ECAC materials, but successful candidates would receive certification from the subregional organisation (and not from ECAC).

Participation

Experienced aviation security experts from the appropriate authority and law enforcement agencies (e.g. police, customs).
Introduction

An efficient and effective aviation security regime relies on trained, competent and reliable staff. Persons responsible for conducting compliance monitoring activities should be certified to ensure they have the necessary competencies to perform their role as expected.

Objectives

Certification tests have been developed to support Partner States’ efforts in implementing a certification process for their national auditors. The examinations also give participants an opportunity to demonstrate their expertise in aviation security and command of inspection techniques.

Content

The certification tool developed by ECAC comprises several written tests using multiple choice and open questions based on the competencies being tested. It concludes with an oral exam to give participants an opportunity to demonstrate their expertise in aviation security. The tests (both written and oral) are provided to the Partner State together with correction grids and detailed guidelines to ensure that the tests are properly implemented and that the certification process is therefore robust. If requested by the Partner State, the tests can be organised with the direct support of the CASE Project instructors.

This activity can be delivered as a stand-alone activity or organised back-to-back with a training course (BPNA1 or BPNA2).

Participation

National auditors from the appropriate authority and from other entities tasked with conducting quality control activities (i.e. inspections and audits). Participants should have at least one year’s experience as a national auditor.

Note: The Partner State remains solely responsible for the certification of its national auditors and the professional and administrative follow-up related to it. The certificate confirming that a participant has successfully completed the exams shall only be issued by the Partner State. ECAC supports this process of certification by providing materials and experts, but does not certify the applicants, who will therefore not be ECAC-certified auditors after completing the process.

Certification of National Auditors

Duration: 2 days

Number of participants: max. 8 participants

Number of instructors: 1-2

Language: English, French, Portuguese
Introduction

Compliance-monitoring activities should be performed by national auditors who possess not only the necessary competencies and knowledge but also relevant experience and skills. On-site coaching should be considered as on-the-job training, since this activity consists of coaching national auditors conducting compliance-monitoring activities (e.g., inspections, audits) with respect to operators, with a view to further developing the auditors’ skills.

Objectives

The main objectives of the on-site coaching are to:

- Share expertise and best practices in auditing/inspecting techniques with national auditors;
- Provide advice on the methodology and implementation of compliance-monitoring activities performed on-site; and
- Support the further development of the national audit/inspection methodology.

Content

National auditors will benefit from the presence of experts who will accompany them during their observations on site and share good practices with them. The experts will also attend all meetings and participate in internal briefings.

Note: The CASE Project experts will not assess the level of compliance, as this remains the responsibility of the national auditors.

Participation

National auditors from the appropriate authority and from other entities tasked with conducting quality-control activities (i.e., inspections and audits),

On-site Coaching for National Auditors

Duration: 2-5 days

Number of participants: max 8 participants

Number of experts: 1 for 4 participants / 2 for 8 participants

Language: English, French, Portuguese
Introduction
Strengthening the ability of Partner States to manage the risks to civil aviation security is one of the CASE Project’s key objectives. Recent terrorist attacks across the world have demonstrated that the threats to landside areas of airports remain real. The protection of these areas should be subject to a risk-based approach, including the performance of vulnerability assessments.

Objectives
The purpose of vulnerability assessments on landside security is to:
• Review the threats and likely methods of attack in the landside areas of an airport,
• Identify the mitigation measures in place;
• Identify any residual risks; and
• Suggest good practices to address the existing vulnerabilities.

Content
Vulnerability assessments on landside security are conducted by ECAC-certified assessors, together with a national aviation security expert who provides local knowledge (as a joint activity). In addition, the national expert is introduced to the vulnerability assessment methodology and tools (transfer of knowledge).

The assessment reviews six domains of landside security:
• Airport planning and general design;
• Design features of landside facilities;
• Physical security;
• Hostile vehicle mitigation;
• Managing persons working in landside areas; and
• Incident reporting, contingency planning and emergency response.

The conclusions of the assessment are presented to the Partner State during an oral debriefing at the end of the assessment. One month after the completion of the mission, the appropriate authority receives a security-restricted, comprehensive report citing and explaining the existing vulnerabilities in greater detail and suggesting good practices for mitigation measures.

Participation
This activity requires the active and constant involvement of the Partner State, since its implementation necessitates in particular:
• the completion of a short pre-assessment questionnaire by the appropriate authority at least two months before the assessment;
• the contribution of national authorities (e.g. Ministry of the Interior) in charge of national and local threat assessments, to provide the team with the necessary information on the threat picture;
• the designation of a national aviation security expert as a member of the assessment team; and
• the constant participation during the assignment of all entities involved in landside security.

Joint Vulnerability Assessment on Landside Security

Duration: 5 days
Number of assessors: 2-3 assessors + 1 national expert
Language: English, French
Introduction
This compliance activity consists of an audit of the security measures that apply to cargo and mail, in order to assess their respective levels of compliance with national and/or international requirements. A report is produced and proposals for corrective measures related to any identified deficiencies are provided to the Partner State.

Objectives
The purpose of joint cargo security audits is to:
• Share knowledge and experience in conducting cargo security audits (quality control);
• Share best practices and tools on inspecting techniques, including on report-writing (quality control);
• Identify potential deficiencies in the implementation of cargo security measures; and
• Share best practices and tools on mitigation measures (risk management).

Content
The joint audit is carried out by a team of senior cargo auditors, including a national aviation security expert (as a joint activity), which fosters the sharing of know-how within the team. The scope of the audit is adapted to national/local regulations (e.g. 100% screening of cargo or secure supply chain). The appropriate authority may decide against which standards the audit is conducted, such as ICAO Annex 17, EU regulations/ECAC Doc 30 or national requirements.

The main findings are presented to the Partner State during an oral debriefing at the end of the audit. One month after the completion of the mission, the appropriate authority receives a security-restricted report citing and further explaining the existing deficiencies and suggesting recommendations to address them.

Participation
This activity requires the active involvement of the Partner State, since its implementation necessitates in particular:
• the completion of a short pre-audit questionnaire by the appropriate authority – at least two months before the audit; and
• the designation of a national aviation security expert as a member of the audit team.

The national expert may be an appropriate authority representative and/or a national auditor involved in quality-control activities in the field of cargo and mail security. Prior participation in either BPNA1, BPNA2 or BPNA-cargo would be a plus.
REGIONAL WORKSHOPS
The CASE Project has a strong focus on current threats to civil aviation, in particular in the field of cargo and mail security. While screening all air cargo and mail shipments is in theory feasible, in reality it depends on the type of shipments involved. The implementation of a secure supply chain can facilitate the processing of secure cargo when it arrives at an airport. This workshop serves the purpose of presenting the main concept and components of a secure supply chain and the challenges for its implementation, as well as the challenges related to cargo screening.

Objectives
The objectives of this workshop are to:

- Describe international standards on cargo and mail security;
- Familiarise participants with the concepts of the secure supply chain, and in particular the regulated agent regime (designation and inspection);
- Familiarise participants with the challenges of cargo screening;
- Share best practices among participants on the implementation of security measures in the field of cargo and mail security; and
- Review cargo security systems in place in different Partner States, thus fostering regional cooperation.

Content
The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member States’ and Partner States’ experts, airport and cargo operators, regulators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation
Participants designated by the Partner States, i.e. appropriate authority representatives responsible for policy and compliance-monitoring in the field of cargo and mail security; senior or middle managers from stakeholder entities (such as airport operators, air carriers, handling agents and freight forwarders).

Workshop on Cargo and Mail Security

Duration: 2 days

Number of participants: max. 2 per Partner State

Number of speakers: 4-6

Language: English and French
Introduction

It is essential to raise awareness and promote understanding of the main concepts and operational issues surrounding the use of security equipment and technology. Knowledge about the capabilities, operational requirements and limitations of all categories of security equipment (e.g. x-ray equipment, explosive detection systems, walk-through metal detectors, explosive trace detection equipment, etc.) is key to the overall effectiveness of the whole screening process. Reviewing the use of security technology should also be a key part of any inspection or audit where screening procedures are being assessed.

Objectives

The objectives of this workshop are to:

- Familiarise participants with international requirements for technical specifications and performance standards for security equipment;
- Provide a summary of capabilities, limitations and key factors for the successful deployment of security technologies currently available for screening persons, baggage, etc.;
- Familiarise participants with the principles of testing and certifying security equipment; and
- Review screening systems in place in different Partner States, thus fostering regional cooperation.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member States’ and Partner States’ experts, regulators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. appropriate authority representatives responsible for defining technical specifications, selecting security equipment and defining testing procedures; experts from airport operators with a technical background, or those who have day-to-day responsibility for the procurement, deployment, operation, testing and/or maintenance of security equipment.
A robust security culture in an organisation contributes to the mitigation against insider threats, and also to detect hostile reconnaissance activities. Security culture is often defined as a “set of values, shared by everyone in an organisation, which determine how staff members are expected to approach security, and is essential to an effective personnel security regime.”

Objectives

The objectives of this workshop are to:

- Promote the concept of security culture to Partner States and industry;
- Explain why a strong aviation security culture is important in ensuring a robust aviation security regime at State and industry levels;
- Explain the principles of security culture and their connection;
- Present best practices in the implementation and development of security culture; and
- Share information about the measures in place in different Partner States, thus fostering regional cooperation.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member States’ and Partner States’ experts, regulators, airlines, airport operators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. representatives from the appropriate authority, law enforcement agencies, etc. responsible for aviation security policy and oversight; managers of entities (e.g. air carriers, airport operators, handling agents) involved in the implementation of security measures.
Introduction

The relevance of human factors and the challenges they present for aviation security is widely recognised. The assessment of screeners’ knowledge and competencies is one of the key issues. The objective of certification procedures is to ensure that adequate standards in aviation security are consistently and reliably achieved. This workshop serves the purpose of presenting the main concepts and procedures related to the certification of screeners.

Objectives

The objectives of this workshop are to:

- Introduce the main concepts of competency assessment and certification;
- Describe current international standards for the selection and certification of screeners;
- Explain implementation issues regarding the certification of screeners, e.g. theoretical tests, practical tests and x-ray image interpretation tests; and
- Share best practices on the establishment and management of screeners’ certification among appropriate authorities, airport operators and other relevant entities.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators from Partner States, airport operators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. representatives from the appropriate authority, law enforcement agencies, etc. responsible for developing regulations for screener certification (such as national programmes); managers of entities involved in screener certification (e.g. airport operators).
Introduction

The CASE Project is particularly focused on current threats to civil aviation, such as the use of man-portable air-defence systems (MANPADS) and non-metallic items. This workshop will provide an overview of the current threats to civil aviation, and also review some of the evolving threats, including the impact this has on current mitigation strategies.

Objectives

The objectives of this workshop are to:

- Present current threats to civil aviation and potential mitigation measures, including from MANPADS and non-metallic items;
- Discuss best practices in threat and risk assessment;
- Review challenges in the implementation of aviation security measures, while maintaining a high level of efficiency in air transportation from an industry perspective;
- Discuss the threat assessment mechanisms in place in different Partner States, thus fostering regional cooperation; and
- Discuss best practices for cooperation between civil aviation authorities and other authorities involved in threat assessment.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators from Partner States, airport operators, airlines and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. appropriate authority representatives responsible for policy and regulations, for performing risk assessments and for defining mitigation measures; managers of other entities involved in threat assessment (such as police, customs and other law enforcement agencies).
Introduction

Strengthening the ability of Partner States to manage their risks is a key objective of the CASE project, and one which will be addressed through the promotion of risk management at State and organisation level. An effective risk management approach can help reduce the likelihood that an attack will prove successful.

Objectives

The objectives of this workshop are to:

- Explain the principles of risk management;
- Review ICAO and other international provisions relating to risk management, including ICAO Risk Context Statement;
- Review industry practices in managing risks to their operations and assets;
- Increase understanding of how to apply risk management principles to various domains, including – but not limited to – landside security, aircraft security, passengers and baggage; and
- Review risk management procedures in place in different Partner States, thus fostering regional cooperation.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators and industry stakeholder representatives. Breakout sessions as well as round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. appropriate authority representatives responsible for risk management and defining relevant security measures; managers of airport operators, air carriers and other key operators involved in the implementation of aviation security measures and risk management issues.
Introduction

A crucial step in the risk management process is the identification of existing vulnerabilities and security gaps. Based on different threat scenarios (e.g. landside security), this workshop presents a vulnerability assessment methodology that can support Partner States’ efforts in evaluating current gaps in their aviation security systems. In addition, the workshop shares good practices in defining how best to address any residual risks.

Objectives

The objectives of this workshop are to:

- Familiarise participants with the concept and methodology of vulnerability assessments and tools for conducting them;
- Review “likely methods of attack”, to help determine where possible vulnerabilities may exist and anticipate the potential consequences of an attack, should it prove successful; and
- Discuss potential vulnerabilities (e.g. in landside security), and good practices to address these.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised. Subject to the host State’s capacity to organise it, an exercise could be organised at the airport.

Participation

Participants designated by the Partner States, i.e. appropriate authority representatives responsible for risk assessment and the identification of relevant aviation security measures, or for conducting threat assessments; managers in law enforcement agencies such as police, customs and gendarmerie.
Introduction

The design of airport infrastructures should integrate aviation security objectives and requirements in order to effectively reduce vulnerabilities and minimise the consequences of terrorist attacks; in particular, those targeting the landside areas of an airport. In addition, appropriate authorities should be capable of providing expert recommendations when consulted on new or revamped airport infrastructures.

Objectives

The main objective of the workshop is to review how security can be best integrated into the design of airport infrastructures (e.g. passenger terminal buildings), and to exchange information on best practices in this field.

Content

Presentations, discussions and breakout sessions on the following topics:

- Principles of incorporating security features into the design of airport infrastructures and the role of appropriate authorities in the review and approval of new or modified infrastructures;
- Best practices in the design of physical security measures against person-borne improvised explosive devices (IEDs), vehicle-borne IEDs and vehicles used as a weapon; and
- Methods related to designing airports and passenger flows (e.g. avoiding crowds in public areas, design of screening checkpoints) and aimed at mitigating current threats to civil aviation.

Participation

Participants designated by the Partner States, i.e. representatives from the appropriate authority and other national authorities responsible for regulating aviation security and/or reviewing the design of airport facilities; managers of entities (such as airport operators) involved in designing airport infrastructures.
Introduction

Aviation security systems should be constantly adapted, based on national and local risk assessments, and include – if deemed relevant – additional measures to the baseline international standards. Behaviour detection complements existing aviation security measures such as screening and also offers the possibility of a higher level of unpredictability in prevention and deterrence capability of aviation security systems.

Objectives

The objectives of this workshop are to:

- Familiarise Partner States with the concept of behaviour detection;
- Present the various deployment strategies for behaviour detection and the key factors for their efficient implementation; and
- Highlight the main benefits and challenges resulting from the implementation of a behaviour-detection programme, including the issue of performance indicators.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators of Partner States and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. representatives from the appropriate authority, law enforcement agencies, etc., with responsibility for aviation security policy; managers of entities (such as air carriers and airport operators) potentially involved in the implementation of behaviour detection.
Introduction

Explosive Detection Dogs (EDDs) are recognised as an efficient and reliable method of screening, especially for cargo and hold, when properly implemented.

Objectives

The objectives of this workshop are to:

- Familiarise participants from Partner States with the international requirements for the training, certification and use of EDDs;
- Highlight the capabilities and limitations of EDDs and, as a consequence, the key factors of success for the efficient deployment of EDDs in airport environments;
- Introduce the challenges related to the certification of EDDs, as well as good practices; and
- Discuss quality control procedures applicable to verify the performance of EDDs.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. representatives from the appropriate authority, law enforcement agencies, etc., with responsibility for aviation security policy and implementation, and an involvement/interest in EDDs.
**Introduction**

A fully compliant security system may still remain vulnerable, in particular due to insider threats. Although this issue is one of the biggest challenges for appropriate authorities, mitigation measures do exist, and best practices should be shared between States, all of whom face this common threat.

**Objectives**

The objectives of the workshop are to:

- Reflect on how insiders may take advantage of their knowledge and access rights to commit or facilitate an act of unlawful interference at an airport;
- Review threat scenarios and methods of attacks linked to insiders;
- Present the range of existing potential mitigation measures, including physical security and personnel security measures; and
- Highlight the importance of supervision and a strong security culture as deterrants.

**Content**

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

**Participation**

Participants designated by the Partner States, i.e. representatives from the appropriate authority, law enforcement agencies, etc., with responsibility for aviation security policy, regulations, mitigation measures and risk assessment; managers of entities (such as air carriers and airport operators) involved in the implementation of security measures.

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**Workshop on Insider Threats**

**Duration:** 3 days

**Number of participants:** max. 2 per Partner State

**Number of speakers:** 4-6

**Language:** English and French
Introduction

Landside security is a current high priority for all States, as illustrated by a number of recent terrorist attacks, although landside areas have only recently been covered by aviation security requirements. The issue of landside security protection is therefore of great importance for the sharing of national experiences, technical expertise and good practices.

Objectives

The objectives of this workshop are to:

- Explain international requirements for landside security, and elaborate on their content;
- Present threat scenarios and the likely methods of attack;
- Highlight the most common potential vulnerabilities in landside security;
- Explain the existing possible mitigation measures; and
- Introduce participants to current best practices in the assessment and monitoring of landside security.

Content

The workshop will comprise presentations delivered by subject-matter experts, including, amongst others: ECAC Member State experts, regulators of Partner States and industry stakeholder representatives. Breakout sessions as well as collective and round-table discussions will also be organised.

Participation

Participants designated by the Partner States, i.e. representatives from the appropriate authority, law enforcement agencies, etc., with responsibility for defining, coordinating and implementing security measures in landside areas; managers of entities (such as airport operators) involved in or concerned with landside security.

Workshop on Landside Security

Duration: 3 days

Number of participants: max. 2 per Partner State

Number of speakers: 4-6

Language: English and French