

EUR/NAT REGIONAL AVIATION SECURITY CONFERENCE TO ADDRESS COMMON CHALLENGES THROUGH IMPLEMENTATION OF THE ICAO GLOBAL AVIATION SECURITY PLAN (GASeP)

(Lisbon, Portugal, 29 – 31 May 2018)

EUROPE AND NORTH ATLANTIC AVIATION SECURITY ROADMAP

1. The Europe and North-Atlantic (EUR/NAT) Aviation Security Roadmap, endorsed by the Regional Conference to “Address Common Challenges Through Implementation of the ICAO GASeP (Lisbon, Portugal 29-31 May 2018)”, forms the basis for the work to be carried out by States and stakeholders in the EUR/NAT Regions, as coordinated by the ICAO European and North Atlantic (EUR/NAT) office via its EUR/NAT Aviation Security Group (ENAVSECG), in close cooperation with bodies/groups/fora in the EUR/NAT Regions (e.g. bodies of the EU, ECAC, etc...) and in line with the Global Aviation Security Plan (GASeP) approved by the ICAO Council.
2. **Appendix A** of the Roadmap takes into consideration regional particularities and reflects aviation security actions/tasks as well as responsibilities and projected outcomes linked to the priority actions (PAs) from the GASeP, under the following five (5) key priorities:
 1. Enhance risk awareness and response;
 2. Develop security culture and human capability in Aviation Security;
 3. Improve technological resources and foster innovation;
 4. Improve oversight and quality assurance; and
 5. Increase regional cooperation and support.
3. This Roadmap is a “living” document aligned with the GASeP, and takes into consideration relevant ICAO Regulatory body decisions and directions.
4. The EUR/NAT AVSEC Roadmap will bring together the ICAO EUR/NAT office, States, regional organizations and stakeholders, in a holistic and coordinated effort, to strengthen regional and inter-regional collaboration in aviation security. The main objective of the Roadmap is to assist and encourage all EUR/NAT stakeholders to work collaboratively towards effective implementation of agreed actions/tasks to achieve the objectives of the GASeP, compliance with Annex 17 and sustainability of the global and regional aviation security system using the ENAVSECG as the main forum (in coordination with other relevant bodies/groups/fora) to foster information sharing amongst all stakeholders.
5. The EUR/NAT AVSEC Roadmap also reflects the specific situation in the EUR/NAT regions taking into account that half of the States the ICAO EUR/NAT office is accredited to are also Member States of the European Union (EU); 44 states are in addition members of the European Civil Aviation Conference (ECAC). Furthermore, it has to be recognized that other regional organizations covering a varying amount of EUR/NAT States are involved in aviation security or parts of it (e.g. implementation support, oversight, capacity building).

6. With ICAO, all States, regional organizations and stakeholders fulfilling their responsibilities in implementing the Roadmap, the sustained level of secure and safe civil aviation operations would contribute towards preventing human, economic, financial and other losses. A strengthened aviation system provides for a conducive environment for economic growth and development in the EUR/NAT States.
7. **Appendix A** of the Roadmap will be reviewed and updated in a coordinated manner by the ENAVSECG of the ICAO Regional Office (in cooperation with other appropriate bodies) taking into account existing and emerging aviation security threats specific to the region, major evolutions in the aviation system, as well as the GASeP and its future amendments.
8. The ENAVSECG taking into consideration the provisions of the available resources of States and stakeholders should support the development of detailed National Action Plans to ensure the effective implementation of respective actions/tasks of the Roadmap.
9. In support of the ICAO “No Country Left Behind” initiative, States, regional organizations and stakeholders in coordination with the ICAO EUR/NAT office are encouraged to provide assistance in implementing the Roadmap, as necessary, to other States and entities in need.
10. States should determine and implement the relevant actions/tasks in a prioritized manner considering their greatest areas of risk in compliance with the Annex 17 Standards. In order to assist with this prioritization, States may obtain information from the ICAO Aviation Security Global Risk Context Statement, ICAO USAP audit results, and feedback from the Regional Office accredited to the EUR/NAT States.
11. The ENAVSECG will work with the ICAO Regional Office accredited to the EUR/NAT States to collaborate with States, regional organizations, and stakeholders to support the effective implementation of the Roadmap.
12. The ICAO Regional Office will monitor the implementation of the EUR/NAT AVSEC Roadmap and provide periodic progress reports to relevant Regional bodies, e.g. ENAVSECG and the ICAO EUR/NAT DG meeting based on the feedback received from States regarding the implementation of the Roadmap.
13. The national appropriate authorities responsible for aviation security in EUR/NAT ensure that the actions/tasks of the Roadmap implemented in all States are in accordance with the detailed action plans to be developed by the States:
 - **Enhance risk awareness and response.** Understanding risk is essential for policies and measures that are effective, proportionate and sustainable. Undertaking risk assessments will help to identify gaps and vulnerabilities, which can then be urgently addressed in the most practical way possible, and with optimal use of resources.
 - **Develop security culture and human capability in aviation security.** The promotion of effective security culture is critical to achieve good security outcomes. A strong security culture must be developed from the top management across and within every organization. The existence of a well-trained, motivated and professional work force is a critical prerequisite for effective aviation security.

- **Improve technological resources and encourage innovation.** Promoting and applying better technological solutions and innovative techniques can provide the tools for enhancing security effectiveness while ensuring operational efficiency.
- **Improve oversight and quality assurance.** Effective quality control and oversight processes globally, nationally, and locally are critical in delivering sustained effective aviation security.
- **Increase regional cooperation and support.** Increasing collaboration between the ICAO EUR/NAT office and amongst and within States, regional organizations and stakeholders will enable the key security objectives to be achieved more quickly and efficiently.

EUR/NAT AVSEC ROADMAP - Priority Areas, Tasks and Outcomes

ASPIRATIONAL GLOBAL TARGETS

(as set out in the foreword to Appendix A of the GAsEP - approved by ICAO Council)

- a) By 2020 80% of **EUR/NAT** States reach above 65% EI
- b) By 2023 90% of **EUR/NAT** States reach above 80% EI
- c) By 2030 100% of **EUR/NAT** States reach above 90% EI

ASPIRATIONAL EUR/NAT REGIONAL TARGETS

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- c) By 2030 100% of **EUR/NAT** States reach above 90% EI

Note: Because the EUR/NAT regions results on EI are already above global EI, we are ambitious and confident to improve further as above outlined.

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
ENHANCE RISK AWARENESS AND RESPONSE	<p>P.A 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate</p> <p>P.A 1.6 Review current screening arrangements in light of national risk assessment</p> <p>P.A 1.7 Review personnel security measures taking into account risk advice and guidance on insider threat</p>	<p>Promote threat and risk awareness and appropriate risk assessment methodology taking into consideration evolving and emerging threats (e.g IEDs, MANPADS, RPAS, Cyber, insider, landside, airspace), vulnerabilities and corrective security measures used to mitigate them.</p>	<p>ICAO, States, international and regional organizations, Industry,</p>	<p>Effective security risk assessment methodology established by states and industry</p>

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ENHANCE RISK AWARENESS AND RESPONSE	<p>P.A 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate</p> <p>P.A 1.4 Up-to-date framework established in each State for conducting national and local risk assessments</p> <p>P.A 1.5 Ensure effective internal mechanisms for communicating information/assessments to those who need it</p>	Establish and ensure effective and efficient national and region wide mechanism for the exchange of information, such as for emerging or evolving threats, vulnerabilities and corrective security measures used to mitigate them.	ICAO, States, international and regional organizations, Industry,	Development of a common and updated regional understanding and functioning exchange mechanism by promoting and using the global ICAO PoC network and existing regional information sharing mechanisms
ENHANCE RISK AWARENESS AND RESPONSE	P.A 1.2 Improve training on risk assessment	Increase the amount and improve the quality of training on risk assessment at regional and national levels, including vulnerability assessment	ICAO, States, Aviation Security Training Centers (ASTCs), international and regional organizations, Industry,	Appropriately trained workforce to effectively implement a security risk assessment methodology and conduct vulnerability assessments in States and Industry
	<p>P.A 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate</p> <p>Comment: This action/task also concurs to PA 4.3 “Develop and Implement rectification plans at national and local levels to address gaps and vulnerabilities identified”</p>	Review the results of the ICAO USAP-CMA audit programme as well as national and regional quality control activities to determine prevailing deficiencies in the region	ICAO and every entity conducting quality control activities	Better understanding of vulnerabilities, effective security risk assessment conducted and continuously enhanced effective implementation of Annex 17 and Annex 9 (security relevant) SARPS and of critical elements of a State’s security oversight system

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ENHANCE RISK AWARENESS AND RESPONSE	<p>P.A 1.4 Up-to-date framework established in each State for conducting national and local risk assessments</p> <p>P.A 1.6 Review current screening arrangements in light of national risk assessment</p> <p>P.A 1.7 Review personnel security measures taking into account risk advice and guidance on insider threat</p>	Accumulate , keep track and share best practices on appropriate measures to address threats including e.g. cyber, MANPADS, insider, landside and airspace threats and threats to ATM	ICAO, States, international and regional organizations, Industry,	Consistency regarding best practices is developed to help States and stakeholders to implement efficient measures to safeguard civil aviation from unlawful interference
DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY	P.A 2.1 Build and promote security culture	Promote development of security awareness programmes that effectively support a positive security culture	ICAO, States, international and regional organizations, Industry,	Enhanced security culture within organizations and the general public
	P.A 2.2 Develop/review national training programmes taking account of risk	Develop and improve training material for aviation security personnel taking into account human factor principles and risk	States	Enhanced human capability, appropriately trained workforce to better address existing and evolving threats

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<i>DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</i>	P.A 2.3 Professionalize work force and ensure continuous performance	Promote human factor principles in AVSEC training including the possibility of certification of Aviation Security (AVSEC) personnel	ICAO, States, international and regional organizations, Industry,	Enhanced security culture and human capability, appropriately trained workforce to better address existing and evolving threats
	P.A 2.3 Professionalize work force and ensure continuous performance	Ensure sufficient funding is provided for a robust, trained and motivated security workforce	States, Industry	Continuous improvement of work performance and establishment of an effective and conducive environment for aviation security personnel to avoid turnover and to build competency
<i>DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</i>	P.A 2.2 Develop/review national training programmes taking account of risk P.A 2.3 Professionalize work force and ensure continuous performance	Encourage communication and cooperation amongst states, industry and ICAO Aviation Security Training Centers (ASTCs) taking into account regional/national training needs, e.g. regarding the development of training material, instructors exchange etc.	ICAO, ASTCs, States, Industry,	Optimal use of resources, improvement of training quality and work performance to enhance the effective implementation of ICAO SARPS

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IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.1 Enhance technical advice to states P.A 3.2 Promote innovative techniques and technologies by States and industry	Promote innovation and the use of efficient technologies, such as advanced screening technologies (e.g. Explosive Detection Systems, Explosive Trace Detection, body scanners etc.), video surveillance control systems etc. as well as the use of non-technical innovative methods, such as the introduction of a concept of unpredictability in aviation security	ICAO, States, international and regional organizations, Industry,	Enhanced security by using the most effective technologies and innovative processes and methods while ensuring operational efficiency on ground and in the air
	P.A 3.2 Promote innovative techniques and technologies by States and industry P.A 3.6 Develop and improve the efficiency of certification processes and operational use of security equipment including human factors	Promote the use of and active participation in AVSECPaedia in the entire EUR/NAT regions as the relevant platform for exchange of information on technology, innovation, testing and certification of security equipment,	ICAO, States, international and regional organizations, Industry,	Enhanced understanding and effectiveness of security processes throughout the region
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.2 Promote innovative techniques and technologies by States and industry P.A 3.5 Increase use of appropriate technology for screening and facilitation	Encourage and assist States/Industry Partners in the provision of innovative technology and techniques to states in need and support funding	ICAO, States, Industry,	Enhanced screening equipment and other AVSEC related equipment as well as innovative techniques used throughout the region
IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.1 Develop regional USAP-CMA targets on the levels of effective implementation of security measures	Analyze regional USAP-CMA results and national quality control data to identify compliance issues	ICAO, States	Setting of realistic and achievable targets for EI of ICAO Annex 17 and Annex 9 (security relevant) SARPS in the EUR/NAT regions

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IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.2.Coordinate efforts between states, stakeholders and ICAO on audits and peer review	Promote the exchange of information and innovative and efficient methods regarding state oversight of aviation security such as dynamic, risk and outcome based oversight models	ICAO, States, international and regional organizations, Industry,	Continuous improvement of effective implementation of critical elements of a state’s oversight system and compliance with Annex 17 and Annex 9 security relevant provisions as well as national and regional legislation
	P.A 4.3 Develop and implement rectification plans on national and local level to address gaps and vulnerabilities identified	Establish a framework to enable rectification of gaps identified under USAP-CMA and national/regional quality control activities and implement immediate response measures when needed.	States, Industry	Timely rectification of deficiencies and continuous improvement of compliance with Annex 17 and Annex 9 security relevant provisions as well as national/regional legislation
IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.5 Enhance training and guidance on quality assurance	Develop and maintain up-to-date guidance material and provide for appropriate training pertinent to quality control activities	ICAO, States, ASTCs, international and regional organizations, Industry,	Enhanced States’ and industry capacity to conduct quality control activities
	P.A 4.5 Enhance training and guidance on quality assurance	Improve capability and strengthen authority of national aviation security inspectors and define valid enforcement measures	States	Enhanced national aviation security oversight systems to achieve compliance with Annex 17 and Annex 9 security relevant provisions as well as national and regional legislation

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<i>INCREASE COOPERATION AND SUPPORT</i>	<p>P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review</p> <p>P.A 5.2 Provide increased assistance (where possible) for capacity development</p> <p>P.A 5.3 Commitment to enhance effective implementation by recipient States</p> <p>P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures</p> <p>P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.)</p> <p>P.A 5.6 Enhance ICAO's capability and effectiveness in delivering assistance</p>	Encourage the implementation of UN Security Council (UNSC) Resolution 2309 (2016) and GAsEP's objectives, global and regional roadmaps by national/regional entities engaged in aviation security	ICAO	Increased awareness of UN SC Resolution 2309 (2016) provisions and enhancement of aviation security given priority within States

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