



DIRECTORS GENERAL OF CIVIL AVIATION - EUR/NAT REGIONS

2019 MEETING (EURNAT-DGCA/2019)

(Paris, France, 19 to 20 March 2019)

- Agenda Item 5:** ICAO Business Plan and EUR/NAT Operating Plans for 2020 – 2022, including priorities for the ICAO EUR/NAT regions
- ii. Aviation Security/Facilitation

AVIATION SECURITY/FACILITATION (AVSEC/FAL)

(Presented by the Secretariat)

SUMMARY

This paper provides information on the ICAO EUR/NAT Office operating plan for the triennium 2020-2022 in the field of Aviation Security (AVSEC) and Facilitation (FAL). The Directors General will be informed of AVSEC/FAL relevant global developments since 2017 and their regional impact with a special view on necessary steps to be taken in the Regional Office to achieve a region-wide appropriate implementation of Annex 17 and Annex 9 provisions in compliance with the implementation targets of the Regional Global Aviation Security Plan (GASeP) Roadmap.

1. Introduction

1.1 The first ICAO EUR/NAT Meeting of Directors General (DG) of Civil Aviation (EURNAT-DGCA/2017, 5 May 2017) endorsed the ICAO EUR/NAT Office operating plan for Aviation Security (AVSEC) and Facilitation (FAL) for the current triennium (2017-2019). The endorsed plan includes a wide ranging portfolio that encompasses a variety of activities to support the EUR/NAT States in their implementation of Annexes 9 and 17 in a globally harmonized manner while narrowing the gaps between national and regional interpretations. Furthermore it aims to respect and respond to the evolving threat landscape.

1.2 It was recalled that the regional AVSEC conference conducted in Moscow in November 2011 commended "...the leadership role of ICAO in strengthening aviation security at global and regional levels ..." and that developments since, the evolving terrorist threat and its new dimension require even more global leadership and a coordinated response at the regional level. The United Nations Security Council Resolutions (UN SCR) 2178 (2014) and 2309 (2016) underlined the role of aviation security in fighting international terrorism and the need for the international community to work with enhanced collaboration under the leadership of ICAO. UN SCR 2309 (2016) specifically called on all States "to work within ICAO to ensure that its international security standards are reviewed and adapted to effectively address the threat posed by terrorist targeting of civil aviation, ...".

1.3 The above mentioned UN SCR guided the development of the 39th ICAO Assembly Resolutions on Aviation Security and Facilitation (A39-18, A39-19, A39-20) which underlined the importance of increased international cooperation and intensified “...efforts for the implementation of existing Standards and recommended practices (SARPs)...”. Furthermore, the 39th Assembly tasked the Aviation Security Panel to develop a Global Aviation Security Plan (GASeP) which was approved by the ICAO Council in November 2017 and now serves as the global framework for aviation security. Following the approval of the GASeP, a series of regional conferences were conducted. The EUR/NAT conference (Lisbon, Portugal, 29- 31 May 2018) endorsed two documents, namely the EUR/NAT GASeP Conference Declaration (Attachment A) and the Regional Roadmap (Attachment B). Both documents reiterated the leadership role of ICAO in strengthening Aviation Security and coordinating all efforts in implementing the GASeP along the lines of the Regional Roadmap, namely “...the work to be carried out by States and stakeholders in the EUR/NAT Regions...” shall be “coordinated by the ICAO European and North Atlantic (EUR/NAT) office via its EUR/NAT Aviation Security Group (ENAVSECG)...” taking into account a close cooperation with regional entities.

1.4 At the global level, in December 2017, the UN Security Council released another Resolution specifically on the Foreign Terrorist Fighter (FTF) phenomenon (UN SCR 2396 (2017)) which reaffirmed a range of preceding Resolutions (including the abovementioned UN SCR 2178 (2014) and 2309 (2016)). The Resolution welcomed the requirement in ICAO Annex 9 (upgraded from a Recommended Practice to a Standard) that States shall implement Advance Passenger Information (API) systems and “...the approval by ICAO of the new Global Aviation Security Plan (GASeP) that provides the foundation for ICAO, Member States, the civil aviation industry, and other stakeholders to work together with the shared and common goal of enhancing aviation security worldwide ...”, furthermore “...urges ICAO, Member States, the civil aviation industry, and other relevant stakeholders to implement the GASeP and to fulfill the specific measures and tasks assigned to them...” with the emphasis “to work within ICAO”. Lastly, the Resolution pushed towards an obligatory requirement for States to collect, analyse and distribute Passenger Name Record (PNR) data. This would add an additional area for capacity building and implementation support to be provided to States once it is reflected as a Standard in Annex 9 (currently it is a Recommended Practice).

1.5 The second High Level Conference on Aviation Security (HLCAS/02, Montreal, 29-30 November 2018) was held in follow up to 4 regional conferences (para. 1.3 refers). The Conference discussion and conclusions underlined the role of the ICAO Regional Offices, stating that “...There was support for regional initiatives and mechanisms designed to ensure the successful implementation of the region-specific roadmaps. Delegates also encouraged other States to support and actively participate, as appropriate, in regional efforts, mindful of the important role of ICAO Regional Offices in encouraging the effective implementation of Annex 17.”

1.6 The final report of the HLCAS/02 also summarized that “...In order to avoid duplication of effort, and to have a comprehensive understanding of available capacities, many delegates stressed the importance for ICAO to map capacity building resources and providers, with the Organization’s executed, ongoing and planned activities.” With regards to the future evolution of the GASeP, the Conference deliberated on a possible integration of Annex 9 security relevant provisions such as inter alia API and PNR relevant standards/recommended practices. This would be coherent with regards to global security and in relation with UN SCR 2178, 2309 and 2396 (para 1.4 refers), however, it would require additional implementation support to States through the strong involvement of the ICAO Regional Offices.

2. Discussion

2.1 Taking into account the above global and regional developments, the ICAO EUR/NAT Office operating plan 2020-2022 for AVSEC/FAL has been updated to meet the GASeP and Regional Roadmap targets in alignment with the ICAO Global Business Plan to support a proper and harmonized implementation of Annexes 17 and 9 in the entire EUR/NAT Region. The operating plan is built on further development of the existing support mechanisms for States (such as the EUR/NAT AVSEC Group (ENAVSECG), the AVSEC/FAL seminar EAST, the Interregional AVSEC/FAL seminar (formerly the “Joint Mediterranean seminar”), the regional Aviation Security Training Centres (ASTC) network and

regional Directors meeting as well as individual capacity building technical assistance for States in the field of Annex 17 and Annex 9 security relevant standards, e.g. Advance Passenger Information (API) implementation.

2.2 The main mechanism for implementation of the operating plan is the ENAVSECG that was established in 2012 encompassing all 56 EUR/NAT States as well as international and regional organizations and industry. The EUR/NAT GAsEP conference tasked ENAVSECG that *“the work to be carried out ...in the EUR/NAT Regions...” shall be “coordinated by the ICAO European and North Atlantic (EUR/NAT) office via its EUR/NAT Aviation Security Group (ENAVSECG)...”* taking into account a close cooperation with regional entities.

2.3 Initial proposals on how ENAVSECG may move forward in coordinating the regional GAsEP Roadmap implementation efforts have been proposed in some working papers presented to the HLCAS/02 (WP/8 and WP/10 refer) and will be subject to further discussion and decisions at the upcoming ENAVSECG/07 meeting (Paris, 4-6 June 2019). The meeting is supposed to define the future work programme of ENAVSECG for 2020-2022 and onwards.

2.4 The existing practical implementation seminars (EAST and “Joint Mediterranean”) bringing together specific groups of States shall be maintained and will continue to focus on AVSEC/FAL topics determined by States and/or guided by AVSEC/FAL developments and proposed by the ICAO EUR/NAT Office. The seminars support States in understanding and implementing new and evolving requirements and offer an excellent platform for information sharing and networking. The aspirational regional GAsEP targets may require increasing the number of seminars and evolving the format to accommodate a better coordination with other ICAO regional offices and regional organizations.

2.5 An important role in implementing the GAsEP is with the ICAO Aviation Security Training Center (ASTC) network. The EUR/NAT Office is managing currently 11 ASTCs, providing AVSEC training in English, French and Russian. Since 2012 the network has grown; 5 new centers were added and new requests are already in the pipeline. More than 800 people were trained in ICAO sponsored courses in the recent years using ICAO AVSEC training material which covers a wide range of AVSEC topics. The EUR/NAT Office organises annual regional ASTC directors meetings to ensure a harmonized understanding in providing ICAO AVSEC training and to offer a platform for exchange and coordinated work in the region. The EUR/NAT Office will continue its efforts to support this growing network that is one of the main capacity building tools in the AVSEC area.

2.6 The EUR/NAT Office furthermore supports States in their preparation for the USAP-CMA (Universal Security Audit Programme-Continuous Monitoring Approach) audits and/or to rectify determined deficiencies. One format of providing this support is through individual capacity building activities tailored to the needs of States. Demand for such specific assistance in relation to the USAP-CMA or on implementation of ICAO Annex 17 provisions continues to grow. The ICAO Risk Assessment Workshop (RMW), an example of such highly demanded activities, provides for understanding and conducting risk assessments using a defined methodology. The training is highly supportive to States and other stakeholders in the development of their own risk assessment capacity to comply with an increasing risk-based approach in security. In the past months, the EUR/NAT Office has received a growing number of States’ requests for such assistance activities. The ICAO EUR/NAT Office will continue to adapt its capacity to respond appropriately to the growing demand.

2.7 Furthermore the ICAO EUR/NAT Office provides support to States in the implementation of Annex 9, Facilitation requirements. Specifically, the security relevant provisions which are subject to the ICAO USAP-CMA audit process require more attention and the Regional Offices’ engagement with States.

2.8 Finally, coordination and collaboration with other international and regional entities is an important part of the EUR/NAT Office operating plan to ensure a harmonized approach to AVSEC and FAL topics and implementation of ICAO SARPS and optimum use of resources and reduction in duplication.

2.9 The EUR/NAT Office AVSEC/FAL operating plan for 2020-2022 is built on the successful results of the current triennium operating plan implementation and also addresses new challenges that require more resources. Aviation Security is part of global security and cannot be handled in isolation. New challenges, e.g. cybersecurity, remotely piloted aircraft systems, etc. and a complex global political situation, require a globally coordinated response to be implemented in a regionally coordinated manner whereby the role of the ICAO Regional Offices is key.

2.10 To ensure that the implementation of the GAsEP continues to meet the targets and respond to the demand for more capacity building technical assistance, the EUR/NAT operating plan for the next triennium needs to be supported and provided with necessary resources. The ICAO EUR/NAT Office is accredited to 56 States which together makes up the largest area of accreditation in the world. However, in comparison with other ICAO Regional Offices, the EUR/NAT Office is provided with fewer resources in the AVSEC/FAL domain. This limits the EUR/NAT Office's capability to respond to the daily challenges that continue to grow. The EUR/NAT Office ensures close coordination and cooperation with all international and regional organisations involved in the AVSEC-related activities in the EUR/NAT Regions to provide for synergies and optimum use of resources.

2.11 Based on the foregoing, the following is proposed:

Draft EURNAT-DGCA Decision 2019/1 – EUR/NAT AVSEC/FAL Operating Plan activities for 2020-2022

That to ensure a harmonized implementation of Annexes 17 and 9 provisions in the EUR/NAT Regions and reach the aspirational regional targets established in the EUR/NAT Regional GAsEP Roadmap approved by the Lisbon conference as well as to address evolving AVSEC/FAL challenges with necessary and appropriate actions, the EUR/NAT DGCA:

- a) support the key EUR/NAT activities in the AVSEC/FAL area in 2020-2022; and
- b) commit to provide all necessary resources to support the implementation of these key activities.

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the information provided; and
- b) endorse the Decision above.

The following Appendices are provided with this working paper:

Appendix A: EUR/NAT GAsEP Conference Declaration

Appendix B: Europe and North Atlantic Aviation Security Roadmap

EUR/NAT GAsEP Conference Declaration

The Europe and North Atlantic (EUR/NAT) Regional Conference to “address common challenges through implementation of the ICAO Global Aviation Security Plan (GAsEP)” was conducted in Lisbon, Portugal from 29 to 31 May 2018. The participants of the conference (States, International and Regional Organizations and Industry) agreed on the following:

To recognize that the EUR/NAT aviation security roadmap is a living document contributing to effective implementation of the GAsEP by States and other stakeholders in the EUR/NAT regions and if and where appropriate beyond;

To reaffirm the need to enhance the effective implementation of ICAO aviation security Standards and Recommended Practices, in order to address global aviation security matters from a regional perspective, taking into consideration the ICAO regional knowledge and experience, existing regional structures, organizations, stakeholders and initiatives keeping in mind the importance to have sustainable, properly coordinated and aligned capacity building activities to leave no country behind and to avoid duplication;

To commit to work together with the shared and common goal of achieving the five key priority outcomes of the GAsEP in the entire EUR/NAT regions in the time scale set out in Appendix A to the regional roadmap;

To recognize that the five key priority outcomes of the GAsEP provide a welcome focus whose achievement would represent a qualitative improvement in global aviation security;

To work in compliance with UN SC resolution 2309 (2016) and respective ICAO assembly resolutions under ICAO’s leadership; and

To endorse the attached EUR/NAT aviation security roadmap discussed in Lisbon.

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

- a) By 2020 85% of **EUR/NAT** States reach above 80% EI
- b) By 2023 90% of **EUR/NAT** States reach above 90% EI
- 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.A 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate P.A 1.6 Review current screening arrangements in light of national risk assessment P.A 1.7 Review personnel security measures taking into account risk advice and guidance on insider threat	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.	ICAO, States, international and regional organizations, Industry,	Effective security risk assessment methodology established by states and industry

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 1.4 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

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
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

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<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

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
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

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
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

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<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

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<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>	Promote coordinated assistance and capacity building activities among all relevant stakeholders	ICAO, States, ASTCs, international and regional organizations, Industry,	Enhanced communication and coordination on capacity development to avoid duplication and to increase aviation security region wide

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<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>	<p>Work towards a coordinated manner in providing assistance and capacity building activities, including strengthening of States' oversight capabilities to States in need</p>	<p>ICAO, States, international and regional organizations, Industry,</p>	<p>Region wide continuous improvement of effective implementation of critical elements of a state's oversight system, compliance with Annex 17 and Annex 9 security relevant provisions, national and regional legislation as well as less duplication and a complementary capacity building system</p>

— END —