



第二次高级别航空安保会议（HLCAS/2）

2018年11月29日至30日，蒙特利尔

议程项目3：全球航空安保计划（GASeP）

国际民航组织欧洲和北大西洋地区办事处 在全球航空安保计划和地区路线图的框架内 协调附件17各项要求的实施的作用

（由哈萨克斯坦提交；并与阿尔及利亚、阿塞拜疆、亚美尼亚、白俄罗斯、格鲁吉亚、吉尔吉斯斯坦、摩洛哥、摩尔多瓦共和国、俄罗斯联邦、塔吉克斯坦、突尼斯、土库曼斯坦、乌克兰和乌兹别克斯坦协调）

摘要

本文件突出强调国际民航组织欧洲和北大西洋（EUR/NAT）地区办事处及欧洲和北大西洋航空安保小组（ENAVSECG）工作和作用的重要性。文件鼓励积极支持开展进一步努力和举措，例如建立一个协调和监测机制，以实现附件17和《全球航空安保计划》（GASeP）与地区路线图中所载关键优先事项的一致理解和实施。

高级别航空安保会议的行动载于第3段。

1. 引言

1.1 国际民航组织于 2011 年和 2012 年在全球举办了一系列地区航空安保（AVSEC）会议，包括 2011 年 11 月在莫斯科举行的欧洲和北大西洋地区会议。莫斯科会议结束时发表了欧洲和北大西洋各成员国的联合声明，其中表示：“我们赞扬国际民航组织在全球和地区一级加强航空安保所发挥的领导作用，并敦促国际民航组织继续巩固所有航空安保利害关系方之间的合作……”

1.2 在这次会议后，国际民航组织加强了欧洲和北大西洋地区办事处（2012年2月部署了一名航空安保/简化手续地区官员），并加大了工作力度，以增强欧洲地区所有航空安保利害关系方之间的合作。2012年至2014年期间，国际民航组织欧洲和北大西洋地区办事处定期举办了会议、研讨会和讲习班，以支持成员国开展努力，实施附件17中的各项要求。

1.3 迎接这一挑战的主要部门是 2012 年夏季组建的欧洲和北大西洋航空安保小组（ENAVSECG），这是该地区唯一的航空安保会议，以连接欧洲和北大西洋地区办事处委任辖区的所有 56 个国家以及国际和地区组织与业界。这一小组的目标，是促进对航空安保的全球和协调一致的理解，以期缩小各国和地区解读之间的差距，并努力实现以国际民航组织附件 17 为基础的更安保的民航系统。

1.4 落实并定期举办了更多的研讨会，以支持在欧洲和北大西洋地区所查明的具体需要，例如 2013 年举办的航空安保（AVSEC）/简化手续（FAL）研讨会，最初是为东欧和中亚创建的，自 2017 年以来还包括巴尔干地区各国。这是一个年度务实研讨会，侧重于数量有限的题目（两三个），并基于有关国家不断变化的航空安保挑战和需要。

1.5 2014 年，经与国际民航组织驻开罗和达喀尔地区办事处及欧洲民航会议（ECAC）协调，为地中海沿岸国家及非洲邻国举办了第二次研讨会，以增进跨越地区“边界”的合作和共同理解。

2. 讨论

2.1 过去 20 年的统计资料表明，民航是对全球恐怖活动最有吸引力的目标之一。恐怖集团的创造性、手段和运作方式每年都越来越复杂和精密。我们必需跟上演进的步伐，认识到新的和正在出现的威胁，建立一个稳健和协调一致的全球框架，以便能够实施有成效和高效率的措施，以打击这些威胁，并克服全世界的挑战。

2.2 同时，航空安保也是联合国安全理事会定期处理的题目之一，例子是各项联合国安理会决议（UNSCR），例如关于外国恐怖主义战斗人员的第 2178（2014）号决议，专论航空安保的第 2309（2016）号决议，和关于通过加大实施第 2178 和第 2309 号决议来打击恐怖主义的第 2396（2017）号决议。所有这些决议都强调恐怖主义是“……对国际和平与安全的最严重威胁之一”。

2.3 为此目的，人们认识到，此刻正当其时，拟将国际民航组织2011和2016年期间在国际民航组织综合航空安保战略（ICASS）指导下所开展的关于航空安保的全球工作提升到另一个层面；随后，大会第39届会议责成航空安保专家组使用国际民航组织综合航空安保战略为基础，制定一份全球航空安保计划（GASep）。这一计划得以制定并于2017年11月获得批准，成为航空安保工作的全球框架。

2.4 全球航空安保计划获得批准之后，举行了一系列地区会议。2018年5月29日至31日，在葡萄牙里斯本举办了欧洲和北大西洋地区的航空安保会议；该会议核准了两份文件：欧洲和北大西洋地区全球航空安保计划宣言（附录A）和地区路线图（附录B）。这两份文件均重申国际民航组织在加强航空安保和按照地区路线图协调实施全球航空安保计划所有努力方面的领导作用，即“……欧洲和北大西洋地区各国和利害攸关方拟予开展的工作”，必须“经国际民航组织欧洲和北大西洋（EUR/NAT）地区办事处通过欧洲和北大西洋地区航空安保小组（ENAVSECG）协调”，并虑及与该地区各实体密切合作。

2.5 欧洲和北大西洋地区由于其多元化和复杂性方面的具体情况而面临一些挑战。这一办事处委任负责56个国家，囊括北大西洋的冰岛、整个欧洲大陆、中亚、北非三（3）国和以色列。此外，还有一系列地区组织也处理航空安保（AVSEC）事务，这些组织都由国际民航组织欧洲和北大西洋地区办事处委任负责的56国组成但数量又各不相同，例如欧洲联盟（EU）包括28个成员国，欧洲空中航行安全组织

(Eurocontrol) (在网络安保方面特别活跃) 有41个成员国, 国家间航空委员会 (IAC) 有11个成员国。此外, 欧洲民航会议 (ECAC) 地区包括44个国家, 阿拉伯民航组织 (ACAO) 涵盖3个马格里布国家, 这些都在欧洲和大西洋地区办事处委任责任区内。

2.6 鉴于以上, 重要的是应强调国际民航组织欧洲和北大西洋地区办事处必须发挥牵头作用, 协调该地区的活动, 包括通过其航空安保小组实施全球航空安保计划的地区路线图 (参阅 1.3 和 2.4 段)。

2.7 欧洲和北大西洋航空安保小组已自2012年以来作为平台, 在国家、地区组织和业界之间就整个地区的航空安保成就交流信息和最佳做法, 例如制定新立法、实施新措施和应用新政策与创新方案。该航空安保小组的议程包括新的和跨学科的题目, 例如空中交通管理 (ATM) 安保、网络安保、飞越冲突区、遥控驾驶航空器系统 (RPAS)、陆侧安保、便携式防空系统 (MANPADS)、创新技术、激光攻击以及常规航空安保题目, 例如机场安保、货物和邮件安保等。来自国家、组织和业界的参与者都准备多份工作文件、信息文件和介绍, 以支持议程和讨论。

2.8 鉴于需要在整个欧洲和北大西洋地区协调一致地实施全球航空安保计划地区路线图, 以合作的方式协调国家、国际和地区组织以及利害攸关方的能力和努力 (参阅2.6段), 其航空安保小组面临着新的挑战 and 更多的责任, 以发挥牵头作用, 进行协调并监测全球航空安保计划地区路线图的实施。该航空安保小组应为在欧洲和北大西洋地区实施全球航空安保计划开发适当的工具和机制, 以协调和监测所开展的努力。

2.9 重要的是应牢记要利用每个国家和利害攸关方的强项和能力, 以避免工作的重复, 实现高效率的协调、合作并协调一致地达到共同目标, 即通过其地区路线图实施全球航空安保计划。

2.10 哈萨克斯坦和所列国家坚定地支持建立协调和监测机制, 并有意向启动一项举措, 成立各专门的航空安保小组分组。

3. 高级别会议的行动

3.1 请高级别航空安保会议:

- a) 注意到本工作文件的内容;
- b) 认识到国际民航组织欧洲和北大西洋地区办事处及欧洲和北大西洋航空安保小组工作和作用的重要性; 和
- c) 鼓励积极支持开展进一步努力和举措, 例如建立一个协调和监测机制, 以实现附件17和《全球航空安保计划》与地区路线图中所载关键优先事项的一致理解和实施。

APPENDIX A

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 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.

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APPENDIX B

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. **Attachment 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. **Attachment 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.
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ATTACHMENT A

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.

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<i>ENHANCE RISK AWARENESS AND RESPONSE</i>	PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate PA1.6 Review current screening arrangements in light of national risk assessment - PA1.7 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>PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate</p> <p>PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments</p> <p>PA 1.5 Ensure effective internal mechanisms for communicating information/assessments to those who need it</p>	<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.</p>	<p>ICAO, States, international and regional organizations, Industry,</p>	<p>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</p>
ENHANCE RISK AWARENESS AND RESPONSE	<p>PA 1.2 Improve training on risk assessment</p> <p>PA 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>	<p>Increase the amount and improve the quality of training on risk assessment at regional and national levels, including vulnerability assessment</p> <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</p>	<p>ICAO, States, Aviation Security Training Centers (ASTCs), international and regional organizations, Industry,</p> <p>ICAO and every entity conducting quality control activities</p>	<p>Appropriately trained workforce to effectively implement a security risk assessment methodology and conduct vulnerability assessments in States and Industry</p> <p>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</p>

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<i>ENHANCE RISK AWARENESS AND RESPONSE</i>	<p>PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments</p> <p>PA1.6 Review current screening arrangements in light of national risk assessment</p> <p>PA1.7 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
<i>DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</i>	<p>PA 2.1 Build and promote security culture</p> <p>PA 2.2 Develop/review national training programmes taking account of risk</p>	<p>Promote development of security awareness programmes that effectively support a positive security culture</p> <p>Develop and improve training material for aviation security personnel taking into account human factor principles and risk</p>	<p>ICAO, States, international and regional organizations, Industry,</p> <p>States</p>	<p>Enhanced security culture within organizations and the general public</p> <p>Enhanced human capability, appropriately trained workforce to better address existing and evolving threats</p>

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY	PA 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
	PA 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
DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY	PA 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	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			
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.2 Promote innovative techniques and technologies by States and industry	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
	P.A 3.6 Develop and improve the efficiency of certification processes and operational use of security equipment including human factors			
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.2 Promote innovative techniques and technologies by States and industry	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
	P.A 3.5 Increase use of appropriate technology for screening and facilitation			
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>
<p><i>INCREASE COOPERATION AND SUPPORT</i></p>	<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>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</p>	<p>ICAO</p>	<p>Increased awareness of UN SC Resolution 2309 (2016) provisions and enhancement of aviation security given priority within States</p>

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

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
INCREASE COOPERATION AND SUPPORT	<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>