



## NOTA DE ESTUDIO

### SEGUNDA CONFERENCIA DE ALTO NIVEL SOBRE SEGURIDAD DE LA AVIACIÓN (HLCAS/2)

Montreal, 29 – 30 de noviembre de 2018

#### Cuestión 3: Plan global para la seguridad de la aviación (GASeP)

#### PAPEL DE LA OFICINA EUR/NAT DE LA OACI COMO COORDINADORA DE LA IMPLEMENTACIÓN DE LOS REQUISITOS DEL ANEXO 17 EN EL MARCO DEL GASEP Y LA HOJA DE RUTA REGIONAL

(Nota presentada por Kazajstán; en coordinación con Argelia, Armenia, Azerbaiyán, Belarús, Federación de Rusia, Georgia, Kirguistán, Marruecos, República de Moldova, Tayikistán, Túnez, Turkmenistán, Ucrania y Uzbekistán)

#### RESUMEN

En la presente nota se pone de relieve la importancia de la labor y el papel de la Oficina regional EUR/NAT y el grupo de seguridad de la aviación EUR/NAT (ENAVSECG) de la OACI. En la nota se alienta el apoyo activo a emprendimientos e iniciativas adicionales, tales como un mecanismo de coordinación y control destinado a lograr la comprensión e implementación armonizadas del Anexo 17 y las prioridades clave descritas en el GASeP y la hoja de ruta regional.

Las medidas propuestas a la Conferencia de alto nivel sobre seguridad de la aviación figuran en el párrafo 3.

## 1. INTRODUCCIÓN

1.1 En 2011 y 2012, la OACI organizó varias conferencias regionales de seguridad de la aviación (AVSEC) en todo el mundo, incluida una conferencia para las Regiones Europa y Atlántico septentrional, celebrada en Moscú en noviembre de 2011. La conferencia de Moscú se clausuró con una declaración conjunta de los Estados miembros de la EUR/NAT: *Elogiamos el papel de liderazgo de la OACI en el fortalecimiento de la seguridad de la aviación a nivel regional y mundial, e instamos a la OACI a que continúe reforzando la cooperación entre todas las partes interesadas en la seguridad de la aviación.*

1.2 Tras esta conferencia, la OACI procuró fortalecer la Oficina EUR/NAT (enviando a un especialista regional en Seguridad de Aviación/Facilitación en febrero de 2012) e incrementó las iniciativas tendientes a mejorar la cooperación entre todas las partes interesadas en la seguridad de la aviación en la Región Europa. Entre 2012 y 2014, la Oficina EUR/NAT de la OACI organizó varios

seminarios teóricos y prácticos y reuniones periódicas en respaldo de las iniciativas de los Estados para implementar los requisitos del Anexo 17.

1.3 El principal impulsor para hacer frente a ese desafío es el Grupo de AVSEC EUR/NAT (ENAVSECG), creado en el verano boreal de 2012, que organiza la única reunión de seguridad de la aviación de la región que conecta a los 56 Estados en el área de acreditación de la Oficina EUR/NAT y a las organizaciones internacionales y regionales y la industria. El Grupo tiene por objeto **promover una comprensión mundial y armonizada de la seguridad de la aviación con el fin de estrechar la brecha entre las interpretaciones nacionales y regionales** y trabajar en pos de un sistema de aviación civil seguro sobre la base del Anexo 17 de la OACI.

1.4 Además, se prepararon y organizaron seminarios periódicos para satisfacer necesidades específicas identificadas en partes de las regiones EUR/NAT, por ejemplo, el seminario sobre Seguridad de la aviación (AVSEC)/Facilitación (FAL), que comenzó en 2013 y se creó inicialmente para Europa oriental y Asia central y que, desde 2017, alcanza también a los Estados balcánicos. Se trata de un seminario práctico anual que se centra en una cantidad limitada de temas (dos o tres) basados en las dificultades emergentes en materia de AVSEC y las necesidades de los Estados.

1.5 En 2014, se organizó un segundo seminario para los Estados que rodean el Mar Mediterráneo y los Estados vecinos de África en coordinación con las Oficinas regionales de la OACI en El Cairo y Dakar y la Conferencia Europea de Aviación Civil (CEAC), para fomentar la cooperación y un entendimiento común a través de las "fronteras" regionales.

## 2. ANÁLISIS

2.1 Según las estadísticas de los últimos dos decenios, la aviación civil es uno de los blancos más atractivos para las actividades terroristas a nivel mundial. La creatividad, los medios y los *modi operandi* de los grupos terroristas se vuelven más complejos y sofisticados cada año. Resulta fundamental mantenerse a la par de la evolución, reconocer las amenazas nuevas y emergentes y establecer un marco mundial armonizado y sólido que permita implementar medidas efectivas y eficientes para hacer frente a esas amenazas y superar los desafíos que se plantean en todo el mundo.

2.2 Mientras tanto, la seguridad de la aviación es uno de los temas que trata periódicamente el Consejo de Seguridad de las Naciones Unidas. Entre los ejemplos de ello, cabe mencionar las resoluciones del Consejo de Seguridad de las Naciones Unidas, como la resolución 2178 (2014), que aborda la amenaza de los combatientes terroristas extranjeros, la resolución 2309 (2016) sobre seguridad de la aviación exclusivamente, y la resolución 2396 (2017) sobre la lucha contra el terrorismo mediante la intensificación de la aplicación de las resoluciones 2178 y 2309. En todas las resoluciones se destaca que el terrorismo constituye "[...] *una de las amenazas más graves para la paz y la seguridad internacionales*".

2.3 En ese sentido, se reconoció que ya era hora de llevar al siguiente nivel la labor mundial de la OACI en materia de seguridad de la aviación guiada por la Estrategia global de la OACI sobre AVSEC (ICASS) entre 2011 y 2016 y, en consecuencia, la Asamblea, en su 39º período de sesiones, encomendó al Grupo de expertos sobre seguridad de la aviación que elaborase un Plan global para la seguridad de la aviación (GASeP) tomando la ICASS como base. El GASeP se elaboró y aprobó en noviembre de 2017 y sirve de marco mundial para la seguridad de la aviación.

2.4 Tras la aprobación del GASeP, se celebró una serie de conferencias regionales. Del 29 al 31 de mayo de 2018, se celebró en Lisboa (Portugal) la conferencia regional sobre el GASeP para las

regiones EUR/NAT. La conferencia respaldó dos documentos: la Declaración de la Conferencia EUR/NAT sobre el GAsEP (Apéndice A) y la Hoja de ruta regional (Apéndice B). En ambos se reiteraba el papel de liderazgo de la OACI en el fortalecimiento de la seguridad de la aviación y la coordinación de todas las iniciativas para implementar el GAsEP en consonancia con la hoja de ruta regional, a saber, *la labor que deben llevar a cabo los Estados y las partes interesadas de las regiones EUR/NAT estará coordinada por la Oficina Europa y Atlántico septentrional (EUR/NAT) de la OACI por medio de su grupo de seguridad de la aviación EUR/NAT (ENAVSECG)* teniendo en cuenta una estrecha cooperación con las entidades regionales.

2.5 Las regiones EUR/NAT se enfrentan a ciertos desafíos debido a la situación específica relativa a su diversidad y complejidad. La Oficina está acreditada ante cincuenta y seis (56) Estados que comprenden Islandia, en el Atlántico Norte, la totalidad del continente europeo, Asia central, tres (3) Estados de África septentrional e Israel. Además, existen varias organizaciones regionales que también se ocupan de cuestiones relativas a la seguridad de la aviación (AVSEC) y todas ellas agrupan a distintas cantidades de Estados de entre los 56 Estados ante los que está acreditada la Oficina EUR/NAT de la OACI; por ejemplo, la Unión Europea (UE) comprende 28 Estados miembros, Eurocontrol (organización muy activa en el ámbito de la ciberseguridad) tiene 41 Estados miembros y el Comité Interestatal de Aviación (IAC) tiene 11 miembros. Además, el área de la CEAC comprende 44 Estados y la Organización de Aviación Civil Árabe (ACAO) agrupa a los tres Estados del Magreb del área de acreditación de la Oficina regional EUR/NAT.

2.6 Teniendo en cuenta lo anterior, resulta fundamental destacar que la Oficina regional EUR/NAT de la OACI tendrá un papel protagónico en la coordinación de las actividades en las regiones, incluida la implementación de la hoja de ruta regional del GAsEP por medio de su ENAVSECG (véanse los párrs. 1.3 y 2.4).

2.7 El ENAVSECG actúa desde 2012 como plataforma para el intercambio de información y mejores prácticas entre los Estados, las organizaciones regionales y la industria en relación con los logros en materia de AVSEC en la totalidad de las regiones, tales como la formulación de nueva legislación, la implementación de nuevas medidas y la aplicación de nuevas políticas y programas innovadores. El programa del ENAVSECG incluye temas nuevos y transversales, entre ellos, seguridad de la ATM, ciberseguridad, sobrevuelo de zonas de conflicto, RPAS, seguridad de la parte pública, MANPADS, técnicas innovadoras, ataques con láser, así como temas convencionales relativos a la AVSEC, por ejemplo, seguridad aeroportuaria, seguridad de la carga y el correo, etc. Los participantes de los Estados, las organizaciones y la industria preparan numerosas notas de estudio, notas de información y presentaciones en apoyo del programa y los debates.

2.8 Ante la necesidad de una implementación armonizada de la hoja de ruta regional del GAsEP en todas las regiones EUR/NAT y a fin de coordinar la capacidad y las iniciativas de los Estados, las organizaciones internacionales y regionales y las partes interesadas de manera cooperativa (véase el párr. 2.6), el ENAVSECG enfrenta un nuevo desafío y responsabilidades más amplias al tomar la iniciativa de la coordinación y el control de la implementación de la hoja de ruta regional del GAsEP. El ENAVSECG debería elaborar herramientas y mecanismos adecuados para coordinar y controlar las iniciativas que se lleven a cabo al implementar el GAsEP en las regiones EUR/NAT.

2.9 Resulta fundamental tener en cuenta las fortalezas y capacidades de cada Estado y parte interesada y trabajar conforme a ellas con el fin de evitar la duplicación de esfuerzos y lograr una coordinación y una cooperación eficientes y la consecución armonizada del objetivo común, es decir, la implementación del GAsEP mediante su hoja de ruta regional.

2.10 Kazajstán y los Estados enumerados se comprometen a respaldar la elaboración de un mecanismo de coordinación y control y pretenden presentar una iniciativa para establecer subgrupos específicos del ENAVSECG.

### 3. **MEDIDAS PROPUESTAS A LA CONFERENCIA DE ALTO NIVEL**

3.1 Se invita a la Conferencia de alto nivel sobre seguridad de la aviación a:

- a) Tomar nota del contenido de la presente nota de estudio;
- b) Reconocer la importancia de la labor y el papel de la Oficina regional EUR/NAT y su ENAVSECG; y
- c) Alentar el apoyo activo a emprendimientos e iniciativas adicionales, tales como un mecanismo de coordinación y control destinado a lograr una comprensión e implementación armonizadas del Anexo 17 y las prioridades clave descritas en el GASeP y la hoja de ruta regional.

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## 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.*

<b><i>PRIORITY</i></b>	<b><i>Reference to GAsEP Priority action</i></b>	<b><i>ACTIONS/ TASKS</i></b>	<b><i>RESPONSIBILITY</i></b>	<b><i>PROJECTED OUTCOME</i></b>
<b><i>ENHANCE RISK AWARENESS AND RESPONSE</i></b>	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

<b>PRIORITY</b>	<b>Reference to GAsEP Priority action</b>	<b>ACTIONS/ TASKS</b>	<b>RESPONSIBILITY</b>	<b>PROJECTED OUTCOME</b>
<b>ENHANCE RISK AWARENESS AND RESPONSE</b>	<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>
<b>ENHANCE RISK AWARENESS AND RESPONSE</b>	<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>

<b>PRIORITY</b>	<b>Reference to GAsEP Priority action</b>	<b>ACTIONS/ TASKS</b>	<b>RESPONSIBILITY</b>	<b>PROJECTED OUTCOME</b>
<b>ENHANCE RISK AWARENESS AND RESPONSE</b>	<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
<b>DEVELOP SECURITY CULTURE &amp; DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</b>	PA 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
	PA 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

<b>PRIORITY</b>	<b>Reference to GAsEP Priority action</b>	<b>ACTIONS/ TASKS</b>	<b>RESPONSIBILITY</b>	<b>PROJECTED OUTCOME</b>
<b>DEVELOP SECURITY CULTURE &amp; DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</b>	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
<b>DEVELOP SECURITY CULTURE &amp; DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</b>	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

<b>PRIORITY</b>	<b>Reference to GAsEP Priority action</b>	<b>ACTIONS/ TASKS</b>	<b>RESPONSIBILITY</b>	<b>PROJECTED OUTCOME</b>
<b>IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION</b>	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  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
<b>IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION</b>	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
<b>IMPROVE OVERSIGHT &amp; QUALITY ASSURANCE</b>	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



<b>PRIORITY</b>	<b>Reference to GAsEP Priority action</b>	<b>ACTIONS/ TASKS</b>	<b>RESPONSIBILITY</b>	<b>PROJECTED OUTCOME</b>
<b>IMPROVE OVERSIGHT &amp; QUALITY ASSURANCE</b>	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
<b>IMPROVE OVERSIGHT &amp; QUALITY ASSURANCE</b>	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

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

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

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