工 作 文 件

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）

关于欧洲/北大西洋地区会议（2018 年 5 月 29 日至 31 日，里斯本）通过实施国际民航组织全球航空安保计划（AGSeP）应对共同挑战的跟进举措

（由格鲁吉亚、俄罗斯联邦和瑞士提交）

摘要

本文件提出在欧洲/北大西洋地区建立一个包容性、地区范围和公正机制的举措以实施全球航空安保计划（GASeP），其重点是目标明确和优先安排的援助及能力建设活动。该举措的宗旨是在各国、地区组织和利害攸关方当中建立密切协调以避免重复努力，并有效且高效地实施全球航空安保计划概述的五个关键优先事项。

高级别航空安保会议的行动在第 4 段。

1. 引言

1.1　2018 年 5 月 29 日至 31 日，在里斯本召开了一次地区全球航空安保计划会议[1]，讨论了国际民航组织全球航空安保计划实施过程中的各种挑战，并为国际民航组织欧洲和北大西洋（EUR/NAT）地区提供了一项联合路线图，其中进一步概述了在地区层面实施全球航空安保计划优先事项的前进方向。

1.2　此次会议核准了两项文件：欧洲/北大西洋全球航空安保计划会议宣言（附录 A）和地区路线图（附录 B）。该宣言特别在地区航空安保路线图的前言中，概述了国际民航组织欧洲/北大西洋航空安保小组（ENAVSECG）的任务。虽然欧洲/北大西洋全球航空安保计划会议宣言用一般性语气约定"**在国际民航组织领导下**，努力遵守联合国安理会第 2309 号决议（2016 年）以及国际民航组织的各项大会决议"，并且"在整个欧洲/北大西洋地区合作实现全球航空安保计划五项关键优先事项成果的共同目标"，地区路线图的前言在其第 1 段中明确约定，国际民航组织欧洲和北大西洋（EUR/NAT）办事处应通过欧洲/北大西洋航空安保小组确保协调。

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[1] 应对国际民航组织全球航空安保计划（GASeP）实施过程中的各种挑战于葡萄牙里斯本召开了地区航空安保会议。

1.3　全球航空安保计划地区会议期间的文件及讨论，均强调在国际民航组织主持下实施全球航空安保计划各种优先事项的工作中必须密切协调，避免重复努力并加强协作。这就是说，在适用的情况下，欧洲/北大西洋地区内外所有相关利害攸关方的援助和能力建设方面皆应如此。这些文件指导欧洲/北大西洋航空安保小组为在各地区实施全球航空安保计划优先成果而开展的努力提供适当的协调途径。

1.4　当务之急是在航空安保主要薄弱环节和需求的可靠评估基础上,在欧洲/北大西洋地区开展相关工作。这些工作应具有包容性，并且应当作出轻重缓急的安排，以便率先处理需求最大的那些区域。此外，全面了解欧洲/北大西洋地区的所有可用资源情况，包括可提供指导和援助的地区和国家举措，这将非常有益于工作的进行。

1.5　正是由于这些原因，欧洲/北大西洋航空安保小组以其主席人员为代表，计划开展一项举措，以查明欧洲/北大西洋地区航空安保方面的主要需求,建立一个有效机制以协调全球航空安保计划地区路线图的实施工作，并促进欧洲/北大西洋地区各国、各组织和业界之间以及地区间层面的合作与协作。

2. 地区路线图

2.1　在建立全球航空安保计划和各自的全球路线图之后，于里斯本召开的国际民航组织地区航空安保会议上起草、讨论并随后核准了相关的地区路线图。此次会议的成功举办，见证了欧洲/北大西洋地区各国、各组织和业界的积极参与。

2.2　地区路线图旨在作为一份"活"文件，以通盘和包容的方式处理全球航空安保计划的五个关键优先事项[2]。地区路线图行动的一些关键要素包括：

- 促进适当的风险评估方法，同时虑及例如网络威胁、内部威胁和陆侧威胁等方面不断演变和新出现的威胁；

- 建立有效和高效的地区范围信息交流机制；

- 促进积极的安保文化；

- 虑及人的因素原则，加强培训和培训材料；

- 促进技术和非技术方法的创新，例如航空安保不可预测性的概念；

- 提高国家航空安保检查员的能力并加强其权力；和

- 促进所有相关利害攸关方之间的协调援助和能力建设活动。

2.3　加强协作、以协调和互补的方式提供援助和能力建设，是有效、高效和可持续地实施理想目标的首要先决条件。此类工作应基于全面的需求和资源分析，并虑及欧洲/北大西洋地区的具体情况，即其成员国的多样性，大约近半地区存在共同的航空安保系统（欧盟，包括冰岛、挪威、瑞士），以及完善的地区组织，如欧洲民用航空会议（ECAC）、欧洲空中航行安全组织等等。

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[2] 加强风险意识和响应；培养安保文化和航空安保人员能力；改善技术资源和促进创新；改善监督和质量保障；增加合作和支持。

3. 关于欧洲/北大西洋航空安保小组举措的提案

3.1 欧洲/北大西洋航空安保小组的主席人员将在 2019 年春季召开的该小组下次常会上提出它们开展一项举措的计划供会议核准。该举措将涉及协助欧洲/北大西洋地区成员国的前进方向，以处理实施全球航空安保计划工作中遇到的共同问题和挑战。该举措最好建立一个由欧洲/北大西洋航空安保小组提供的适当工具/机制，以协调地区会议所核准并在本工作文件第 1.2 段中提到的本地区的相关工作。

3.2 该举措将努力查明最常见的航空安保薄弱环节以及欧洲/北大西洋地区开展援助和能力建设的可用资源。它将最终帮助指导该地区成员国开展适当活动，以确保以及时可靠的方式实现地区理想目标[3]。

3.3 该举措的初步目标如下：

- 根据全球航空安保计划及其地区路线图的五个关键优先事项，查明欧洲/北大西洋地区的航空安保需求；

- 建立有效机制以协调全球航空安保计划地区路线图的实施工作，包括必要的能力建设；和

- 促进欧洲/北大西洋地区以及适当情况下其他地区各国（捐助国与受援国）、组织和业界之间的合作与协作。

3.4 该举措将按照工作—方案的方式进行，其中最初可包括以下要素：

- 系统分析欧洲/北大西洋成员国普遍安保审计计划的结果，以确定"关切方面"；

- 在欧洲/北大西洋成员国当中开展调查，以确定共同的薄弱环节以及对援助和能力建设的普遍需求；

- 将欧洲/北大西洋地区的援助和能力建设活动与可用资源进行统筹安排；和

- 为援助和能力建设活动建立有效的地区范围的协调机制。

3.5 理想情况下，该举措将看到欧洲/北大西洋航空安保小组分组的成立，该分组将指导各种努力，其中包括一名报告员、有待界定数量的成员国以及国际民航组织航空安保地区官员。该分组将通过欧洲/北大西洋航空安保小组会议向国际民航组织欧洲/北大西洋办事处报告。

3.6 该举措的产出将包括关于欧洲/北大西洋地区有针对性的、优先安排的援助和能力建设活动的建议、欧洲/北大西洋地区相关活动的协调和对有关全球航空安保计划关键优先事项实施活动的跟进，以及适用情况下对相关地区路线图的更新。

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[3] 欧洲/北大西洋地区的理想目标:
    a) 在 2020 之前，欧洲/北大西洋 85% 的国家达到 80% 以上的有效实施
    b) 在 2023 之前，欧洲/北大西洋 90% 的国家达到 90% 以上的有效实施
    c) 在 2030 之前，欧洲/北大西洋 100% 的国家达到 90% 以上的有效实施

3.7 该举措带来显而易见的益处。特别是，它将为协调援助和能力建设活动提供一个包容性、地区范围和公正的机制。此外，它将有助于促进欧洲/北大西洋地区内部以及适当情况下外部不同利害攸关方群策群力，促进协作和信息交流，树立一个共同目标，即：加强地区内外对附件17标准和建议措施（SARPs）的实施。

4. 高级别会议的行动

4.1 请高级别航空安保会议：

a) 注意到里斯本举办的地区会议成果以及欧洲/北大西洋地区路线图的内容；

b) 鼓励欧洲/北大西洋航空安保小组继续通过第3.4段所述的拟议机制制定一项举措，以便为欧洲/北大西洋地区各国的利益实现相关、协调、包容和互补的能力建设；

c) 支持本举措，协助并酌情积极参与地区努力；

d) 鼓励国际民航组织所有地区制定支持实施各自地区路线图的举措；和

e) 支持建立地区间的协调平台。

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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.

PRIORITY	Reference to GASeP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
ENHANCE RISK AWARENESS AND RESPONSE	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	PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments PA 1.5 Ensure effective internal mechanisms for communicating information/assessments to those who need it	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	PA 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
	PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate 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"	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	PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments 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	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	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

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 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

PRIORITY	Reference to GASeP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
INCREASE COOPERATION AND SUPPORT	P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review P.A 5.2 Provide increased assistance (where possible) for capacity development P.A 5.3 Commitment to enhance effective implementation by recipient States P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.) P.A 5.6 Enhance ICAO's capability and effectiveness in delivering assistance	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

PRIORITY	*Reference to GASeP Priority action*	*ACTIONS/ TASKS*	*RESPONSIBILITY*	*PROJECTED OUTCOME*
INCREASE COOPERATION AND SUPPORT	P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review P.A 5.2 Provide increased assistance (where possible) for capacity development P.A 5.3 Commitment to enhance effective implementation by recipient States P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.) P.A 5.6 Enhance ICAO's capability and effectiveness in delivering assistance	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

PRIORITY	Reference to GASeP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
INCREASE COOPERATION AND SUPPORT	P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review P.A 5.2 Provide increased assistance (where possible) for capacity development P.A 5.3 Commitment to enhance effective implementation by recipient States P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.) P.A 5.6 Enhance ICAO's capability and effectiveness in delivering assistance	Work towards a coordinated manner in providing assistance and capacity building activities, including strengthening of States' oversight capabilities to States in need	ICAO, States, international and regional organizations, Industry,	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

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