



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)

INICIATIVA DE SEGUIMIENTO DE LA CONFERENCIA REGIONAL PARA LAS REGIONES EUR/NAT (LISBOA, 29-31 DE MAYO DE 2018) CON EL OBJETIVO DE RESOLVER DIFICULTADES COMUNES MEDIANTE LA IMPLEMENTACIÓN DEL PLAN GLOBAL PARA LA SEGURIDAD DE LA AVIACIÓN (GASEP) DE LA OACI

(Nota presentada por la Federación de Rusia, Georgia y Suiza)

RESUMEN

En la presente nota se propone una iniciativa para crear un mecanismo regional inclusivo e imparcial para la implementación del Plan global para la seguridad de la aviación (GASeP) en las regiones EUR/NAT que se centre en actividades específicas y priorizadas de asistencia y creación de capacidad. La iniciativa tiene por objeto establecer una estrecha coordinación entre los Estados, las organizaciones regionales y las partes interesadas para evitar la duplicación de esfuerzos y lograr la implementación efectiva y eficiente de las cinco prioridades clave descritas en el GASeP.

Las medidas propuestas a la Conferencia de alto nivel sobre seguridad de la aviación figuran en el párrafo 4.

1. INTRODUCCIÓN

1.1 Del 29 al 31 de mayo de 2018 se celebró una conferencia regional del GASeP¹ en Lisboa para debatir las dificultades que se presentarían durante la implementación del GASeP de la OACI y proporcionar una hoja de ruta conjunta para las regiones Europa y Atlántico septentrional (EUR/NAT) de la OACI, en que se trace en más detalle el camino a seguir para la implementación de las prioridades del GASeP a nivel regional.

1.2 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 la declaración, en particular el preámbulo de la hoja de ruta regional de seguridad de la aviación, se describe el mandato para el grupo de

¹ Conferencia regional de seguridad de la aviación con el objetivo de resolver dificultades comunes mediante la implementación del Plan global para la seguridad de la aviación (GASeP), Lisboa (Portugal).

seguridad de la aviación EUR/NAT (ENAVSECG) de la OACI. Mientras que la Declaración de la Conferencia EUR/NAT sobre el GAsEP establece, en un tono general, "trabajar de conformidad con la Resolución SC 2309 (2016) de las Naciones Unidas y las resoluciones respectivas de la Asamblea de la OACI **bajo la dirección de la OACI**", así como "trabajar de manera conjunta con el objetivo común de lograr los cinco resultados prioritarios clave del GAsEP en todas las regiones EUR/NAT", el preámbulo de la Hoja de ruta regional establece precisamente en su párrafo 1 que la Oficina de la OACI para Europa y Atlántico septentrional (EUR/NAT) debe garantizar la coordinación por medio del ENAVSECG.

1.3 Tanto en ambos documentos como en los debates que tuvieron lugar durante la conferencia regional sobre el GAsEP se hizo hincapié en la necesidad de una coordinación estrecha para evitar la duplicación de esfuerzos y aumentar la colaboración en la implementación de las prioridades del GAsEP bajo los auspicios de la OACI. Esto debería ser así en las esferas de asistencia y creación de capacidad de todas las partes interesadas participantes de las regiones EUR/NAT y fuera de ellas, si procede. Estos documentos encomiendan al ENAVSECG que sirva de medio adecuado para la coordinación de las iniciativas llevadas a cabo en las regiones para implementar los resultados prioritarios del GAsEP.

1.4 Es imperativo que las iniciativas pertinentes puestas en marcha en las regiones EUR/NAT se basen en una evaluación sólida de las deficiencias y necesidades predominantes en materia de AVSEC. Las iniciativas deberían ser inclusivas y estar organizadas según prioridades para abordar primero las esferas que tienen mayores necesidades. Además, sería sumamente beneficioso contar con una reseña completa de todos los recursos disponibles en las regiones EUR/NAT, incluidas las iniciativas regionales y nacionales, que podrían brindar orientación y asistencia.

1.5 Es por ello que el ENAVSECG, representado por su presidencia, pretende presentar una iniciativa para identificar las necesidades predominantes en materia de AVSEC en las regiones EUR/NAT, establecer un mecanismo efectivo para coordinar las iniciativas de implementación de la hoja de ruta regional del GAsEP y fomentar la cooperación y colaboración entre los Estados, las organizaciones y la industria en las regiones EUR/NAT y a nivel interregional.

2. HOJA DE RUTA REGIONAL

2.1 Tras el establecimiento del GAsEP y su Hoja de ruta mundial correspondiente, se redactó, debatió y, posteriormente, respaldó una hoja de ruta regional pertinente en la Conferencia regional de seguridad de la aviación de la OACI, celebrada en Lisboa. La fructífera conferencia contó con una gran participación de Estados, organizaciones e industrias de todas las regiones EUR/NAT.

2.2 La hoja de ruta regional está diseñada como un documento "viviente" que aborda las cinco prioridades clave del GAsEP² de manera integral e inclusiva. Entre los elementos clave de las acciones de la hoja de ruta regional, cabe mencionar:

- promover la metodologías apropiadas para la evaluación del riesgo, teniendo en cuenta las amenazas cambiantes y emergentes, como por ejemplo, cibernéticas, internas y parte pública;
- establecer un mecanismo regional eficaz y eficiente para intercambiar información;
- promover una cultura de seguridad positiva;

² Aumentar la conciencia de los riesgos y la respuesta ante ellos; desarrollar una cultura de la seguridad y la capacidad humana en seguridad de la aviación; perfeccionar los recursos tecnológicos y fomentar la innovación; mejorar la vigilancia y el aseguramiento de la calidad; incrementar la cooperación y el apoyo regionales.

- mejorar la instrucción y el material de instrucción teniendo en cuenta principios de factores humanos;
- promover la innovación, tanto relativa a métodos tecnológicos como no técnicos, por ejemplo, el concepto de imprevisibilidad en la seguridad de la aviación;
- aumentar la capacidad y afianzar la autoridad de los inspectores nacionales de seguridad de la aviación; y
- promover la asistencia coordinada y las actividades de creación de capacidad entre todas las partes interesadas.

2.3 Mejorar la colaboración y proceder de manera coordinada y complementaria para prestar asistencia y crear capacidades son requisitos previos fundamentales para lograr la implementación eficaz, eficiente y sostenible de los objetivos deseados. Esa labor debería basarse en un análisis exhaustivo de las necesidades y los recursos, teniendo en cuenta la situación específica de las regiones EUR/NAT, a saber, la diversidad de sus Estados miembros, la existencia de un sistema de seguridad de la aviación común a, aproximadamente, la mitad de la región (UE, con inclusión de Islandia, Noruega, Suiza), y organizaciones regionales bien establecidas, como la Conferencia Europea de Aviación Civil (CEAC), EUROCONTROL y otros.

3. PROPUESTA DE INICIATIVA DEL ENAVSECG

3.1 La presidencia del ENAVSECG presentará para su aprobación su intención de poner en marcha una iniciativa en la próxima reunión ordinaria del grupo, que se celebrará en la primavera boreal de 2019. La iniciativa abordará el camino a seguir para ayudar a los Estados miembros de las regiones EUR/NAT a hacer frente a problemas y dificultades comunes en la implementación del GAsEP. Idealmente, la iniciativa establecería una herramienta o mecanismo adecuado, provisto por el ENAVSECG, para la coordinación de las iniciativas pertinentes en la región, respaldada por la Conferencia regional y mencionada en el párrafo 1.2 de la presente nota de estudio.

3.2 La iniciativa procurará determinar las deficiencias más comunes en materia de AVSEC, así como los recursos disponibles para la asistencia y creación de capacidad en las regiones EUR/NAT. A la larga, contribuirá a encomendar las actividades apropiadas para que los Estados miembros se aseguren de que se alcancen de manera oportuna y fiable las metas regionales a las que se aspira³.

3.3 La iniciativa tendrá los siguientes objetivos iniciales:

- Determinar las necesidades en materia de AVSEC en las regiones EUR/NAT en consonancia con las cinco prioridades clave del GAsEP y su hoja de ruta regional;
- Establecer un mecanismo efectivo para coordinar las iniciativas de implementación de la hoja de ruta regional del GAsEP, incluida la creación de capacidad necesaria; y
- Fomentar la cooperación y la colaboración entre los Estados (Estados donantes y Estados beneficiarios), las organizaciones y la industria en las regiones EUR/NAT y fuera de ellas, si procede.

3.4 La iniciativa seguiría un programa de trabajo, que inicialmente podría comprender los siguientes elementos:

³ Metas regionales EUR/NAT a las que se aspira:

- a) Para 2020 85 % de los Estados EUR/NAT superan el 80 % de EI
- b) Para 2023 90 % de los Estados EUR/NAT superan el 90 % de EI
- c) Para 2030 100 % de los Estados EUR/NAT superan el 90 % de EI

- Un análisis sistemático de los resultados del USAP de los Estados miembros de EUR/NAT para identificar esferas que revistan preocupación;
- Una encuesta entre los Estados miembros de EUR/NAT para determinar deficiencias comunes y necesidades predominantes en materia de asistencia y creación de capacidad;
- La asignación de actividades de asistencia y creación de capacidad y recursos disponibles en las regiones EUR/NAT; y
- La creación de un mecanismo efectivo de coordinación regional para actividades de asistencia y creación de capacidad.

3.5 Idealmente, con la iniciativa se crearía un subgrupo del ENAVSECG que orientaría las actividades y estaría constituido por un relator, una cantidad aún sin determinar de Estados miembros y el especialista regional en AVSEC de la OACI. El subgrupo notificaría a la Oficina EUR/NAT de la OACI por conducto de la reunión del ENAVSECG.

3.6 El producto de la iniciativa incluirá propuestas para actividades específicas y priorizadas de asistencia y creación de capacidad en las regiones EUR/NAT, la coordinación de actividades pertinentes en las regiones EUR/NAT y el seguimiento de las actividades relacionadas con la implementación de las prioridades clave del GASeP y la actualización de la hoja de ruta regional correspondiente, cuando proceda.

3.7 De resultados de la iniciativa, se obtendrán ventajas evidentes. En particular, la iniciativa ofrecerá un mecanismo inclusivo, regional e imparcial para la coordinación de actividades de asistencia y creación de capacidad. Además, contribuirá a facilitar la reunión de varias partes interesadas en las regiones EUR/NAT y fuera de ellas, cuando corresponda, para fomentar la colaboración y el intercambio de información con el objetivo común de fortalecer la implementación de las normas y métodos recomendados (SARPS) del Anexo 17, a nivel regional y fuera de la región.

4. MEDIDAS PROPUESTAS A LA CONFERENCIA DE ALTO NIVEL

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

- a) Tomar nota del resultado de la conferencia regional celebrada en Lisboa y el contenido de la hoja de ruta regional EUR/NAT;
- b) Alentar al ENAVSECG a que continúe elaborando una iniciativa mediante la propuesta de mecanismo que se describe en el párrafo 3.4 para conseguir una creación de capacidad pertinente, coordinada, inclusiva y complementaria en beneficio de los Estados de las regiones EUR/NAT;
- c) Respalda la iniciativa, asistir y participar activamente, según corresponda, en las iniciativas regionales;
- d) Alentar a todas las regiones de la OACI a que elaboren iniciativas en apoyo de la implementación de las hojas de ruta regionales respectivas; y
- e) Apoyar la creación de una plataforma de coordinación interregional.

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.

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) Para 2020 85 % de los Estados EUR/NAT superan el 80 % de EI
- b) Para 2023 90 % de los Estados EUR/NAT superan el 90 % de EI
- c) Para 2030 100 % de los Estados EUR/NAT superan el 90 % de 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

<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 1.1 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>
<i>ENHANCE RISK AWARENESS AND RESPONSE</i>	<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>

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

<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>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>	ICAO	<p>Increased awareness of UN SC Resolution 2309 (2016) provisions and enhancement of aviation security given priority within States</p>

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