



NOTE DE TRAVAIL

**DEUXIÈME CONFÉRENCE DE HAUT NIVEAU SUR LA SÛRETÉ
DE L'AVIATION (HLCAS/2)**

Montréal, 29 et 30 novembre 2018

Point 3 : Plan pour la sûreté de l'aviation dans le monde (GASeP)

**RÔLE DU BUREAU EUR/NAT DE L'OACI EN CE QUI A TRAIT À LA COORDINATION
DE LA MISE EN ŒUVRE DES EXIGENCES DE L'ANNEXE 17 DANS LE CADRE
DU GASeP ET DE LA FEUILLE DE ROUTE RÉGIONALE**

(Note présentée par le Kazakhstan, coordonnée avec l'Algérie, l'Arménie, l'Azerbaïdjan, le Bélarus, la Fédération de Russie, la Géorgie, le Kirghizistan, le Maroc, l'Ouzbékistan, la République de Moldova, le Tadjikistan, la Tunisie, le Turkménistan et l'Ukraine)

RÉSUMÉ

La présente note souligne l'importance des travaux et du rôle du Bureau régional Europe et Atlantique Nord (EUR/NAT) et du Groupe de sûreté de l'aviation EUR/NAT (ENAVSECG) de l'OACI. Elle encourage le soutien actif d'autres efforts et initiatives, comme l'établissement d'un mécanisme de coordination et de surveillance pour l'harmonisation de la compréhension et de la mise en œuvre de l'Annexe 17 et des priorités clés indiquées dans le GASeP et dans la feuille de route régionale.

La suite à donner par la Conférence de haut niveau sur la sûreté de l'aviation figure au § 3.

1. INTRODUCTION

1.1 En 2011 et 2012, l'OACI a tenu plusieurs conférences régionales sur la sûreté de l'aviation (AVSEC) partout dans le monde, dont une dans la Région Europe et Atlantique Nord, à Moscou, en novembre 2011. La Conférence de Moscou s'est terminée sur la déclaration commune suivante des États membres EUR/NAT : « *Nous saluons le rôle de premier plan que joue l'OACI pour améliorer la sûreté de l'aviation à l'échelle mondiale et à l'échelle régionale et prions instamment l'Organisation de continuer d'accroître la coopération entre toutes les parties prenantes de la sûreté de l'aviation ...* »

1.2 À la suite de cette conférence, l'OACI a renforcé le Bureau EUR/NAT (en y affectant un Expert régional en sûreté de l'aviation/facilitation en février 2012) et intensifié les activités visant à augmenter la coopération entre toutes les parties prenantes de la sûreté de l'aviation dans la région

européenne. Entre 2012 et 2014, le Bureau EUR/NAT de l'OACI a tenu plusieurs réunions régulières, séminaires et ateliers afin d'aider les États à mettre en œuvre les exigences de l'Annexe 17.

1.3 Le principal effort pour relever ce défi est donné par le Groupe AVSEC EUR/NAT (ENAVSECG), créé au cours de l'été 2012. Dans la région, ce groupe est la seule instance de sûreté de l'aviation qui rassemble les 56 États de la zone d'accréditation du Bureau EUR/NAT, des organisations internationales et régionales et l'industrie. Sa tâche est de **favoriser une compréhension globale harmonisée de la sûreté de l'aviation afin de réduire les divergences entre les interprétations nationales et régionales** et d'œuvrer à la réalisation d'un système d'aviation civile sécurisé sur la base des dispositions de l'Annexe 17 de l'OACI.

1.4 Des séminaires visant à traiter des besoins particuliers constatés dans certaines parties de la Région EUR/NAT ont aussi été établis et tenus de façon régulière, comme le séminaire sur la sûreté de l'aviation (AVSEC)/facilitation (FAL) créé en 2013 ; destiné initialement à l'Europe orientale et à l'Asie centrale, ce séminaire s'adresse également, depuis 2017, aux États des Balkans. Il s'agit d'un séminaire pratique annuel axé sur un nombre limité de sujets (deux ou trois) concernant les défis AVSEC en évolution et les besoins des États.

1.5 En 2014, un deuxième séminaire destiné aux États riverains de la mer Méditerranée et aux États voisins d'Afrique a été créé en coordination avec les bureaux régionaux de l'OACI situés au Caire et à Dakar et la Conférence européenne de l'aviation civile (CEAC) ; l'objet de ce séminaire était de favoriser la coopération et une compréhension commune qui transcende les « frontières » régionales.

2. ANALYSE

2.1 Les statistiques des deux dernières décennies révèlent que l'aviation civile est l'une des cibles les plus intéressantes pour le terrorisme à l'échelle mondiale. La créativité, les moyens et les méthodes des groupes terroristes sont chaque année plus complexes et poussés. Il est indispensable de suivre le rythme d'évolution, de reconnaître les menaces nouvelles et émergentes et de mettre en place un cadre mondial harmonisé et robuste permettant l'application de mesures concrètes et efficaces pour contrer ces menaces et surmonter les difficultés, partout dans le monde.

2.2 Par ailleurs, la sûreté de l'aviation est un sujet examiné régulièrement par le Conseil de sécurité des Nations Unies. En témoignent les résolutions suivantes du Conseil de sécurité de l'ONU : Résolution 2178 (2014), sur la menace que représentent les combattants terroristes étrangers, Résolution 2309 (2016), qui porte exclusivement sur la sûreté de l'aviation, et Résolution 2396 (2017), sur la lutte contre le terrorisme par l'accélération de la mise en application des Résolutions 2178 et 2309. Toutes les résolutions soulignent que le terrorisme constitue « *une des menaces les plus graves contre la paix et la sécurité internationales* ».

2.3 À ce sujet, il a été reconnu qu'il était temps de faire monter d'un cran les travaux mondiaux de l'OACI sur la sûreté de l'aviation réalisés entre 2011 et 2016 conformément aux orientations de la Stratégie complète de l'OACI pour la sûreté de l'aviation (ICASS). C'est ainsi que l'Assemblée, à sa 39^e session, a chargé le Groupe d'experts de la sûreté de l'aviation d'élaborer un Plan pour la sûreté de l'aviation dans le monde (GASeP) utilisant l'ICASS comme base. Le GASeP a été élaboré, et il a été approuvé en novembre 2017 ; il sert de cadre mondial pour la sûreté de l'aviation.

2.4 À la suite de l'approbation du GASeP, une série de conférences régionales ont été tenues. Celle de la Région EUR/NAT, tenue à Lisbonne (Portugal) du 29 au 31 mai 2018, a approuvé deux documents : la Déclaration de la Conférence GASeP EUR/NAT (Appendice A) et la feuille de route

régionale (Appendice B). Les deux rappellent le rôle moteur que joue l'OACI dans le renforcement de la sûreté de l'aviation et la coordination des efforts de mise en œuvre du GASeP conformément à la feuille de route régionale ; celle-ci indique notamment que les travaux à effectuer par les États et les parties prenantes de la Région EUR/NAT seront coordonnés par le Bureau EUR/NAT de l'OACI par l'intermédiaire de l'ENAVSECG en étroite coopération avec les entités régionales.

2.5 La Région EUR/NAT est confrontée à certaines difficultés en raison de sa diversité et de sa complexité particulières. Le bureau est accrédité auprès de 56 États ; sa zone de responsabilité englobe l'Islande, dans l'Atlantique Nord, l'ensemble du continent européen, l'Asie centrale, trois États d'Afrique du Nord et Israël. De surcroît, plusieurs organisations de la région s'occupent aussi de questions de sûreté de l'aviation, toutes composées d'un nombre différent d'États sur les 56 États auprès desquels le Bureau EUR/NAT de l'OACI est accrédité. Par exemple, l'Union européenne (UE) compte 28 États membres, Eurocontrol (très active dans le domaine de la cybersécurité), 41, et le Comité aéronautique inter-États (IAC), 11. Il y a aussi la CEAC, qui est formée de 44 États, et l'Organisation arabe de l'aviation civile (ACAO), qui comprend les trois États du Maghreb situés dans la zone d'accréditation du Bureau régional EURNAT.

2.6 Étant donné ce qui précède, il est crucial de faire ressortir que le Bureau régional EUR/NAT de l'OACI jouera le rôle principal dans la coordination des activités de la région, notamment l'exécution de la feuille de route GASeP régionale par l'intermédiaire de l'ENAVSECG (voir les § 1.3 et 2.4).

2.7 Depuis 2012, l'ENAVSECG sert déjà de plateforme pour l'échange d'informations et le partage des meilleures pratiques entre les États, les organisations régionales et l'industrie, concernant les réalisations AVSEC dans l'ensemble de la région, notamment l'élaboration de nouvelles lois, l'application de nouvelles mesures et politiques et l'exécution de programmes innovants. Le programme de l'ENAVSECG comprend des sujets nouveaux et intersectoriels, comme la sûreté de l'ATM, la cybersécurité, les vols au-dessus de zones de conflit, les RPAS, la sûreté côté ville, les MANPADS, les techniques innovantes et les attaques au laser, ainsi que des sujets AVSEC traditionnels, tels que la sûreté aéroportuaire, la sûreté du fret et du courrier, etc. Les participants des États, des organisations et de l'industrie préparent actuellement plusieurs notes de travail, notes d'information et exposés afin de soutenir le programme et les délibérations.

2.8 Vu la nécessité d'harmoniser la mise en œuvre de la feuille de route GASeP régionale dans la totalité de la Région EUR/NAT et de coordonner, de façon coopérative, les moyens et les efforts des États, des organisations internationales, des organisations régionales et des parties prenantes (voir § 2.6), l'ENAVSECG doit relever un nouveau défi et s'acquitter de responsabilités élargies en prenant en charge la coordination et la surveillance de la mise en œuvre de la feuille de route GASeP. Il devrait élaborer des outils appropriés et un mécanisme pour coordonner et surveiller les activités de mise en œuvre du GASeP dans la Région EUR/NAT.

2.9 Il est essentiel de garder à l'esprit le but commun, à savoir la mise en œuvre du GASeP au moyen de la feuille de route régionale, et de travailler avec les forces et les moyens de chaque État et partie prenante pour éviter les doubles emplois et atteindre efficacement ce but de manière coordonnée, coopérative et harmonisée.

2.10 Le Kazakhstan et les États énumérés sont résolus à soutenir l'élaboration du mécanisme de coordination et de surveillance et entendent lancer une initiative pour créer des sous-groupes ENAVSECG spécialisés.

3. SUITE À DONNER PAR LA CONFÉRENCE

3.1 La Conférence de haut niveau sur la sûreté de l'aviation est invitée à :

- a) noter les informations présentées ci-dessus ;
- b) reconnaître l'importance des travaux et du rôle du Bureau régional EUR/NAT et de l'ENAVSECG ;
- c) encourager le soutien actif d'autres efforts et initiatives, comme l'établissement d'un mécanisme de coordination et de surveillance pour l'harmonisation de la compréhension et de la mise en œuvre de l'Annexe 17 et des priorités clés indiquées dans le GAsEP et dans la feuille de route régionale.

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.

ATTACHMENT A

EUR/NAT AVSEC ROADMAP - Priority Areas, Tasks and Outcomes

ASPIRATIONAL GLOBAL TARGETS

(as set out in the foreword to Appendix A of the GAsEP - approved by ICAO Council)

- a) By 2020 80% of **EUR/NAT** States reach above 65% EI
- b) By 2023 90% of **EUR/NAT** States reach above 80% EI
- c) By 2030 100% of **EUR/NAT** States reach above 90% EI

ASPIRATIONAL EUR/NAT REGIONAL TARGETS

- a) By 2020 85% of EUR/NAT States reach above 80% EI
- b) By 2023 90% of EUR/NAT States reach above 90% EI
- c) By 2030 100% of EUR/NAT States reach above 90% EI

Note: Because the EUR/NAT regions results on EI are already above global EI, we are ambitious and confident to improve further as above outlined.

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<i>ENHANCE RISK AWARENESS AND RESPONSE</i>	PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate PA1.6 Review current screening arrangements in light of national risk assessment - PA1.7 Review personnel security measures taking into account risk advice and guidance on insider threat	Promote threat and risk awareness and appropriate risk assessment methodology taking into consideration evolving and emerging threats (e.g IEDs, MANPADS, RPAS, Cyber, insider, landside, airspace), vulnerabilities and corrective security measures used to mitigate them.	ICAO, States, international and regional organizations, Industry,	Effective security risk assessment methodology established by states and industry

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
ENHANCE RISK AWARENESS AND RESPONSE	<p>PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate</p> <p>PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments</p> <p>PA 1.5 Ensure effective internal mechanisms for communicating information/assessments to those who need it</p>	<p>Establish and ensure effective and efficient national and region wide mechanism for the exchange of information, such as for emerging or evolving threats, vulnerabilities and corrective security measures used to mitigate them.</p>	<p>ICAO, States, international and regional organizations, Industry,</p>	<p>Development of a common and updated regional understanding and functioning exchange mechanism by promoting and using the global ICAO PoC network and existing regional information sharing mechanisms</p>
ENHANCE RISK AWARENESS AND RESPONSE	<p>PA 1.2 Improve training on risk assessment</p> <p>PA 1.1 Keep global threat pictures under regular review and enhance dissemination of threat and risk advice as appropriate</p> <p>Comment: This action/task also concurs to PA 4.3 “Develop and Implement rectification plans at national and local levels to address gaps and vulnerabilities identified”</p>	<p>Increase the amount and improve the quality of training on risk assessment at regional and national levels, including vulnerability assessment</p> <p>Review the results of the ICAO USAP- CMA audit programme as well as national and regional quality control activities to determine prevailing deficiencies in the region</p>	<p>ICAO, States, Aviation Security Training Centers (ASTCs), international and regional organizations, Industry,</p> <p>ICAO and every entity conducting quality control activities</p>	<p>Appropriately trained workforce to effectively implement a security risk assessment methodology and conduct vulnerability assessments in States and Industry</p> <p>Better understanding of vulnerabilities, effective security risk assessment conducted and continuously enhanced effective implementation of Annex 17 and Annex 9 (security relevant) SARPS and of critical elements of a State’s security oversight system</p>

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<i>ENHANCE RISK AWARENESS AND RESPONSE</i>	<p>PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments</p> <p>PA1.6 Review current screening arrangements in light of national risk assessment</p> <p>PA1.7 Review personnel security measures taking into account risk advice and guidance on insider threat</p>	Accumulate , keep track and share best practices on appropriate measures to address threats including e.g. cyber, MANPADS, insider, landside and airspace threats and threats to ATM	ICAO, States, international and regional organizations, Industry,	Consistency regarding best practices is developed to help States and stakeholders to implement efficient measures to safeguard civil aviation from unlawful interference
<i>DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY</i>	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	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>

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<i>INCREASE COOPERATION AND SUPPORT</i>	<p>P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review</p> <p>P.A 5.2 Provide increased assistance (where possible) for capacity development</p> <p>P.A 5.3 Commitment to enhance effective implementation by recipient States</p> <p>P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures</p> <p>P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.)</p> <p>P.A 5.6 Enhance ICAO’s capability and effectiveness in delivering assistance</p>	Promote coordinated assistance and capacity building activities among all relevant stakeholders	ICAO, States, ASTCs, international and regional organizations, Industry,	Enhanced communication and coordination on capacity development to avoid duplication and to increase aviation security region wide

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
INCREASE COOPERATION AND SUPPORT	<p>P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review</p> <p>P.A 5.2 Provide increased assistance (where possible) for capacity development</p> <p>P.A 5.3 Commitment to enhance effective implementation by recipient States</p> <p>P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures</p> <p>P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.)</p> <p>P.A 5.6 Enhance ICAO's capability and effectiveness in delivering assistance</p>	<p>Work towards a coordinated manner in providing assistance and capacity building activities, including strengthening of States' oversight capabilities to States in need</p>	<p>ICAO, States, international and regional organizations, Industry,</p>	<p>Region wide continuous improvement of effective implementation of critical elements of a state's oversight system, compliance with Annex 17 and Annex 9 security relevant provisions, national and regional legislation as well as less duplication and a complementary capacity building system</p>