



WORKING PAPER

SECOND HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS/2)

Montréal, 29 to 30 November 2018

Agenda Item 3: Global Aviation Security Plan (GASeP)

**THE ROLE OF THE ICAO EUR/NAT OFFICE IN COORDINATING THE
IMPLEMENTATION OF ANNEX 17 REQUIREMENTS IN THE FRAMEWORK OF THE
GASEP AND REGIONAL ROADMAP**

(Presented by Kazakhstan; coordinated with Algeria, Azerbaijan, Armenia, Belarus, Georgia, Kyrgyzstan, Morocco, Republic of Moldova, Russian Federation, Tajikistan, Tunisia, Turkmenistan, Ukraine and Uzbekistan)

SUMMARY

This paper highlights the importance of the work and the role of the EUR/NAT Regional Office and the ICAO EUR/NAT Aviation Security Group (ENAVSECG). The paper encourages active support to further endeavours and initiatives such as a coordination and monitoring mechanism aimed at the achievement of a harmonized understanding and implementation of Annex 17 and the key priorities as outlined in the GASeP and the regional roadmap

Action by the High-level Conference on Aviation Security is in paragraph 3.

1. INTRODUCTION

1.1 In 2011 and 2012 ICAO conducted several regional Aviation Security (AVSEC) conferences around the globe, including one for the European and North Atlantic Regions conducted in Moscow in November 2011. The Moscow Conference closed with a Joint Statement of EUR/NAT Member States stating: “*We commend the leadership role of ICAO in strengthening aviation security at the global and regional levels, and urge ICAO to continue to reinforce cooperation amongst all aviation security stakeholders....*”

1.2 After this event, ICAO worked to strengthen the EUR/NAT Office (by deploying a Regional Officer Aviation Security/Facilitation in February 2012) and increased the efforts to enhance the cooperation amongst all aviation security stakeholders in the European Region. Between 2012 and 2014 the EUR/NAT Office of ICAO established several regular meetings, seminars and workshops to support States in their endeavour to implement Annex 17 requirements.

1.3 The main thrust to face this challenge is the EUR/NAT AVSEC Group (ENAVSECG), established in summer 2012, which is the only aviation security meeting in the region that connects all 56 States in the area of accreditation of the EUR/NAT Office as well as international and regional organizations and industry. The Group has the target **to foster a global and harmonized understanding of aviation security aimed at narrowing the gaps between the national and regional interpretations** and working to achieve a secure civil aviation system based on ICAO Annex 17.

1.4 Furthermore seminars to support specific identified needs in parts of the EUR/NAT regions were established and held on regular basis, such as e.g. the Aviation Security (AVSEC)/Facilitation (FAL) seminar established in 2013 and initially created for Eastern Europe and Central Asia, since 2017 encompassing also the Balkan states. It is an annual practical seminar focusing on a limited amount of topics (two or three) based on developing AVSEC challenges and the needs of States.

1.5 In 2014 a second seminar for the states around the Mediterranean Sea and neighbouring states in Africa was established in coordination with the ICAO Regional Offices in Cairo and Dakar and the European Civil Aviation Conference (ECAC), fostering cooperation and a common understanding across regional “borders”.

2. DISCUSSION

2.1 Statistics of the past two decades show that civil aviation presents one of the most attractive targets for terrorist activities globally. The creativity, the means and modi operandi deployed by terrorist groups are becoming more complex and sophisticated year by year. It is essential to keep up with the pace of evolution, recognize new and emerging threats and establish a robust harmonized global framework to allow the implementation of effective and efficient measures to counter those threats and overcome challenges around the world.

2.2 Meanwhile Aviation Security is one of the topics addressed regularly by the United Nations Security Council. Examples are the UN Security Council Resolutions (UNSCR) such as UNSCR 2178 (2014) addressing the threat of foreign terrorist fighters, UNSCR 2309 (2016) exclusively on aviation security and UNSCR 2396 (2017) about countering terrorism by stepping up implementation of resolutions 2178 and 2309. . All resolutions highlight that terrorism constitutes “ *...one of the most serious threats to international peace and security*”

2.3 To that effect, it was recognized that it was time to take the global ICAO work on aviation security guided by the ICAO Comprehensive AVSEC Strategy (ICASS) between 2011 and 2016 to the next level and consequently the 39th Assembly tasked the Aviation Security Panel to develop a Global Aviation Security Plan (GASeP) using the ICASS as a basis. The GASeP was developed and approved in November 2017 and serves as the global framework for aviation security.

2.4 Following the approval of the GASeP a series of regional conferences were conducted. On 29 to 31 May 2018 the regional GASeP conference for the EUR/NAT regions was convened in Lisbon/Portugal and the conference endorsed two documents: the EUR/NAT GASeP Conference Declaration (Appendix A) and the Regional Roadmap (Appendix B). Both reiterated the leadership role of ICAO in strengthening Aviation Security and coordinating all efforts in implementing the GASeP along the lines of the regional roadmap, namely “ *...the work to be carried out by States and stakeholders in the EUR/NAT Regions...*” shall be “ *coordinated by the ICAO European and North Atlantic (EUR/NAT) office via its EUR/NAT Aviation Security Group (ENAVSECG)...*” taking into account a close cooperation with Regional entities.

2.5 The EUR/NAT regions face certain challenges due to the specific situation in respect of its diversity and complexity. The office is accredited to fifty six (56) states encompassing Iceland in the North Atlantic, the whole European Continent, Central Asia, three (3) states in North Africa and Israel. Furthermore there are several regional organizations which also deal with Aviation Security (AVSEC) matters, all of them comprising a different amount of States out of the 56 states the ICAO EUR/NAT office is accredited to. e.g the European Union (EU) encompasses 28 member states, Eurocontrol (very active in the field of cybersecurity) has 41 member states and the Interstate Aviation Committee (IAC) has 11 members. Furthermore the ECAC area comprises 44 states and the Arab Civil Aviation Organization (ACAO) covers the three Maghreb states in the EURNAT regional office area of accreditation.

2.6 Considering the aforementioned it is vital to underline that the ICAO EUR/NAT regional office shall play the leading role in coordinating the activities in the regions, including the implementation of the GASeP regional roadmap via its ENAVSECG (ref para 1.3 and 2.4).

2.7 The ENAVSECG served already since 2012 as the platform for exchange of information and sharing of best practices between states, regional organizations and the industry regarding AVSEC achievements in the entire regions such as development of new legislation, implementation of new measures and application of new policies and innovative programmes. The ENAVSECG agenda includes new and cross cutting topics such as ATM security, cybersecurity, Overflight of Conflict Zones, RPAS, Landside Security, MANPADS, innovative techniques, laser attacks, as well as conventional AVSEC topics, e.g. airport security, cargo and mail security etc. Participants from States, organizations and industry prepare multiple Working Papers, Information Papers and presentations to support the agenda and discussions.

2.8 In view of the need of a harmonized implementation of the GASeP regional roadmap in the entire EUR/NAT regions and for coordinating the capacity and efforts of states, international and regional organizations as well as stakeholders in a cooperative manner (ref para.2.6), ENAVSECG faces a new challenge and expanded responsibilities taking the lead in coordinating and also monitoring the implementation of the GASeP regional roadmap. The ENAVSECG should develop appropriate tools and mechanism for coordination and monitoring of the efforts undertaken when implementing the GASeP in the EUR/NAT regions.

2.9 It is essential to bear in mind and work with each states and stakeholders strength and capacities in order to avoid duplication of efforts and achieve an efficient coordination, cooperation and harmonized attainment of the common goal, namely the implementation of the GASeP via its regional roadmap.

2.10 Kazakhstan and the listed States are committed to support the development of coordination and monitoring mechanism and intend to launch an initiative to establish dedicated ENAVSECG sub-groups.

3. **ACTION BY THE HIGH-LEVEL CONFERENCE**

3.1 The High-level Conference on Aviation Security is invited to:

- a) Note the content of this working paper;
- b) Recognize the importance of the work and the role of the EUR/NAT regional office and its ENAVSECG; and
- c) Encourage active support to further endeavours and initiatives such as a coordination and monitoring mechanism aimed at the achievement of a harmonized understanding and implementation of Annex 17 and the key priorities as outlined in the GASeP and the regional roadmap.

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.

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>

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	Promote innovation and the use of efficient technologies, such as advanced screening technologies (e.g. Explosive Detection Systems, Explosive Trace Detection, body scanners etc.), video surveillance control systems etc. as well as the use of non-technical innovative methods, such as the introduction of a concept of unpredictability in aviation security	ICAO, States, international and regional organizations, Industry,	Enhanced security by using the most effective technologies and innovative processes and methods while ensuring operational efficiency on ground and in the air
	P.A 3.2 Promote innovative techniques and technologies by States and industry			
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.2 Promote innovative techniques and technologies by States and industry	Promote the use of and active participation in AVSECPaedia in the entire EUR/NAT regions as the relevant platform for exchange of information on technology, innovation, testing and certification of security equipment,	ICAO, States, international and regional organizations, Industry,	Enhanced understanding and effectiveness of security processes throughout the region
	P.A 3.6 Develop and improve the efficiency of certification processes and operational use of security equipment including human factors			
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.2 Promote innovative techniques and technologies by States and industry	Encourage and assist States/Industry Partners in the provision of innovative technology and techniques to states in need and support funding	ICAO, States, Industry,	Enhanced screening equipment and other AVSEC related equipment as well as innovative techniques used throughout the region
	P.A 3.5 Increase use of appropriate technology for screening and facilitation			
IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.1 Develop regional USAP-CMA targets on the levels of effective implementation of security measures	Analyze regional USAP-CMA results and national quality control data to identify compliance issues	ICAO, States	Setting of realistic and achievable targets for EI of ICAO Annex 17 and Annex 9 (security relevant) SARPS in the EUR/NAT regions

PRIORITY	Reference to GAsEP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.2.Coordinate efforts between states, stakeholders and ICAO on audits and peer review	Promote the exchange of information and innovative and efficient methods regarding state oversight of aviation security such as dynamic, risk and outcome based oversight models	ICAO, States, international and regional organizations, Industry,	Continuous improvement of effective implementation of critical elements of a state’s oversight system and compliance with Annex 17 and Annex 9 security relevant provisions as well as national and regional legislation
	P.A 4.3 Develop and implement rectification plans on national and local level to address gaps and vulnerabilities identified	Establish a framework to enable rectification of gaps identified under USAP-CMA and national/regional quality control activities and implement immediate response measures when needed.	States, Industry	Timely rectification of deficiencies and continuous improvement of compliance with Annex 17 and Annex 9 security relevant provisions as well as national/regional legislation
IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.5 Enhance training and guidance on quality assurance	Develop and maintain up-to-date guidance material and provide for appropriate training pertinent to quality control activities	ICAO, States, ASTCs, international and regional organizations, Industry,	Enhanced States’ and industry capacity to conduct quality control activities
	P.A 4.5 Enhance training and guidance on quality assurance	Improve capability and strengthen authority of national aviation security inspectors and define valid enforcement measures	States	Enhanced national aviation security oversight systems to achieve compliance with Annex 17 and Annex 9 security relevant provisions as well as national and regional legislation

<i>PRIORITY</i>	<i>Reference to GAsEP Priority action</i>	<i>ACTIONS/ TASKS</i>	<i>RESPONSIBILITY</i>	<i>PROJECTED OUTCOME</i>
<p><i>INCREASE COOPERATION AND SUPPORT</i></p>	<p>P.A 5.1 Contribute resources to ICAO, States and stakeholders for auditing/peer review</p> <p>P.A 5.2 Provide increased assistance (where possible) for capacity development</p> <p>P.A 5.3 Commitment to enhance effective implementation by recipient States</p> <p>P.A 5.4 Ensure all national entities concerned are actively involved in implementation of measures</p> <p>P.A 5.5 Identify and utilize new funding sources (e.g. UN, World Bank, States, industry, etc.)</p> <p>P.A 5.6 Enhance ICAO's capability and effectiveness in delivering assistance</p>	<p>Encourage the implementation of UN Security Council (UNSC) Resolution 2309 (2016) and GAsEP's objectives, global and regional roadmaps by national/regional entities engaged in aviation security</p>	<p>ICAO</p>	<p>Increased awareness of UN SC Resolution 2309 (2016) provisions and enhancement of aviation security given priority within States</p>

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

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