International Civil Aviation Organization

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)

FOLLOW-UP INITIATIVE TO THE REGIONAL CONFERENCE FOR THE EUR/NAT REGIONS (LISBON, 29-31 MAY 2018) TO ADDRESS COMMON CHALLENGES THROUGH IMPLEMENTATION OF THE ICAO GLOBAL AVIATION SECURITY PLAN (GASEP)

(Presented by Georgia, the Russian Federation and Switzerland)

SUMMARY

This paper proposes an initiative to create an inclusive, region-wide and impartial mechanism for the implementation of the Global Aviation Security Plan (GASeP) in the EUR/NAT regions with a focus on targeted and prioritized assistance and capacity building activities. The initiative aims at establishing a close coordination amongst States, regional organizations and stakeholders to avoid duplication of efforts and achieve effective and efficient implementation of the five key priorities outlined in the GASeP.

Action by the High-level Conference on Aviation Security is in paragraph 4.

1. **INTRODUCTION**

1.1   On 29 to 31 May 2018 a regional GASeP conference[1] was convened in Lisbon to discuss challenges through the implementation of the ICAO GASeP and provide a joint roadmap for the ICAO European and North Atlantic (EUR/NAT) regions, which further outlines the way forward for the implementation of the GASeP priorities on a regional level.

1.2   The conference endorsed two documents: the EUR/NAT GASeP Conference Declaration (Appendix A) and the Regional Roadmap (Appendix B). The declaration, in particular the preamble of the regional aviation security roadmap, outlines a mandate for the ICAO EUR/NAT Aviation Security Group (ENAVSECG). While the EUR/NAT GASeP Conference Declaration stipulates in a general tone "to work in compliance with UN SC resolution 2309 (2016) and respective ICAO Assembly Resolutions **under ICAO's leadership**" as well as "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", the preamble of the regional roadmap stipulates under its paragraph 1 precisely that coordination should be ensured by the ICAO European and North Atlantic (EUR/NAT) office via ENAVSECG.

1.3   Both documents as well as discussions during the regional GASeP conference highlighted the need for a close coordination to avoid duplication of efforts and increase collaboration in

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[1] Regional Aviation Security Conference to address common Challenges through Implementation of the ICAO Global Aviation Security Plan (GASeP), Lisbon, Portugal.

the GASeP priorities implementation under the auspices of ICAO. This should namely be the case in the areas of assistance and capacity building of all involved stakeholders in the EUR/NAT regions and beyond, where applicable. These documents direct the ENAVSECG to provide an appropriate vessel for the coordination of efforts undertaken in the regions to implement the priority outcomes of the GASeP.

1.4   It is imperative, that relevant efforts undertaken in the EUR/NAT regions are based on a solid assessment of predominant AVSEC shortcomings and needs. The efforts should be inclusive and should be prioritized to address the areas with the biggest need first. In addition, the availability of a comprehensive overview of all available resources in the EUR/NAT regions, including regional and national initiatives, which could provide guidance and assistance, would be highly beneficial.

1.5   It is for these reasons that the ENAVSECG, represented by its chair people, intends to launch an initiative to identify the prevailing AVSEC needs in the EUR/NAT regions, establish an effective mechanism to coordinate efforts on GASeP regional roadmap implementation and foster cooperation and collaboration amongst States, Organizations and Industry in the EUR/NAT regions and on interregional level.

2.   **REGIONAL ROADMAP**

2.1   Following the establishment of the GASeP and respective Global Roadmap, a relevant regional roadmap was drafted, discussed and subsequently endorsed at the ICAO Regional Aviation Security Conference in Lisbon. The successful conference saw a strong participation of States, Organizations and Industry from across the EUR/NAT regions.

2.2   The regional roadmap is designed as a "living" document addressing the five key GASeP priorities[2] in a holistic and inclusive way. Some key elements of the regional roadmap's actions include:

- the promotion of appropriate risk assessment methodologies which take into consideration also evolving and emerging threats, such as e.g. cyber, insider and landside;
- the establishment of an effective and efficient region wide mechanism for the exchange of information;
- the promotion of a positive security culture;
- improvement of training and training-materials taking into account human factor principles;
- the promotion of innovation, both technological as well as non-technical methods, such as the concept of unpredictability in aviation security;
- the improvement of capabilities and strengthening of authority of national aviation security inspectors; and
- the promotion of coordinated assistance and capacity building activities among all relevant stakeholders.

2.3   Enhance collaboration, and proceed in a coordinated and complementary manner in providing assistance and capacity building are paramount prerequisites to achieve an effective efficient and sustainable implementation of the desired goals. Such work should be based on a thorough needs and resources analysis taking into account the specific situation of the EUR/NAT regions, namely the diversity of its Member States, presence of a common aviation security system for about half of the region

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[2] Enhance risk awareness and response; Develop security culture and human capability in Aviation Security; Improve technological resources and foster innovation; Improve oversight and quality assurance; Increase regional cooperation and support.

(EU, incl. Iceland, Norway, Switzerland) and well-established regional organizations such as the European Civil Aviation Conference (ECAC), EUROCONTROL and others.

3.   **PROPOSAL FOR AN ENAVSECG INITIATIVE**

3.1   The chair people of ENAVSECG will present for endorsement their intention to launch an initiative at the next ordinary meeting of the group in spring 2019. The initiative will address the way forward in assisting the Member States of the EUR/NAT regions to address common issues and challenges in implementing the GASeP. The initiative would ideally establish an appropriate tool/mechanism provided by the ENAVSECG for the coordination of relevant efforts in the region as endorsed by the regional conference and referred to in para 1.2 of this working paper.

3.2   The initiative will try to identify the most common AVSEC shortcomings as well as available resources for assistance and capacity building in the EUR/NAT regions. It will eventually help to direct appropriate activities for the Member States of the region to ensure that the aspirational regional targets[3] will be achieved in a timely and reliable way.

3.3   The Initiative will have the following initial goals:

- Identification of AVSEC needs in the EUR/NAT regions in line with the five key priorities of the GASeP and its regional roadmap;
- Establishment of an effective mechanism to coordinate efforts on GASeP regional roadmap implementation including the necessary capacity building; and
- Foster cooperation and collaboration among States (donor States and recipient States), Organizations and Industry in the EUR/NAT regions and beyond, if appropriate.

3.4   The initiative would follow a work-programme, which could initially comprise of the following elements:

- Systematic analysis of USAP results of EUR/NAT Member States to identify "areas of concern";
- Survey amongst EUR/NAT Member States to establish common shortcomings and prevailing needs for assistance and capacity building;
- Collocation of assistance- and capacity building activities and available resources in the EUR/NAT regions; and
- Establishment of an effective region wide coordination mechanism for assistance- and capacity building activities.

3.5   The initiative would ideally see the establishment of a Sub-Group of the ENAVSECG which would steer the efforts and which would comprise of a rapporteur, a yet to be defined number of Member States and the ICAO AVSEC regional officer. The Sub-Group would report to the ICAO EUR/NAT Office via the ENAVSECG meeting.

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[3] 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

3.6   Output of the initiative will include proposals for targeted and prioritized assistance- and capacity building activities in the EUR/NAT regions, the coordination of relevant activities in the EUR/NAT regions and follow-up on activities related to the implementation of the GASeP key priorities and update of the relevant regional roadmap, where applicable.

3.7   There will be obvious advantages resulting from the initiative. Notably it will provide for an inclusive, region-wide and impartial mechanism for the coordination of assistance- and capacity building activities. Furthermore, it will help facilitate bringing together various stakeholders in the EUR/NAT regions and beyond, where appropriate, in order to foster collaboration and exchange of information with the common goal of strengthening the implementation of Annex 17 Standards and Recommended Practices (SARPs), regionally and beyond.

4.   ACTION BY THE HIGH-LEVEL CONFERENCE

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

   a) Note the outcome of the regional conference in Lisbon and the content of the EUR/NAT regional roadmap;

   b) Encourage ENAVSECG to continue establishing an initiative via proposed mechanism as described in para 3.4 to achieve relevant, coordinated, inclusive and complementary capacity building for the benefit of States in the EUR/NAT regions;

   c) Support the initiative, assist and actively participate as appropriate in the regional efforts;

   d) Encourage all ICAO regions to develop initiatives which support the implementation of the respective regional roadmaps; and

   e) Support the establishment of an interregional coordination platform.

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APPENDIX A

EUR/NAT GASeP Conference Declaration

The Europe and North Atlantic (EUR/NAT) Regional Conference to "address common challenges through implementation of the ICAO Global Aviation Security Plan (GASeP)" was conducted in Lisbon, Portugal from 29 to 31 May 2018. The participants of the conference (States, International and Regional Organizations and Industry) agreed on the following:

To recognize that the EUR/NAT aviation security roadmap is a living document contributing to effective implementation of the GASeP by States and other stakeholders in the EUR/NAT regions and beyond;

To reaffirm the need to enhance the effective implementation of ICAO aviation security Standards and Recommended Practices, in order to address global aviation security matters from a regional perspective, taking into consideration the ICAO regional knowledge and experience, existing regional structures, organizations, stakeholders and initiatives keeping in mind the importance to have sustainable, properly coordinated and aligned capacity building activities to leave no country behind and to avoid duplication;

To commit to work together with the shared and common goal of achieving the five key priority outcomes of the GASeP in the entire EUR/NAT regions in the time scale set out in Appendix A to the regional roadmap;

To recognize that the five key priority outcomes of the GASeP provide a welcome focus whose achievement would represent a qualitative improvement in global aviation security;

To work in compliance with UN SC resolution 2309 (2016) and respective ICAO assembly resolutions under ICAO's leadership and

To endorse the attached EUR/NAT aviation security roadmap discussed in Lisbon.

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APPENDIX B

EUR/NAT REGIONAL AVIATION SECURITY CONFERENCE TO ADDRESS COMMON CHALLENGES THROUGH IMPLEMENTATION OF THE ICAO GLOBAL AVIATION SECURITY PLAN (GASeP)

(Lisbon, Portugal 29 – 31 May, 2018)

EUROPE AND NORTH ATLANTIC AVIATION SECURITY ROADMAP

1.   The Europe and North-Atlantic (EUR/NAT) Aviation Security Roadmap, endorsed by the Regional Conference to "Address Common Challenges Through Implementation of the ICAO GASeP (Lisbon, Portugal 29-31 May 2018)", forms the basis for the work to be carried out by States and stakeholders in the EUR/NAT Regions, as coordinated by the ICAO European and North Atlantic (EUR/NAT) office via its EUR/NAT Aviation Security Group (ENAVSECG), in close cooperation with bodies/groups/fora in the EUR/NAT Regions (e.g. bodies of the EU, ECAC, etc…) and in line with the Global Aviation Security Plan (GASeP) approved by the ICAO Council.

2.   **Attachment A** of the Roadmap takes into consideration regional particularities and reflects aviation security actions/tasks as well as responsibilities and projected outcomes linked to the priority actions (PAs) from the GASeP, under the following five (5) key priorities:

    1.   Enhance risk awareness and response;
    2.   Develop security culture and human capability in Aviation Security;
    3.   Improve technological resources and foster innovation;
    4.   Improve oversight and quality assurance; and
    5.   Increase regional cooperation and support.

3.   This Roadmap is a "living" document aligned with the GASeP, and takes into consideration relevant ICAO Regulatory body decisions and directions.

4.   The EUR/NAT AVSEC Roadmap will bring together the ICAO EUR/NAT office, States, regional organizations and stakeholders, in a holistic and coordinated effort, to strengthen regional and inter-regional collaboration in aviation security. The main objective of the Roadmap is to assist and encourage all EUR/NAT stakeholders to work collaboratively towards effective implementation of agreed actions/tasks to achieve the objectives of the GASeP, compliance with Annex 17 and sustainability of the global and regional aviation security system using the ENAVSECG as the main forum (in coordination with other relevant bodies/groups/fora)) to foster information sharing amongst all stakeholders.

5.   The EUR/NAT AVSEC Roadmap also reflects the specific situation in the EUR/NAT regions taking into account that half of the States the ICAO EUR/NAT office is accredited to are also

Member States of the European Union (EU); 44 states are in addition members of the European Civil Aviation Conference (ECAC). Furthermore, it has to be recognized that other regional organizations covering a varying amount of EUR/NAT States are involved in aviation security or parts of it (e.g. implementation support, oversight, capacity building).

6.   With ICAO, all States, regional organizations and stakeholders fulfilling their responsibilities in implementing the Roadmap, the sustained level of secure and safe civil aviation operations would contribute towards preventing human, economic, financial and other losses. A strengthened aviation system provides for a conducive environment for economic growth and development in the EUR/NAT States.

7.   **Attachment A** of the Roadmap will be reviewed and updated in a coordinated manner by the ENAVSECG of the ICAO Regional Office (in cooperation with other appropriate bodies) taking into account existing and emerging aviation security threats specific to the region, major evolutions in the aviation system, as well as the GASeP and its future amendments.

8.   The ENAVSECG taking into consideration the provisions of the available resources of States and stakeholders should support the development of detailed National Action Plans to ensure the effective implementation of respective actions/tasks of the Roadmap.

9.   In support of the ICAO "No Country Left Behind" initiative, States, regional organizations and stakeholders in coordination with the ICAO EUR/NAT office are encouraged to provide assistance in implementing the Roadmap, as necessary, to other States and entities in need.

10.   States should determine and implement the relevant actions/tasks in a prioritized manner considering their greatest areas of risk in compliance with the Annex 17 Standards. In order to assist with this prioritization, States may obtain information from the ICAO Aviation Security Global Risk Context Statement, ICAO USAP audit results, and feedback from the Regional Office accredited to the EUR/NAT States.

11.   The ENAVSECG will work with the ICAO Regional Office accredited to the EUR/NAT States to collaborate with States, regional organizations, and stakeholders to support the effective implementation of the Roadmap.

12.   The ICAO Regional Office will monitor the implementation of the EUR/NAT AVSEC Roadmap and provide periodic progress reports to relevant Regional bodies, e.g. ENAVSECG and the ICAO EUR/NAT DG meeting based on the feedback received from States regarding the implementation of the Roadmap.

13.   The national appropriate authorities responsible for aviation security in EUR/NAT ensure that the actions/tasks of the Roadmap implemented in all States are in accordance with the detailed action plans to be developed by the States:

- **Enhance risk awareness and response**. Understanding risk is essential for policies and measures that are effective, proportionate and sustainable. Undertaking risk assessments will help to identify gaps and vulnerabilities, which can then be urgently addressed in the most practical way possible, and with optimal use of resources.

- **Develop security culture and human capability in aviation security**. The promotion of effective security culture is critical to achieve good security outcomes. A strong security culture must be developed from the top management across and within every organization. The existence of a well-trained, motivated and professional work force is a critical prerequisite for effective aviation security.

- **Improve technological resources and encourage innovation**. Promoting and applying better technological solutions and innovative techniques can provide the tools for enhancing security effectiveness while ensuring operational efficiency.

- **Improve oversight and quality assurance**. Effective quality control and oversight processes globally, nationally, and locally are critical in delivering sustained effective aviation security.

- **Increase regional cooperation and support**. Increasing collaboration between the ICAO EUR/NAT office and amongst and within States, regional organizations and stakeholders will enable the key security objectives to be achieved more quickly and efficiently.

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ATTACHMENT A

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

ASPIRATIONAL GLOBAL TARGETS
(as set out in the foreword to Appendix A of the GASeP - approved by ICAO Council)

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

ASPIRATIONAL EUR/NAT REGIONAL TARGETS

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

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

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

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

PRIORITY	Reference to GASeP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
ENHANCE RISK AWARENESS AND RESPONSE	PA 1.4 Up-to-date framework established in each State for conducting national and local risk assessments PA1.6 Review current screening arrangements in light of national risk assessment PA1.7 Review personnel security measures taking into account risk advice and guidance on insider threat	Accumulate , keep track and share best practices on appropriate measures to address threats including e.g. cyber, MANPADS, insider, landside and airspace threats and threats to ATM	ICAO, States, international and regional organizations, Industry,	Consistency regarding best practices is developed to help States and stakeholders to implement efficient measures to safeguard civil aviation from unlawful interference
DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY	PA 2.1 Build and promote security culture	Promote development of security awareness programmes that effectively support a positive security culture	ICAO, States, international and regional organizations, Industry,	Enhanced security culture within organizations and the general public
	PA 2.2 Develop/review national training programmes taking account of risk	Develop and improve training material for aviation security personnel taking into account human factor principles and risk	States	Enhanced human capability, appropriately trained workforce to better address existing and evolving threats

PRIORITY	*Reference to GASeP Priority action*	*ACTIONS/ TASKS*	*RESPONSIBILITY*	*PROJECTED OUTCOME*
DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY	PA 2.3 Professionalize work force and ensure continuous performance	Promote human factor principles in AVSEC training including the possibility of certification of Aviation Security (AVSEC) personnel	ICAO, States, international and regional organizations, Industry,	Enhanced security culture and human capability, appropriately trained workforce to better address existing and evolving threats
	PA 2.3 Professionalize work force and ensure continuous performance	Ensure sufficient funding is provided for a robust, trained and motivated security workforce	States, Industry	Continuous improvement of work performance and establishment of an effective and conducive environment for aviation security personnel to avoid turnover and to build competency
DEVELOP SECURITY CULTURE & DEVELOP HUMAN CAPABILITY IN AVIATION SECURITY	PA 2.2 Develop/review national training programmes taking account of risk P.A 2.3 Professionalize work force and ensure continuous performance	Encourage communication and cooperation amongst states, industry and ICAO Aviation Security Training Centers (ASTCs) taking into account regional/national training needs, e.g. regarding the development of training material, instructors exchange etc.	ICAO, ASTCs, , States, Industry,	Optimal use of resources, improvement of training quality and work performance to enhance the effective implementation of ICAO SARPS

PRIORITY	Reference to GASeP Priority action	ACTIONS/ TASKS	RESPONSIBILITY	PROJECTED OUTCOME
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.1 Enhance technical advice to states P.A 3.2 Promote innovative techniques and technologies by States and industry	Promote innovation and the use of efficient technologies, such as advanced screening technologies (e.g. Explosive Detection Systems, Explosive Trace Detection, body scanners etc.), video surveillance control systems etc. as well as the use of non-technical innovative methods, such as the introduction of a concept of unpredictability in aviation security	ICAO, States, international and regional organizations, Industry,	Enhanced security by using the most effective technologies and innovative processes and methods while ensuring operational efficiency on ground and in the air
	P.A 3.2 Promote innovative techniques and technologies by States and industry P.A 3.6 Develop and improve the efficiency of certification processes and operational use of security equipment including human factors	Promote the use of and active participation in AVSECPaedia in the entire EUR/NAT regions as the relevant platform for exchange of information on technology, innovation, testing and certification of security equipment,	ICAO, States, international and regional organizations, Industry,	Enhanced understanding and effectiveness of security processes throughout the region
IMPROVE TECHNOLOGICAL RESOURCES AND FOSTER INNOVATION	P.A 3.2 Promote innovative techniques and technologies by States and industry P.A 3.5 Increase use of appropriate technology for screening and facilitation	Encourage and assist States/Industry Partners in the provision of innovative technology and techniques to states in need and support funding	ICAO, States, Industry,	Enhanced screening equipment and other AVSEC related equipment as well as innovative techniques used throughout the region
IMPROVE OVERSIGHT & QUALITY ASSURANCE	P.A 4.1 Develop regional USAP-CMA targets on the levels of effective implementation of security measures	Analyze regional USAP-CMA results and national quality control data to identify compliance issues	ICAO, States	Setting of realistic and achievable targets for EI of ICAO Annex 17 and Annex 9 (security relevant) SARPS in the EUR/NAT regions

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

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

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

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

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