



## TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

**Agenda Item 2: Aerodrome operations – improving airport performance**  
**2.1: Airport capacity**

### OUTCOME OF THE HIGH-LEVEL CONFERENCE ON AVIATION SECURITY

(Presented by the Secretariat)

#### EXECUTIVE SUMMARY

This paper presents an overview on the outcome of the High-level Conference on Aviation Security (HLCAS), highlighting elements that may have an impact on the air traffic management (ATM) system and the provision of air navigation services.

#### 1. INTRODUCTION

1.1 The High-level Conference on Aviation Security (HLCAS) was held in Montréal from 12 to 14 September 2012. The HLCAS was attended by 132 Member States and 23 international organizations and industry associations.

1.2 The HLCAS adopted a report and a Communiqué. Due to the sensitive nature of the discussions that took place during the Conference, distribution of the report is restricted. The Communiqué, which presents a summary of the outcome of the Conference, is a public document. A copy of the Communiqué is provided in the Appendix.

#### 2. HLCAS OUTCOME – IMPACT ON THE AIR TRAFFIC MANAGEMENT SYSTEM

2.1 The HLCAS discussions resulted in a number of important conclusions and recommendations intended to enhance the aviation security framework. The HLCAS also provided recommendations aimed at ensuring sustainability and passenger facilitation, and promoting innovation in aviation security.

2.2 Recognizing the significant influence of security matters on the overall air navigation system and the interdependencies between aviation security and air navigation, the Conference concluded that, to provide safe, sustainable and efficient air navigation services, future air navigation systems will require increasing certainty with regard to the physical security of air navigation infrastructure, the predictability and punctuality of airport operations, and security of communications and the protection of space-based services.

2.3 With respect to the latter, the HLCAS recommended that ICAO intensify efforts to develop guidelines on the prevention of and appropriate response to emerging aviation security threats such as jamming, blocking and spoofing of global navigation satellite systems.

2.4 Regarding the sustainability of air transport, the Conference emphasized the importance of cooperation and coordination between ICAO, its Member States, international and regional organizations, industry and other stakeholders to achieve a sustainable level of aviation security. In this regard, the rationalization of security measures, mutual recognition of equivalence, and one-stop security are policy principles and practices, the implementation of which can contribute significantly to aviation security sustainability.

2.5 The HLCAS also concluded that the optimization of technology, which includes technological advancements and the development of innovative techniques, represents a key factor in achieving such sustainability. As a result, the Conference recommended that ICAO provide leadership in the development of next generation screening processes, taking into account technology developments and the desired security outcome. To this end, the HLCAS further recommended that ICAO convene a Symposium on Innovation in Aviation Security in 2014. Such a symposium would principally promote technology and security process innovation, further the exchange of information and standards, and support Member States in their research, development, procurement and systems integration efforts.

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## APPENDIX

### COMMUNIQUÉ OF THE ICAO HIGH-LEVEL CONFERENCE ON AVIATION SECURITY

**Montréal, 12 to 14 September 2012**

The High-level Conference on Aviation Security, convened by the International Civil Aviation Organization (ICAO) at its Headquarters in Montréal, was held from 12 to 14 September 2012. The Conference was attended by over 700 participants representing 132 Member States, and twenty-three international and regional organizations and industry associations.

Acknowledging the critical role of civil aviation in global economic development and the various security challenges which the international air transport sector faces today, the Conference highlighted:

- a) that credible threats exist and need to be addressed effectively to protect civil aviation;
- b) that terrorism does not respect borders and if not mitigated, can cause the loss of life and injury to persons, seriously disrupt international air transport operations, result in significant damage to civil aviation equipment and facilities, and undermine public confidence in air transport;
- c) Resolution A37-17, the Declaration on Aviation Security, and the ICAO Comprehensive Aviation Security Strategy (ICASS), which further enhance aviation security for the safeguarding of international civil aviation against acts of unlawful interference;
- d) the Joint Statements adopted at ICAO Regional Aviation Security Conferences held in Bahrain, India, Malaysia, Russian Federation, Senegal and Venezuela;
- e) the importance of the cooperation and coordination between ICAO, its Member States, international and regional organizations, industry and all other stakeholders to achieve a sustainable level of aviation security;
- f) that all ICAO Member States are committed to compliance with the aviation security Standards and Recommended Practices in ICAO Annexes 17 — *Security* and 9 — *Facilitation* to the *Convention on International Civil Aviation*, and other aviation security conventions; and
- g) that a balance should be maintained between the needs of security, facilitation, efficiency and effectiveness.

Mindful of these points, the Conference:

- 1) encouraged ICAO Member States and industry stakeholders to adopt a risk-based approach to aviation security;

- 2) welcomed the initiative taken by ICAO to establish a Risk Context Statement which provides valuable information to its Member States and offers a robust methodology for States to use in further developing their own national risk assessments, should they choose to use this methodology;
- 3) requested ICAO and its Member States to consider developing a more outcomes-based approach when regulating aviation security, as this would help them better define the security objectives of their measures;
- 4) strongly encouraged ICAO to expedite the adoption of new security Standards and Recommended Practices to mitigate the risk to air cargo and mail, based on the implementation of secure supply chain systems, common baseline security measures for both passenger and all-cargo aircraft, and enhanced security measures for cargo and mail considered to be high risk;
- 5) requested ICAO, the World Customs Organization, the Universal Postal Union and industry stakeholders to identify further synergies between aviation security, Customs and postal security requirements, with the objective of facilitating trade while assuring the security of air cargo and mail;
- 6) acknowledged that threats posed by insiders are real, and therefore urged ICAO Member States to implement effective mitigation measures, and to adopt a revised ICAO Standard on the screening of persons other than passengers as soon as practicable;
- 7) acknowledged the need for ICAO and its Member States to address the continued threat to international civil aviation posed by liquid, aerosol and gel (LAG) explosives, including the implementation of technological solutions needed to gradually lift restrictions on the carriage of LAGs in cabin baggage;
- 8) requested ICAO Member States to treat flights arriving from States where LAGs screening is applied in the same way as flights from States where LAGs restrictions are applied;
- 9) supported the transition of the ICAO Universal Security Audit Programme (USAP) to a Continuous Monitoring Approach that combines a risk-based approach to auditing and continuous monitoring, while considering national and regional organization oversight capabilities;
- 10) requested ICAO to make the best use of USAP audit results for defining and targeting aviation security capacity-building activities for the benefit of Member States in need;
- 11) encouraged Member States to share USAP audit results in an appropriate and secure manner in order to target capacity-building and technical assistance efforts on those areas where they would do most good;
- 12) acknowledged the progress made in the implementation of the ICAO Aviation Security Strategy on Capacity Building, and requested ICAO to strengthen its efforts, with additional focus to be given to air cargo and mail security capacity-building activities;

- 13) encouraged ICAO Member States and relevant stakeholders such as regional organizations to enter into partnership agreements for the organization and delivery of capacity-building activities, encompassing all the parties concerned and including commitments to be made by all partners;
- 14) highlighted the importance of defining security measures which are effective, efficient, operationally viable, economically sustainable, and take into account the impact on passengers;
- 15) strongly encouraged ICAO Member States to explore with each other mutual recognition arrangements, including one-stop security, which recognize the equivalence of their aviation security measures where these achieve the same outcomes, and which are based on an agreed comprehensive and continuous validation process and effective exchange of information regarding their respective aviation security systems;
- 16) endorsed as key principles governing international aviation security cooperation: a) respect for the spirit of cooperation defined in bilateral and/or multilateral air services agreements; b) recognition of equivalent security measures; and c) focus on security outcomes;
- 17) encouraged ICAO Member States to enhance aviation security by standardizing formats for travel documents and for the electronic transmission of passenger data to State authorities while ensuring the protection of passengers' privacy and civil liberties, and to enhance travel document security by participating in the electronic passport validation service known as the ICAO Public Key Directory (PKD);
- 18) requested ICAO to further address emerging issues such as air traffic management security (i.e., the security of air navigation services and facilities), landside security, and cyber threats;
- 19) supported initiatives undertaken by ICAO, in cooperation with industry stakeholders and equipment manufacturers, to develop the next generation of passenger and cargo screening processes, taking into account technology developments and desired security outcomes, and to make recommendations for the modernization of regulatory frameworks as necessary; and
- 20) strongly encouraged States to ratify the latest aviation security international legal instruments, namely the Beijing Convention and the Beijing Protocol of 2010.