



WORKING PAPER

HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 6: Ensuring the sustainability of aviation security measures – equivalence

**IMPLEMENTING THE REQUIREMENTS ON
THE CARRIAGE OF WEAPONS BY INDIVIDUALS**

(Presented by the Republic of Korea)

SUMMARY

Weapons, such as firearms, which may pose a potential threat to the safety of civil aviation, should only be allowed to be carried in the aircraft hold when strict transportation requirements are met. There is a need to thoroughly inspect whether such weapons are transported in compliance with those requirements during the hold baggage screening process at the point of origin.

Action: The High-level Conference on Aviation Security is invited to endorse the actions proposed in paragraph 4.

1. INTRODUCTION

1.1 All Member States should conduct a security screening on hold baggage of departing and transfer passengers. Firearms, in particular, should be transported in the aircraft hold only after being inspected whether such firearms meet the requirements¹ on the carriage of weapons during the hold baggage screening process.

2. DISCUSSION

2.1 Firearms carried by individuals should not be permitted in the cabin of an aircraft regardless of whether or not they have relevant licences or permits. If passengers intend to transport their own firearms as hold baggage, they should declare their firearms to the aircraft operator at check-in and hand in all pertinent documents which may include firearm licences or permits, export or import permits, and any other authorization from relevant national authorities; and their own firearms should meet the requirements on the carriage of weapons (e.g. storage in a locked container unloaded from the body of firearm).

2.2 The Republic of Korea has thoroughly conducted the screening of originating passengers and transfer passengers. Especially, the Republic of Korea has strictly inspected whether firearms are transported in compliance with those requirements during the hold baggage screening process.

¹ Aviation Security Manual (Doc 8973/8) 12.3.3 “Authorized individuals other than law enforcement officer”

2.3 As a result, firearms that failed to meet the transportation requirements have continuously been identified in the transfer hold baggage screening process at Incheon International Airport. Recently, a total of 35 cases of such firearms have been found from January 2009 to July 2012. It was confirmed that most of these firearms were contained in the hold baggage of passengers without appropriate pertinent documents.

2.4 These cases indicate that certain Member States do not have relevant regulations which clearly define the procedures and requirements on the carriage of weapons and, even if detailed regulations exist, the hold baggage screening process is not thoroughly conducted enough in determining whether the way of carrying firearms meet the transport requirements.

2.5 If firearms that failed to meet the transport requirements are not thoroughly inspected during the hold baggage screening process, brought into a security restricted area and loaded onto an aircraft, the following security problems may occur:

- a) Unauthorized persons may exploit those firearms at the airport origin or those firearms can be used to conduct unlawful interference.
- b) Transfer passengers may use those firearms contained in their own hold baggage with malicious intent at certain airports where passengers are permitted to handle their baggage in the transfer process.
- c) Firearms may enter into the state of the final destination without import permits and be used for criminal purposes.

2.6 Therefore, each Member State needs to verify with the aircraft operator or passengers in the screening process whether firearms meet the relevant requirements to ensure that only such firearms are brought into a security restricted area and loaded onto the aircraft.

3. **EXPECTED BENEFITS**

3.1 If the requirements on the carriage of firearms are thoroughly inspected during the baggage screening before loading onto an aircraft at the airport of origin, it will prevent potential act of terrorism against civil aviation security using illegal firearms brought into the security restricted area.

3.2 In addition, it can prevent potential use of those firearms for criminal purposes after entering into the state of the final destination. It is especially of benefit to countries that strictly restrict possession of firearms by individuals.

3.3 Moreover, it will improve the efficiency of security screening, reduce inconvenience to innocent passengers, and save human resources and time in the screening process needed to check the details of firearms transportation at the transfer airport.

3.4 Furthermore, it will promote the concept of One-Stop Security that ICAO and IATA encourage to Member States to enhance the efficiency of screening and improve the convenience of passengers by increasing the reliability on the Member States' security systems.

4. **CONCLUSIONS AND RECOMMENDATIONS**

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

- a) Request ICAO to consider a review of the procedures on the carriage of weapons in the Aviation Security Manual (Doc. 8973/8) 12.3 to include the confirmation process to check whether firearms meet the requirements on the carriage of weapons in the hold baggage screening process.
- b) Encourage Member States to conduct a thorough screening of the hold baggage to ensure that firearms carried by individuals correspond with the concerned requirements and to establish relevant domestic regulations.

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