



WORKING PAPER

ASSEMBLY — 39TH SESSION

Montréal, 27 September – 7 October 2016

EXECUTIVE COMMITTEE

Agenda Item 16: Aviation Security — Policy

**STATE REGULATORY AVIATION SECURITY MEASURES FOR
TRANSPORT INFRASTRUCTURE FACILITIES AND AIR TRANSPORT VEHICLES
IMPLEMENTED BY THE RUSSIAN FEDERATION**

(Presented by the Russian Federation)

EXECUTIVE SUMMARY

This working paper presents information regarding the implementation of additional State regulatory measures aimed at improving the level of security of transport infrastructure facilities and air transport vehicles against acts of unlawful interference, including acts of a terrorist nature.

In particular, this working paper provides a brief description of such additional measures adopted by the Russian Federation at Russian airports and by airlines, which consider the increased risks associated with the terrorist threat. It is proposed to take into account the positive experience related to aviation security measures in the Russian Federation.

Action: The Assembly is invited to:

- a) Take note of the contents of this working paper; and
- b) Entrust the Council to:
 - Urge ICAO Member States to adopt measures to further strengthen the exchange of information in the field of aviation security; and
 - Ensure that the guidance documents take into account the experience related to assigning categories to facilities and vehicles, carrying out assessments of their vulnerability and aviation security action plans, as well as the professional training of aviation security forces.

<i>Strategic objectives:</i>	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Annex 17 — <i>Security — Safeguarding International Civil Aviation Against Acts of Unlawful Interference</i> . Doc 8973 — <i>Aviation Security Manual</i>

¹ Russian version provided by the Russian Federation

1. INTRODUCTION

1.1 The terrorist attacks carried out by suicide bombers that occurred in Russia in August 2004 related to the practically simultaneous explosion of two civil passenger aircraft in the air, the January 2011 incident in the landside area of Domodedovo Airport, as well as the recent tragic events related to the explosion of an aeroplane of the "Kogalymavia" Russian airlines in the skies over the Sinai Peninsula, have made it necessary to introduce a set of additional State regulatory measures to strengthen aviation security. Particular attention has been paid to combating new types of threats caused by the actions of suicide bombers.

1.2 Incoming information from the special services and law enforcement authorities of the Russian Federation affirm that there is a continued threat of acts of unlawful interference, including terrorist attacks against the transport infrastructure and air transport vehicles due to their high level of vulnerability.

1.3 In this regard, the aviation authorities of the Russian Federation have developed and are actively implementing a systematic approach aimed at upgrading the level to ensure a sustainable and secure functioning of the transport system within the framework of the Federal Law "*On Transport Security*".

2. IMPLEMENTATION OF THE FEDERAL LAW "ON TRANSPORT SECURITY"

2.1 Within the framework of implementing the requirements of the Federal Law of the Russian Federation "*On Transport Security*" and new additional State regulatory measures introduced thereto in February 2014, transport infrastructure facilities and vehicles are duly being assigned specific categories based on quantitative statistical indicators related to acts of unlawful interference committed and prevented on the territory of the Russian Federation (with the exception of deliberately false reports about the threat of a single and/or multiple commission of an act(s) of unlawful interference), on indicators of possible fatalities or harm to human health, as well as on indicators of possible material damage.

2.2 For the different categories of transport infrastructure facilities and vehicles, their security requirements are established based on the modes of transport, including the requirements for anti-terrorism protection of facilities (territories), taking into account the levels of security. Thus, particularly for the most significant and sensitive facilities, depending on the level of security, the continuous screening of all persons may be carried out, including at entrances to terminal facilities at the landside area of an airport. Furthermore, access to different zones may be restricted; also established is the denial of access to the critical elements of facilities.

2.3 Once the categorization was completed, provision was made for a vulnerability assessment of the transport infrastructure facilities and vehicles, which was carried out to determine the degree of protection for the transport infrastructure and vehicles against potential threats of acts of unlawful interference. The vulnerability assessment of aircraft and air transport infrastructure facilities was carried out taking into account the requirements established in the ICAO Standards in the area of safeguarding civil aviation against acts of unlawful interference and the legislation of the Russian Federation.

2.4 Based on the results of the conducted vulnerability assessment of transport infrastructure facilities and/or vehicles, transport infrastructure stakeholders are developing plans to ensure transport security. The implementation of the transport security plans for transport infrastructure facilities and/or vehicles is being carried out in stages. The number of stages for the implementation of the plans and timelines for their implementation are defined in the corresponding transport security plan.

2.5 As of 2016, on the territory of the Russian Federation, there are several hundred civil aviation aerodromes and helipads. Among them, about one hundred have federal status, and have also been assigned a category, and the corresponding vulnerability risk assessment has been carried out and the transport security plan is being implemented.

2.6 Since 1998, State agencies have been carrying out the certification of the aviation security activities of airports, air transport operators, private and departmental security units that ensure the security of civil aviation airports. International airports, as well as federal, regional and local airports possess current aviation compliance security certificates. Monitoring compliance with certification requirements is carried out through scheduled and unscheduled audits.

2.7 In order to enhance the security of civil aviation against acts of unlawful interference in the Russian Federation, the *Comprehensive Programme for Public Security in Transport* has been developed and is being implemented. The intent of the Programme is to safeguard the lives and health of people on all modes of transport against acts of unlawful interference, including those of a terrorist nature, and natural or man-made emergency situations. The Programme provides for funding from the federal budget for the refurbishment of airports with modern engineering and technical security systems, the construction of patrol roads, the reconstruction of airport perimeter fences, as well as education, training and certification of specialists and officials in the area of aviation security.

3. NEW STATE REGULATORY MEASURES IN THE AREA OF AVIATION SECURITY

3.1 Since February 2014, a new legal framework for ensuring security has been implemented by the transport security units, providing for measures to safeguard transport infrastructure facilities and vehicles against acts of unlawful interference (including agreements with transport infrastructure stakeholders) with the involvement of departmental security units of the federal executive authorities in the field of transport and/or legal entities duly accredited for this purpose.

3.2 The concept of transport security forces has been introduced in order to ensure training, the implementation of audits and the subsequent certification of all those responsible for aviation security involving transport infrastructure stakeholders, transport infrastructure facilities, vehicles, including the staff of transport infrastructure stakeholders or transport security units directly related to the aviation security of transport infrastructure facilities or vehicles, and includes the aforementioned individuals.

3.3 An institute for the issuance by the police of findings related to clearances for individuals to perform work directly related to aviation security has been established and is operational.

3.4 For specific categories of transport security forces, provision is made for processing personal data, including through searches of checklists of organizations and private individuals, with respect to whom there is evidence of their involvement in extremist activities or terrorism.

3.5 Requirements have been introduced to establish correspondence between the knowledge, abilities and skills of the transport security forces, their personal (psychophysiological) qualities, the level of physical training of specific categories of transport security forces and the requirements of the legislation of the Russian Federation in order to ensure that decisions can be made by transport infrastructure stakeholders regarding clearances (denials) to transport security forces to perform work directly related to aviation security or to be banned from performing such work.