



ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation security

**STRENGTHEN AVIATION SECURITY MEASURES
PROMOTE HEALTHY DEVELOPMENT OF AIR TRANSPORT**

(Presented by China)

SUMMARY

This paper provides information on some of the effective aviation security measures taken in China, and proposes to establish a global or regional aviation security information exchange and coordination mechanism, and to organize a national auditor training course under ICAO Universal Security Audit Program(USAP).

Action by the Assembly is in paragraph 3.

1. INTRODUCTION

1.1 The terrorist attacks involving civil aircraft in the United States on 11 September 2001 and 24 August 2004 in Russia respectively claimed lives of many innocent people. This kind of terrorist activities flagrantly violated international laws, seriously impaired public confidence in air transport and its security, and brought great damages to international civil aviation industry and the world economy as a whole. China strongly condemns this kind of terrorist activities.

1.2 China's stand against terrorism is consistent and clear. China supports the combat against all forms of terrorism, supports the relevant resolutions adopted by the UN and ICAO, and opposes all types of terrorist activities against civil aviation and acts of unlawful interference against aviation safety. China adheres to the principle of "safety and security as first priority, and precautionary measures as the main resort". China advocates to prevent and eliminate terrorist activities against civil aviation through efforts of international community, and severe penalty is stipulated in our domestic legislation for criminal activities endangering aviation safety and security.

2. THE AVIATION SECURITY MEASURES OF CHINA

2.1 China always attaches great importance to aviation safety and security. Based on our practices in prevention of unlawful interference and the experiences of other countries in this regard, China has developed a whole series of security measures against unlawful interference.

2.1.1 China has established a fairly complete aviation security legal system. China is a Contracting Party to Tokyo Convention, The Hague Convention, Montreal Convention and its supplementary protocol. China strictly abides by the provisions of the above Conventions, and supervises the implementation of the related SARPs on aviation security in the Convention of International Civil Aviation. Meanwhile, in developing aviation security laws and regulations, China takes the contents of the above Conventions into domestic legislation and has promulgated a set of domestic laws and regulations in the area of aviation security, which have been effectively implemented within China. In some aspects, our domestic aviation security standards are even higher than international standards. For example, China started security screening to passengers' checked baggage (hold baggage) as early as in 1983.

2.1.2 A three-level supervising system is implemented for aviation security. The first level is the Aviation Security Bureau of the General Administration of Civil Aviation of China (CAAC), which is in charge of developing aviation security policies and regulations and supervising their implementation throughout the State. The second level is the Aviation Security Bureau of the Regional Civil Aviation Administrations, whose responsibility is to implement the aviation security policies and regulations within their respective regions, and to supervise and inspect the airline operators and airport authorities for their execution of aviation security regulations. The third level is the Aviation Security Division within the Aviation Safety Supervision and Management Office which is an agency of the Regional Civil Aviation Administrations concerned stationed in each province. Responsibility of this level is to take care of the routine aviation security supervision and management activities. The staff of the three-level supervision system are all professionally trained and assigned to perform governmental supervision and regulation functions and duties when they have obtained the certificates of Aviation Security Supervisor issued by CAAC.

2.1.3 Passengers, baggage and cargo are subject to strict security screening. Security screening to passengers and articles to be taken on board is the key part in the measures for safeguarding aircraft from hijacking and explosion. The establishment of security screening organization should firstly obtain the license issued by Chinese government. The security screening equipment should be approved by the Chinese government. Chinese civil aviation authority has put large amount of manpower and material resources into airports to consistently improve and update the aviation security equipments and facilities; it has established strict procedures in security screening. Furthermore, The Chinese government has taken a series of preventive measures, such as application of stringent seal-off separation measures in airport control areas, verifying passengers' tickets and ID cards at check-in, forbidding passengers consigning articles of other people, developing and using security supervision information management system, etc. Since there are more hidden troubles in air cargo transportation, China requires the cargo security screening be conducted in the control area, and the storage and road transportation of cargo that has been screened be under strict control to prevent explosive articles from sneaking in.

2.1.4 China has strengthened its efforts against in-flight hijacking. China has established the State Leading Office for Handling Aircraft Hijacking Event, and the Air Marshall Program and a aviation inspector team. Air Marshals and aviation inspectors are subject to a strict selection and training procedure so that they can quickly and effectively subdue terrorists within small area and close range in order to safeguard the passengers and flight.

2.1.5 Aviation security audit has helped further improve our aviation security performance. As one of the first States audited by ICAO, China completed the ICAO aviation security audit during May 10-27 this year, and will make corrections and improvements promptly in areas where there exist problems or deficiencies, if any, on the basis of audit report by ICAO. Meanwhile, the Chinese government has decided to establish a uniform, systematic, comprehensive and mandatory aviation security audit system for further strengthening the functions of civil aviation administration in supervising and inspecting the various civil aviation units, on the basis of ICAO's practice.

2.1.6 China plays an active role in international exchange and cooperation in aviation security. China strongly supports ICAO's activities in the field of aviation security and has actively participated in various meetings on aviation security organized by ICAO and its Asian-Pacific Regional Office. In recent years, the Chinese government has strengthened the exchange and cooperation efforts in the field of aviation security with other countries, especially with neighboring countries, European Union and within APEC framework.

2.2 The above aviation security measures taken by the Chinese government have enhanced consumers' confidence in air transport in China, and strongly helped to ensure the sustained, safe and healthy development of air transport in China and other parts of the world.

3. ACTION BY THE ASSEMBLY

3.1 The Assembly is invited to consider:

- 1) The establishment of a global or regional aviation security information exchange and coordination mechanism under the leadership of ICAO or its regional offices, in order to strengthen aviation security cooperation among all ICAO Contracting States through regular information exchange and policy coordination, so as to improve the overall aviation security situation at global or regional level and to ensure the safe and healthy development of air transport.
- 2) The organization of a national auditor training course under the ICAO USAP Program in order to help and promote the States to establish aviation security audit system of their own, so that the ICAO USAP Program could be better implemented and its purpose better served.