



HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 9: Any other business

RESULTS OF THE ICAO EUROPEAN/NORTH ATLANTIC REGIONAL CONFERENCE ON AVIATION SECURITY AND PROGRESS OF THE IMPLEMENTATION IN THE RUSSIAN FEDERATION OF THE JOINT STATEMENT OF THE CONFERENCE

(Presented by the Russian Federation)

SUMMARY

This paper presents the results of the work of the ICAO European/North Atlantic Regional Conference on Aviation Security held in November 2011 in Moscow, Russian Federation, and the progress made in implementing the Joint Statement adopted at the Regional Conference.

1. INTRODUCTION

1.1 On 21 and 22 November 2011, senior aviation authority officials from 14 European States including the Russian Federation, the Secretary General of the International Civil Aviation Organization (ICAO), representatives of the European Civil Aviation Conference (ECAC), the European Union (EU), the Interstate Aviation Committee (IAC), the Organization for Security and Co-operation in Europe (OSCE), and other participants and representatives of the aviation industry met in Moscow, Russian Federation, within the framework of the European/North Atlantic Regional Conference on Aviation Security, to further promote the effective implementation of the Declaration on Aviation Security, adopted unanimously by the ICAO Assembly at its 37th session in Montréal, Canada in October 2010.

1.2 The conference participants held constructive discussions about developments at the global, regional and State levels, and considered progress toward strengthening aviation security in accordance with the Declaration on Aviation Security, with particular focus on implementation, challenges and opportunities affecting the ICAO European and North Atlantic (EURNAT) Region, as well as prospects for greater cooperation for the purpose of enhancing security.

1.3 The provision of security, which is one of the ICAO Strategic Objectives, focuses primarily on developing and coordinating an effective global and legal framework in response to existing and emerging threats to civil aviation, and guarantees the continuous, uniform and consistent application of the Standards and Recommended Practices of Annex 17 — *Security* at the regional and global levels.

1.4 The Conference agreed to promote coordinated responses to threats and incidents, and to make all efforts to increase the efficiency of air transport by promoting risk-based security measures that are appropriate and proportionate to the threat. It also approved the leadership role of ICAO in strengthening aviation security at the regional and global levels.

1.5 The Regional Conference called upon States to intensify their coordination and cooperation to ensure the rapid communication of time-sensitive threat information and the exchange of best practices through, first and foremost, the AVSECPaedia security system and the Aviation Security Point of Contact Network.

1.6 The Regional Conference adopted a Joint Statement aimed at enhancing cooperation among States at the global, regional and State levels for the purpose of safeguarding all elements of the aviation infrastructure from acts of unlawful interference, so as to accelerate the resolution of problems associated with existing and emerging threats to civil aviation. A further objective was cooperation in the fields of aviation security personnel training, the provision of assistance, and capacity-building.

2. IMPLEMENTATION IN THE RUSSIAN FEDERATION OF THE JOINT STATEMENT OF THE REGIONAL AVIATION SECURITY CONFERENCE

2.1 In the Russian Federation, the State's aviation security tasks are carried out through the close interaction of federal and regional bodies of the executive branch, drawing on international experience, and within the framework of the security-related Standards and Recommended Practices of ICAO.

2.2 The Russian Federation has adopted a series of federal laws that established a body of binding rules and standards that regulate aviation security activities, including the conduct of scheduled and unscheduled audits and aviation security monitoring in airports and airlines. The federal law "On Transport Security" defines the legal foundations for ensuring the sustainable and secure operation of the transport system, including civil aviation.

2.3 Terrorist acts committed in air transport in recent times and the growth of the terrorist threat have served as the basis for the development and approval of the "Integrated Programme to Ensure the Security of the Population in Transport". The Integrated Programme also makes provision for the creation of information systems providing the possibility of remote control and monitoring of compliance with security requirements at the most vulnerable facilities within the aviation infrastructure.

2.4 The ICAO Universal Security Audit Programme (USAP) has proven to be an effective means for identifying problems and eliminating deficiencies in aviation security.

2.5 The Russian Federation underwent a second cycle audit in March 2011. The audit devoted considerable attention to the State's ability to conduct effective aviation security oversight with reference to the critical elements of the aviation security oversight system. ICAO's recommendations, aimed at further enhancement of the level of aviation security, are currently being implemented.

2.6 It should be stressed that the aviation security audit systems must be continually improved and developed in order to achieve a more progressive and effective approach to ensuring security at the global, regional and State levels. In this context and in accordance with the principle of extending the USAP beyond 2013, the Russian Federation supports ICAO's proposed method of continuous monitoring of the level of aviation security, supplemented by specific elements of the security risk assessment-based approach.

2.7 With respect to the transparency of the findings of the USAP audit, the Russian Federation maintains the principle of 'limited transparency', meaning that each State makes its own decision, on the basis of the expediency of such transparency and with consideration for its sovereignty, as to whether to provide information, at the request of other States, relating to the ICAO audit and the associated corrective actions.

2.8 Coordination and cooperation among States are being implemented and improved to ensure the rapid communication of time-sensitive threat information and the exchange of best practices using the Aviation Security Point of Contact.

2.9 The Russian Federation created an ICAO Point of Contact in 2006 upon receipt of a letter from the ICAO Secretary General proposing that it join the ICAO Point of Contact Network in order to establish contacts among States in case of a threat to civil aviation. The Point of Contact operates from the Main Automated Centre for Transport Monitoring and Oversight of the Federal Transport Oversight Authority of the Ministry of Transport of the Russian Federation. The Point of Contact's primary

operational tasks include collecting, processing, and disseminating information, as well as exchanging information among States and organizations in the event of a threat of an act of unlawful interference in civil aviation activities. When coordinating search and rescue, the Point of Contact acts as a standby centre used to process signals from automatic emergency beacons of the COSPAS-SARSAT system in the Russian Federation.

2.10 The activities of the Aviation Security Point of Contact are supported by modern information technology based on the use of telecommunications equipment, satellite communication systems, and the introduction of new communication and data transmission channels.

2.11 The Russian Federation attaches importance to conducting a constructive and open dialogue with the regional regulatory bodies of the ICAO Member States and the States of the European Union in order to minimize possible violations by local legislation in the area of aviation security provision. The Russian Federation has had recent contact with representatives of the aviation security subdivision of the European Commission concerning the screening of passengers flying from European airports to the Russian Federation and from airports in the Russian Federation to Europe, and with respect to bringing the aviation security programmes of foreign and Russian air carriers into line with local legislation.

2.12 We consider the enhancement of travel document security to be one of the priority objectives aimed at strengthening the security of passengers departing from airports in the Russian Federation. In this connection, legal documents enabling additional biometric data (data on the iris of the eye, behavioural characteristics, etc.) to be included in machine-readable passports are being adopted, automated border entry systems are being introduced, and the system for training border control specialists is being improved.

2.13 One of the prerequisites for a successful security policy at the national and international levels is the organization of the appropriate professional training for qualified aviation security personnel. This task is being carried out by the Moscow ICAO Regional Aviation Security Training Centre. Every year, with the agreement of ICAO Headquarters, the Centre holds at least two international courses in English or Russian, and seven to eight specialized national courses. Over 200 aviation security specialists train in the ICAO programmes each year. In today's world, this is not a sufficient number of graduates. For this reason, the Training Centre has begun intensifying the process of training aviation security specialists, making use of the available materials and technical and methodological resources, and with the active support of the State.

3. CONCLUSION

3.1 Regional aviation security conferences are an effective forum for holding constructive discussions within the region and are of primary significance for the enhancement of aviation security at the global, regional and State levels.

3.2 The High-level Conference on Aviation Security is invited to note the information contained in this paper.