



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

**ICAO AVIATION SECURITY POINT OF CONTACT
OPERATING IN THE RUSSIAN FEDERATION**

(Presented by the Russian Federation)

SUMMARY

This paper presents information concerning the Aviation Security Point of Contact operating in the Russian Federation as part of the system of ICAO Aviation Security Points of Contact (AVSEC Points of Contact). This Point of Contact is a means for efficiently exchanging critical information with other States and for adopting coordinated and equivalent response measures in the event of unlawful interference in civil aviation activities or the occurrence of incidents affecting aviation security.

Action: The High-level Conference on Aviation Security is invited to endorse the conclusions and recommendations in paragraph 3.

1. INTRODUCTION

1.1 The network of ICAO Points of Contact was created in early 2006 in order to establish a mechanism for exchanging critical information among States in the event of threats or acts of unlawful interference in civil aviation activities or the occurrence of incidents affecting aviation security. The network database contains the contact information of all international aviation security centres vested with the corresponding authority to send and receive, 24 hours a day, information pertaining to threats to civil aviation, as well as urgent requests and messages.

1.2 The effectiveness of the network of ICAO Points of Contact is borne out by the continuous and timely exchange of current information concerning incidents or threats of acts of unlawful interference, and by the receipt of other messages aimed at the further enhancement of aviation security measures.

**2. ICAO AVIATION SECURITY POINT OF CONTACT
OPERATING IN THE RUSSIAN FEDERATION**

2.1 The 30 December 2003 Provision No. 794 of the Government of the Russian Federation “On a Unified State System for Preventing and Overcoming Emergencies”, provides for the presence of crisis management centres in federal bodies of the executive branch and for the exchange of critical information in order to prevent incidents and acts of unlawful interference. In accordance with this Provision, a functioning Operation Centre has been created. Its main task is to collect current information

on accidents and emergencies in all types of transport and deliver it to senior industry officials, and to interact with other organizations.

2.2 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.

2.3 The Point of Contact consists of an operational subdivision at the administrative centre and territorial subdivisions in eight federal districts of the Russian Federation, all of which operate 24 hours a day.

2.4 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.

2.5 In addition to interacting with States, the Point of Contact ensures operational cooperation with search and rescue centres in air, maritime, rail and automotive transport in the Russian Federation and with the federal bodies of the executive branch, and it provides organizational and informational assistance to the emergency response centre when critical situations arise.

2.6 The on-call operational Point of Contact provides three types of information, depending on the events which have occurred:

- urgent information requiring immediate notification;
- daily information on accidents over the last 24 hours; and
- weekly information including analytical materials and operative measures taken to prevent possible emergencies.

2.7 In the event of an accident, the Point of Contact receives information on the location of the aircraft or ship in distress from the automatic emergency beacons of the COSPAS-SARSAT systems installed on aircraft and ships. The Point of Contact monitors the continual readiness and timely arrival of the search and rescue forces.

2.8 Meetings of the Commission and Operation Headquarters of the Federal Transport Oversight Authority are held in a specially equipped room of the Point of Contact for the purpose of preventing and overcoming transport emergencies. At these meetings, the most topical issues in transport are reviewed, including those related to aviation security, and solutions are developed and plans for their implementation are approved.

2.9 Information is received and transmitted using all types of communications: telephone, fax, AFTN and electronic communication channels. A special programme product is currently being developed which will allow the Point of Contact to operate in an automated manner in a single information space.

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

2.11 The Aviation Security Point of Contact's plans for development include the following:

- introduction and active use of ICAO AVSECPaedia;
- creation of a single information resource for transport and aviation security;
- development of a system for automated remote oversight of transport security, including aviation security;
- introduction of a modern oversight system that makes it possible to monitor the status and location of a means of transport in real time and to receive information on all irregularities in the operation of that means of transport;
- improvement of Aviation Security Points of Contact in the Russian regions;
- installation of mobile transport and aviation security oversight centres at the largest transport nodes; and
- introduction of satellite and ground communications infrastructure capable of transmitting video images.

2.12 In conducting its activities within the ICAO framework, the Point of Contact also maintains contact with the G-8 Anti-Crime and Counter-Terrorism Transportation Security Subgroup and communicates via a "hotline" with the Transport Security Administration of the United States Department of Homeland Security to resolve urgent issues related to crisis situations in air transport and the prevention of acts of unlawful interference in civil aviation activities. It is also increasing its interaction with other States' Points of Contact.

3. CONCLUSION AND RECOMMENDATIONS

3.1 The High-level Conference on Aviation Security is invited to endorse the following conclusion: The ICAO Aviation Security Points of Contact are an effective mechanism for exchanging critical information before, during, or after an incident affecting aviation security. Its main task is to assist in preventing acts of unlawful interference in civil aviation activities.

3.2 The High-level Conference on Aviation Security is invited to make the following recommendations:

- a) constantly increase the efficiency of operations and develop the interaction among the ICAO Aviation Security Points of Contact for the purpose of preventing acts of unlawful interference in civil aviation activities;
- b) actively make use of the opportunities provided by the ICAO Points of Contact in order to coordinate the efforts of States aimed at reducing the risks and preventing threats to civil aviation;
- c) ensure the implementation and use of AVSECPaedia in the work of the ICAO Aviation Security Points of Contact;

- d) introduce additional operational procedures and equip the ICAO Points of Contact with modern technologies based on the use of advanced telecommunications equipment and new communication channels; and
- e) conduct regular test sessions among the ICAO Aviation Security Points of Contact for the purpose of supporting their ability to work efficiently.

— END —