Joint Statement of the
Regional Conference on Aviation Security

Manama, Bahrain
11 April 2012

We, the Directors General of Civil Aviation and other senior officials of 13 States of the Middle East region (named in the Annex), the Secretary General of the International Civil Aviation Organization (ICAO), observer participants and representatives of the aviation industry, met in Bahrain on 10 and 11 April 2012 to further promote effective implementation of the Declaration on Aviation Security, adopted unanimously by the ICAO Assembly at its 37th Session in Montréal, Canada in October 2010.

We held constructive discussions about aviation security developments at the global, regional and State levels, and considered progress toward strengthening aviation security in accordance with the Declaration, with particular focus on the implementation challenges and opportunities facing States as well as prospects for greater cooperation for the purpose of enhancing security.

We recognized that risks to the security of international air transport must be addressed by proactive and holistic means in order to successfully detect threats, prevent unlawful interference, assure timely response to attacks when they occur, and ensure air transport system resilience.

We reiterated the need to comply with ICAO Assembly Resolution 37-17 Appendix A, Resolving Clause 4 which *"Calls upon all Contracting States to confirm their resolute support for the established policy of ICAO by applying the most effective security measures, individually and in cooperation with one another, to prevent acts of unlawful interference and to punish the perpetrators, planners, sponsors, and financiers of conspirators in any such acts.*

Acknowledging that civil aviation remains a primary target for terrorists, we reaffirmed our commitment to continuously improve aviation security systems and implement the nine commitments set out in the Declaration, having embraced this document as a comprehensive global policy framework. In particular, we recognized that the Declaration, supplemented by the ICAO Comprehensive Aviation Security Strategy (ICASS), serves as a blueprint for strengthening civil aviation security through international cooperation.

We recognized that the ICAO Universal Security Audit Programme (USAP) has proven instrumental in identifying aviation security concerns and providing recommendations for their resolution, and furthermore has validated an increased level of compliance with ICAO security standards. We fully acknowledged that certain States would benefit from assistance focused on achieving effective implementation of national civil aviation security programmes.

We recognized ICAO for its leadership in strengthening aviation security at the global and regional levels, and urged ICAO to continue reinforcing cooperation among all entities responsible for aviation security and other interested parties, both in the Middle East region, and worldwide.

We took into consideration established mechanisms for promoting cooperation on aviation security amongst States and organizations in the Middle East. We also recognized the outcomes of the regional aviation security conferences held recently in New Delhi, Dakar, Moscow, Kuala Lumpur and Caracas, which served to promote closer cooperation among States and identify opportunities for forming partnerships to more effectively address security concerns.

We considered several critical aviation security priorities and issues, and agreed on collective actions to be taken.

Risk-based measures

We agreed to promote coordinated responses to threats and incidents, and to make all efforts to optimize air transport efficiency by promoting the implementation of risk-based security measures that are appropriate and proportionate to the threat. Specifically, we agreed to:

1) ensure risk assessments of civil aviation infrastructure and services, as appropriate, are conducted and that appropriate mitigation actions are taken;

2) consider measures to enhance security of the landside areas of airports and other elements of air transport infrastructure;

3) promote the concept of unpredictability in the application of security measures;

4) enhance usage of available passenger and cargo data and other available information on security threats; and

5) engage and consult the industry on security approaches and measures.

Information sharing

We called on States and organizations to coordinate closely to assure the immediate communication of time-sensitive threat information and exchange of best practices, and to do so by utilizing established information-sharing tools, including the ICAO Aviation Security Point of Contact Network accessible to Member States and the ICAO AVSECPaedia web-based platform, in addition to studying the possibility of a regional or sub-regional mechanism in order to achieve this end.

We urged States to facilitate communication of security-sensitive information, where relevant, between national security agencies and civil aviation authorities in order to continuously

assess the level of threat to civil aviation and adjust security measures to counter new and emerging threats.

Technical assistance

We called on ICAO, its Member States, relevant organizations, industry and other stakeholders to provide technical assistance to States in need, including funding, capacity-building initiatives and technology transfer, as appropriate, in order to effectively address deficiencies that pose risks to civil aviation security.

We agreed to enhance regional cooperation with a view to improving capacity building and technical assistance efforts. In this regard, we urged increased support for efforts to establish robust, sustainable and effective aviation security systems and for ICAO to support, assist and coordinate capacity-building and technical assistance efforts of ICAO and Member States.

We welcomed the announcement by the Secretary General of ICAO's intention to develop a proposal, in collaboration with States, for a Cooperative Aviation Security Programme (CASP) in the region.

We encouraged States to make USAP audit results available, as appropriate, for other Member States in order to better target capacity building and technical assistance efforts and ensure that related initiatives benefit those areas of greatest need. We stressed, moreover, the importance of further developing the USAP in a manner that maximizes the effectiveness of assistance efforts through greater specification of the assistance required.

New technologies

We underscored the importance of promoting an open and constructive dialogue between regulatory authorities, relevant organizations, manufacturers and security service providers on the future of security detection systems.

We agreed to proceed quickly to resolve the problems arising from the continued threat posed by liquid-based explosives, notably by implementing new technology and supporting mechanisms that allow for the removal of restrictions on the carriage of liquids, gels and aerosols in cabin baggage, and by the further development of such technologies.

Air cargo security

We stressed that ICAO must continue to address, as a matter of priority, threats to the global air cargo system by enhancing supply chain security Standards, Recommended Practices and guidance, with particular emphasis on identifying and mitigating threats involving high-risk cargo. We further agreed to work with Customs, border control authorities and others to strengthen the global supply chain system. We also will promote cooperation with the World Customs Organization (WCO) and other regulatory bodies, recognizing the appropriateness of the regulated agent and known consignor programmes as a means of accounting for and controlling goods.

Insider threat

We stressed the importance of reaching a global consensus to comprehensively address the threat posed by insiders who might carry out or assist with carrying out an act of unlawful interference.

Sustainable security measures

We underscored the importance of maintaining a balance between the effectiveness of aviation security measures and their operational and economic impact in order to achieve the highest degree of facilitation.

We recommended against States acting disproportionately to threats and stressed the need to avoid introducing operationally or economically unsustainable measures when responding to a single security incident or threat.

We urged States to minimize disruptions and delays caused by security controls by coordinating and cooperating with regard to security arrangements in order to avoid duplication and promote one-stop security arrangements.

We urged States to support a global approach to the implementation of new security measures, recognizing that sustainable measures are most effective when broadly supported.

Unruly passenger behaviour

We recognized the potential risks that unruly passengers may pose to aircraft in flight, and the passengers and crew on board. We agreed to enhance cooperation, utilizing guidance material provided by ICAO contained in ICAO Circular 288, to effectively establish jurisdiction over such offences committed on board aircraft.

Travel document security

We agreed to further enhance travel document security by strengthening identity management systems, including the process for verifying identity. We agreed moreover to promote document validation by encouraging all Member States to join and actively participate in the ICAO Public Key Directory (PKD) programme.

Aviation security training

In order to safeguard all air transport elements, we agreed to intensify cooperative efforts to enhance training related to aviation security and performing assessments of aviation system vulnerabilities as outlined in the appropriate ICAO Annexes.

We called on the ICAO Regional Aviation Security Training Centres around the world to expand their cooperation, both regionally and internationally, in the training of personnel with particular attention to modern technologies, and to cooperate and coordinate with ICAO in updating, harmonizing and developing training material in line with security measures to address the evolving threat environment.

Action at the 2012 global conference

We agreed to report on our progress in implementing the 37th ICAO Assembly Declaration on Aviation Security and the Bahrain Regional Aviation Security Conference Joint Statement of 11 April 2012 at the ICAO High-level Conference on Aviation Security to be held in Montréal from 12 to 14 September 2012.

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Annex

Regional Conference
on Aviation Security

Manama, Bahrain
11 April 2012

State participants that endorse the Joint Statement

Algeria
Bahrain
Egypt
Jordan
Kuwait
Lebanon
Libya
Oman
Qatar
Saudi Arabia
Sudan
United Arab Emirates
Yemen

Other participants

Australia
Turkey
United Kingdom
United States of America

Arab Civil Aviation Commission (ACAC)
Arab Air Carriers Organization (AACO)
Gulf Cooperation Council (GCC)
Airports Council International (ACI)
International Air Transport Association (IATA)

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