Joint Statement
of the
Regional Conference on Aviation Security
in Europe

Moscow, Russian Federation
22 November 2011

We, the Directors General of Civil Aviation and other senior officials of 14 European States (named in the Annex), the Secretary General of the International Civil Aviation Organization (ICAO), the European Civil Aviation Conference (ECAC), the European Union (EU), the Interstate Aviation Committee (IAC), the Organization for Security and Cooperation in Europe (OSCE) and other observer participants, and representatives of the aviation industry, met in Moscow, Russian Federation on 21 and 22 November 2011 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 developments at the global, regional and State levels, and considered progress toward strengthening aviation security in accordance with the Declaration, 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.

We reaffirmed our commitment to continuous improvement and implementation of the nine actions set out in the Declaration, having embraced this document as a comprehensive global policy framework. In particular, we recognized that the Declaration serves as a blueprint for strengthening civil aviation security through international cooperation.

We took into consideration established mechanisms for promoting cooperation on aviation security amongst States and organizations in the EURNAT Region

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

We acknowledged that civil aviation remains a primary target for terrorist attacks, and recognized that even intercepted or failed attacks could undermine a sense of security and seriously disrupt aviation operations.

We recognized that the ICAO Universal Security Audit Programme (USAP) has proven to be instrumental in the identification of aviation security concerns and in providing recommendations for their resolution, and that the programme has validated an increased level of implementation of ICAO security Standards

We fully acknowledged that some States would benefit from assistance to achieve robust and sustained implementation of national civil aviation security programmes.

We commended the leadership role of ICAO in strengthening aviation security at the global and regional levels, and urged ICAO to continue to reinforce cooperation amongst all aviation security stakeholders in its EURNAT Region and the rest of the world.

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

1) conduct risk assessments of airport facilities and take appropriate remedial actions;
2) establish means to enhance security of landside areas of airports and other elements of air transport infrastructure;
3) promote the concept of unpredictability in the application of security measures; and
4) enhance the usage of available passenger and cargo data and other available information on security threats.

We called upon States and organizations to intensify their coordination and cooperation to assure the rapid communication of time-sensitive threat information and the exchange of best practices and, in the first place, through the AVSECPaedia system and the ICAO Aviation Security Point of Contact Network.

We called on ICAO, its Member States, international and other organizations, industry and stakeholders to provide technical assistance to those in need, to effectively address deficiencies that pose risks to international civil aviation.

We agreed on the need to enhance cooperation within the Region to enable better targeting of capacity-building and technical assistance efforts. In this regard, we urged increased support for establishing robust, sustainable and effective aviation security systems and, in the first instance, recognised the need for ICAO's Regional Office to support and assist in this respect, these efforts being complementary to and coordinated with existing capacity building programmes of the member States, the EU and ECAC.

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 on the basis of ICAO Standards and Recommended Practices laid down in Annex 17.

We stressed the need for ICAO to address, as a matter of priority, threats to the air cargo security system from attacks and disruptions, by means of enhancing supply chain security and by identifying and securing high-risk cargo. We further agreed to work with Customs, border control authorities and others to strengthen the global supply chain system. We also agreed to promote cooperation with the World Customs Organization and others, recognizing the regulated agent and known consignor systems to account for and control goods.

We urged international coordination and cooperation working through ICAO, as appropriate, with a view to minimizing disruptions and delays caused by the duplication of security controls, and promoting one-stop security arrangements, where possible.

We agreed on the need to enhance cooperation between States and organizations at the global and regional levels in order to safeguard all elements of aviation infrastructure from acts of unlawful interference which may pose threats to aviation security. This should include enhanced security training and security assessments of vulnerabilities of the overall aviation system as outlined in the appropriate ICAO Annexes.

We agreed to further enhance travel document security by strengthening identity management systems, including the process for verification of identity. We further agreed to promote document validation by using the ICAO Public Key Directory.

We agreed on the need to progress quickly to resolve the problems arising from the continued threat from liquid explosives, including specifically the implementation of technological solutions needed to end restrictions on the carriage of liquids, gels and aerosols in cabin baggage, and their further development.

We urged global coordination and cooperation to assure the sustainability of aviation security measures in the presence of the evolving threat environment and other challenges facing civil aviation.

We stressed the importance of reaching a global consensus to comprehensively deal with the insider threat issue.

We encouraged States to promote the transparency of ICAO USAP audit results so as to ensure that assistance and capacity-building efforts are directed at those areas of greatest need and stressed the importance of further developing the USAP.

We urged States to organize and facilitate exchanges between intelligence services and civil aviation authorities in order to continuously assess the level of threat to civil aviation security and adjust security measures to counter new and emerging threats.

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

We cautioned States to react proportionately to threats to aviation security.

We called upon ICAO Regional Aviation Security Training Centres to expand their cooperation at the regional and international levels in the field of security personnel training, and to cooperate and coordinate with ICAO in the updating and development of training material to reflect the evolving threat environment.

We concluded by agreeing to report on progress in implementing the Declaration on Aviation Security and this Joint Statement at the ICAO High Level Security Conference to be held in Montréal from 12 to 14 September 2012.

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Annex

Regional Conference on Aviation Security
in Europe

Moscow, Russian Federation
22 November 2011

State participants

Albania
Azerbaijan
Belarus
Denmark
France
Germany
Italy
Kazakhstan
Lithuania
Moldova
Russian Federation
Spain
Ukraine
United Kingdom

Organizations

European Union
European Civil Aviation Conference
International Air Transport Association
Interstate Aviation Committee
Organization for Security and
        Cooperation in Europe

Other participants

United States

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