Key Principles to Guide International Efforts in Aviation Security

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### Key principles to Guide International Efforts in Aviation Security

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#### Recent topics of Aviation Security in Japan

1. **100% hold baggage screening**
   - ICAO Mandatory Requirement from January 1, 2006.
   - Japan implemented 100% hold baggage screening on domestic flights as well as international flights.
   - Japan is introducing In-line Screening Systems.

2. **Flight Deck Security**
   - Reinforced flight crew compartment door (from November 1, 2003).
   - Japan amended regulations to require all applicable airplanes to install a reinforced door.
   - Encourage airlines to install Cabin Monitor Cameras.

3. **Sky Marshal Program**
   - Japan carried out a Sky Marshal Program in December 2004.
   - Implemented the Sky Marshal Program in Japan.

4. **Protection of screened passengers, baggage and aircraft security**
   - Japan introduced staff screening on January 10, 2006.

5. **Measures against MANPADS**
   - All APEC economies agreed to undertake a MANPADS vulnerability assessment at least one of their international airports by the end of 2006.
   - Japan carried out a MANPADS vulnerability assessment at a major international airport in 2004.

### Contents

1. Recent topics of Aviation Security in Japan
2. Outline of the Ministerial Statement on Aviation Security
   - Key Principles to Guide International Efforts

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1. Implementing and enforcing ICAO rules and encouraging their application to domestic operations, where appropriate

- Challenge
  - Due to financial issues and other restrictions, some countries do not meet the ICAO International Security Standard.
  - Terrorist attacks on domestic flights occur frequently.

- Principle
  - Urges States to implement and enforce the Standards and Recommended Practices (SARPs) of Annex 17 (Security) to the Chicago Convention and other ICAO provisions relating to aviation security.
  - Strongly encourages the application of the above-mentioned SARPs and ICAO provisions to domestic operations, where appropriate.

- Future actions
  - Consider supporting ICAO activities both financially and in terms of human resources.
  - Promote the domestic application of the international standards worldwide, with the consideration that each country has a different threat level for domestic flights.

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2. Improving screening capability by sharing technologies and promoting international cooperation in research and development

- Challenge
  - It is an issue of great importance to improve the capability of screening, where the need is to protect the entire cargo supply chain.

- Principle
  - Encourage States to adopt improved improved screening capability and practices.
  - Encourage States to share related expertise and technologies for screening.
  - Promote international cooperation in research and development.

- Future actions
  - Dissemination guidance document on screening be developed in GA.
  - Sharing of knowledge and technology for improving screening.
  - International cooperation in research and development.

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3. Working bilaterally and multilaterally to achieve a high level of security in screening procedures

- Challenge
  - Balancing between security and facilitated transport is a main issue of G8.
  - There is a gap of security level among relevant States.
  - The aviation security of the entire aviation network needs to be maintained by each related country.
  - Bilateral or multilateral arrangements for aviation security would be envisaged.

- Principle
  - Encourage States to work bilaterally and multilaterally to achieve a high level of security in screening procedures for passengers and baggage.

- Future actions
  - Sharing the application of screening systems in developing international guidelines on a voluntary process for One-stop security.
  - Bilateral or multilateral arrangements for aviation security would be envisaged.

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4. Facilitating passenger travel in a manner that does not compromise security by various methods including biometrics

- Challenge
  - The worldwide aviation network has been highly developed.
  - The existence of countries and regions whose security measures are not satisfactory.

- Principle
  - Encourage the facilitation of passenger travel in a manner that does not compromise security. One example is through the use of biometric information while being mindful of data privacy protection issues.

- Future actions
  - International cooperation on sharing of knowledge and experience about the use of biometric information.
  - Low-minded countries prepare a list of appropriate contact points in order to share information on new technologies and measures.

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5. Developing best practices for air cargo security

- Challenge
  - Air cargo security is one of the vulnerable sectors in security due to a great amount of various kinds of air cargo.
  - Air cargo security measures vary among countries.
  - Increasing international air cargo transport.

- Principle
  - Encourage the development of internationally strengthened and harmonized measures and best practices for air cargo security, taking into account the need to protect the entire cargo supply chain.

- Future actions
  - ICAO is requested to establish a study group to develop best practices on internationally strengthened and harmonized measures in air cargo. The measures consist of the necessity of air cargo security, the need to protect the entire cargo supply chain.

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6. Increasing capacity building efforts to ensure the integrity of aviation security worldwide

- Challenge
  - The worldwide aviation network has been highly developed.
  - The existence of countries and regions whose security measures are not satisfactory.

- Principle
  - Encourage States to promote aviation security capacity building efforts, both on a bilateral basis and through the use of multilateral and regional arrangements.

- Future actions
  - ICAO and the emergency system will promote the following measures:
    - Sharing of seminars on aviation security.
    - Sharing of security experts from developing countries for exchange of information etc.

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1. **Challenge**
   - The necessity of a worldwide aviation security contact network in order to cope with increasing threats against commercial flights and security-related emergencies.
   - A 24-hour contact point network created under the initiative of G8 is in the process of being expanded to include all the ICAO member countries (189 countries).

2. **Principle**
   - Encourage States to register with the ICAO Aviation Security Point of Contact Network, so that States can communicate effectively during situations of heightened threat or security-related emergencies.

3. **Future actions**
   - ICAO will expand the ICAO Aviation Security Point of Contact Network.
   - All ICAO member countries can register their contact points in this network.

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International Air Transport Network is expanding globally and international efforts in Aviation Security is vital for further development of aviation.

Strong commitment by APEC member States for Aviation Security will help worldwide aviation activities.

Thank you for your attention.