



**HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)**

**Montréal, 12 to 14 September 2012**

**Agenda Item 6: Ensuring the sustainability of aviation security measures – equivalence**

**AVIATION SECURITY DEVELOPMENTS IN THE ASIA AND PACIFIC (APAC) REGION**

(Presented by Australia, Brunei Darussalam, Cambodia, India, Indonesia, Japan, Lao People's Democratic Republic, Malaysia, Myanmar, Sri Lanka, Singapore, Thailand, and Viet Nam)

**1. INTRODUCTION**

1.1 The Asia and Pacific (APAC) region is a major region of growth. Civil aviation activities are expected to increase significantly over the next decade and beyond. The region is characterised by diversity of aviation security systems and capacity. In this regard, aviation security remains a critical underpinning element supporting this growth and expansion of movement of passengers and cargo by air, within, across and beyond the region.

**2. KEY AVIATION SECURITY DEVELOPMENTS IN THE ASIA AND PACIFIC REGION**

2.1 In recent years, a number of aviation security initiatives have been undertaken in the Asia and Pacific region. These include the following:

- a) Ministerial aviation security conferences held in partnership with the International Civil Aviation Organization (ICAO), in Tokyo, Japan, in March 2010; in New Delhi, India, in February 2011; and in Kuala Lumpur, Malaysia, in January 2012. These conferences brought together regulators, industry, and other stakeholders, to exchange views, share best practices, and pledge to work closely together to enhance aviation security standards and measures in the region. Declarations were adopted at the three conferences setting out these commitments.
- b) Aviation security training. The ICAO has established six Aviation Security Training Centres (ASTCs) in the APAC region, in (i) Hong Kong, China; (ii) Kunming, China; (iii) New Delhi, India; (iv) Kuala Lumpur, Malaysia; (v) Auckland, New Zealand; and (vi) Seoul, Republic of Korea. In addition, there are also a number of major civil aviation institutes such as the Singapore Aviation Academy (SAA) and the Civil Aviation Management Institute of China (CAMIC), which offer aviation security operational and management training programmes. These ASTCs and civil aviation training institutes offer a host of ICAO and other AVSEC training packages and courses, including in partnership with industry, to enhance AVSEC knowledge and expertise in the region.
- c) Aviation security capacity building. This is another critical area that has contributed to the enhancement of aviation security expertise and improvement

and implementation of aviation security measures and programmes amongst the Asia and Pacific States. A number of regional States, such as Australia, Japan, and New Zealand, have been providing aviation security capacity building and technical assistance to other regional States in need, to help them enhance their aviation security capability to meet the requirements of Annex 17 and security-related provisions in other Annexes to the Convention on International Civil Aviation. From time to time, States from outside the Asia and Pacific region also provide such aviation security capacity building and technical assistance for the benefit of the region. The ICAO Asia and Pacific Regional Office also spearheads the Co-operative Aviation Security Programme – Asia Pacific (CASP-AP), which co-ordinates and provides capacity building and technical assistance to regional States in need of such assistance.

- d) Regular platforms for information sharing on aviation security issues. The APAC States have been meeting annually for the past three years at the Asia-Pacific Heads of Aviation Security Regulators' Meeting, which was started in 2010. This meeting brings together senior officials from the region to exchange views, perspectives, share experiences, and discuss common approaches to aviation security challenges and issues. Regular updates on aviation security developments are also tabled at the annual ICAO Conference of Directors-General of Civil Aviation, Asia and Pacific Region (DGCA Conference), to seek high-level endorsement of these approaches and initiatives going forward.

### 3. GOING FORWARD

3.1 The Asia and Pacific States have been actively pursuing various initiatives and efforts to strengthen international aviation security standards and measures, and to enhance collaboration with each other, the ICAO, industry bodies, and other stakeholders. The States in the APAC region will continue to undertake the following to heighten the level of aviation security awareness, standards, measures, and expertise in the Asia and Pacific region:

- a) Support the implementation of the ICAO Comprehensive AVSEC Strategy (ICASS) which was endorsed at the 37th ICAO Assembly in September/October 2010. The ICASS has seven strategic focus areas, namely:
- (i) Addressing new and existing threats;
  - (ii) Promoting innovative, effective and efficient security approaches;
  - (iii) Promoting the sharing of information amongst and within Member States to raise awareness of threats and aviation security trends;
  - (iv) Promoting global compliance and establishing sustainable aviation security oversight capability of States;
  - (v) Improving human factors and security culture;
  - (vi) Promoting the development of mutual recognition for aviation security processes; and
  - (vii) Emphasising the importance of security amongst States and stakeholders.
- b) Continue to support the work of the ICAO in refining and developing new, effective, and practical Standards and Recommended Practices (SARPs) for the

benefit of all ICAO Member States, and in moving towards an outcomes-based approach to security. This is to avoid a “one size fits all” approach to aviation security and the imposition of impractical measures and requirements on States and industry;

- c) Continue to promote the effective implementation of Annex 17 SARPs amongst States in the Asia and Pacific region;
- d) Support the role of the ICAO Asia Pacific Regional Office in providing assistance, (including through CASP-AP) and assisting and co-ordinating capacity building and technical assistance efforts between States requiring assistance and those States and agencies willing to provide the assistance;
- e) Encourage the Asia and Pacific States to participate in and make use of the ICAO Aviation Security Point of Contact (PoC) Network and the ICAO AVSECPaedia;
- f) Continue to share best practices and new developments such as air cargo security, quality control, and the use of new aviation security screening technology for liquids, aerosols, and gels (LAGs), hold baggage, hand baggage, cargo, catering, passengers and airport personnel (e.g., use of body scanners);
- g) Encourage further engagement with industry on understanding new and emerging aviation security challenges and requirements, and exploring practical approaches and measures including harmonisation and/or alignment of security requirements; and
- h) Give emphasis to addressing implementation issues related to air cargo security requirements in a practicable, sustainable, and cost-effective manner.

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