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**ASSEMBLY — 37TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 13: Security policy**

**LONG-TERM DEVELOPMENT PLANS OF THE REPUBLIC OF KOREA  
FOR CIVIL AVIATION SECURITY**

(Presented by the Republic of Korea)

**EXECUTIVE SUMMARY**

The Republic of Korea (ROK) has developed a blueprint for civil aviation security with the aim of enhancing aviation security policies, increasing national civil aviation security capacity and deterring constant terrorist attacks against the civil aviation domain. The blueprint includes plans for the establishment of a tighter preventive security management system. This paper provides an overview on the long term plans of the ROK for civil aviation security and strategies for successful implementation.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B – Security, <i>Enhance global civil aviation security</i>
<i>Financial implications:</i>	No financial implications
<i>References:</i>	No references

## 1. INTRODUCTION

1.1 Even after the September 11 attacks, constant attacks such as the Heathrow plot of August 2006 and the incident of Northwest Airlines Flight 253 of December 2009 occurred. It demonstrates that threats against civil aviation still exist and unlawful interferences and terrorist attacks become increasingly sophisticated even though States' security procedures were enhanced after 9/11. Recognizing the current civil aviation security environments around the world, the Republic of Korea (ROK) has established long term plans for civil aviation security to confront emerging threats, improve civil aviation security policies for the betterment of the national capacity in civil aviation security and deter any plot against the civil aviation domain by terrorists.

## 2. IMPROVEMENT OF SECURITY OPERATION SYSTEM

2.1 While strengthening security measures for both passenger and cargo services through the improvement of access control systems at all airports, reformation of standards and control systems for air cargo security and development of security measures for general aviation, the ROK government intends to minimize any inconvenience caused by implementing stricter security measures.

### 2.2 Advanced security technology

2.2.1 The long term plans for civil aviation security include the introduction of advanced screening equipment such as Advanced Imaging Technology (AIT) units and Liquids, Aerosols and Gels (LAGs) explosives detection equipment which distinguishes between general LAGs and threat LAGs. In particular, the government has conducted in-depth reviews on privacy issues and cost-effective outcomes, consulted with national aviation security agencies prior to making a decision on the introduction of AIT machines and started an AIT pilot programme on 1 September 2010. The ROK expects it will contribute to enhancing security screening capacity and minimizing passengers' inconvenience.

### 2.3 Enhancement of standards and system for air cargo security

2.3.1 The ROK has strengthened the security system for air cargo which exceeds international standards. The National Civil Aviation Security Programme requires that all cargo to be loaded on commercial passenger aircraft undergo X-ray screening and cargo to be loaded on cargo only aircraft to be screened in one of the following five ways: manual search; x-ray equipment; explosive trace detection; explosives detection dogs; and simulation chambers. Further, the government has strived to sustain a strict air cargo security framework and will develop alternative screening procedures in 2010 for some special air cargo such as livestock or high value which can be easily damaged during x-ray screening.

### **3. ENHANCEMENT OF NATIONAL CIVIL AVIATION SECURITY QUALITY CONTROL SYSTEM**

#### **3.1 Aviation Security Audit Programme and Security Management System (SeMS<sup>1</sup>)**

3.1.1 Recently, the ROK government introduced an Aviation Security Audit Programme (ASAP) which is designed to manage and oversee the nationwide civil aviation security activities more closely. The ASAP has enabled the government to assess intensively the status of implementation of stakeholders' security programmes, such as airport operators and air carriers. Further, the government expects that the ASAP will contribute to changeover of the National Civil Aviation Security Quality Control System from a compliance based or linear management system to a comprehensive audit system for airport operators and airlines. Moreover, the government has been working on the establishment of a Security Management System (SeMS) which enables analyzing, assessing and resolving risk factors or threats against civil aviation in advance, consequently, minimizing the possibility of unlawful interference. Specific researches are underway and will be concluded by the end of this year to develop a national SeMS. Results from the researches will be utilized for the development of management indicators, threat assessment techniques, a database system for basic information and a reporting system.

### **4. ENHANCEMENT OF INTERNATIONAL COOPERATION**

4.1 It is noted that emerging threats are unlike conventional attacks such as chemical, biological, radioactive and nuclear attacks, use of aircraft as weapons, or insider and cyber threats. It means that the enhancement of aviation security capacity through States' efforts is not enough to guarantee prevention and deterrence of unlawful interferences. In this connection, the ROK has been closely working together with Member States in every civil aviation security field, such as providing consultations to other States, discussions for parallel exemption to LAGs security controls and operation of In-flight Security Officials. The ROK has also held Joint Aviation Security Inspectors Workshops (JAIW) to build capacity for regional security through promoting the exchange of experiences and best practices on quality control among civil aviation security inspectors. The ROK government hosted the First Korea-Japan JAIW in December 2009 and will host the First Korea-China-Japan Trilateral Joint JAIW in December 2010 in the ROK.

### **5. CONCLUSION**

5.1 The abovementioned long term plans specify the efforts of the ROK in keeping civil aviation safe and secure from both traditional and emerging threats while highlighting that international cooperation in civil aviation security fields has become more important than ever. In this connection, the ROK expects ICAO to show its authority and leadership to build global security capacity for civil aviation. The ROK will support ICAO and cooperate closely with other Member States for the continuation of secure air transport system.

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<sup>1</sup> Major Factors of SeMS: purpose of security, management indicators, voluntary reporting, monitoring and assessment, preventive measures and network between stakeholders