

Aviation Security Challenges and International Cooperation

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Part I

Overview of Aviation Security Regimes in Japan

- I. Aviation Activities in Japan
- II. Aviation Security in Japan
- III. Recent topics of Aviation Security in Japan
- IV. Recent Acts of Unlawful Interference against Civil Aviation
- V. International Coordination and Contribution

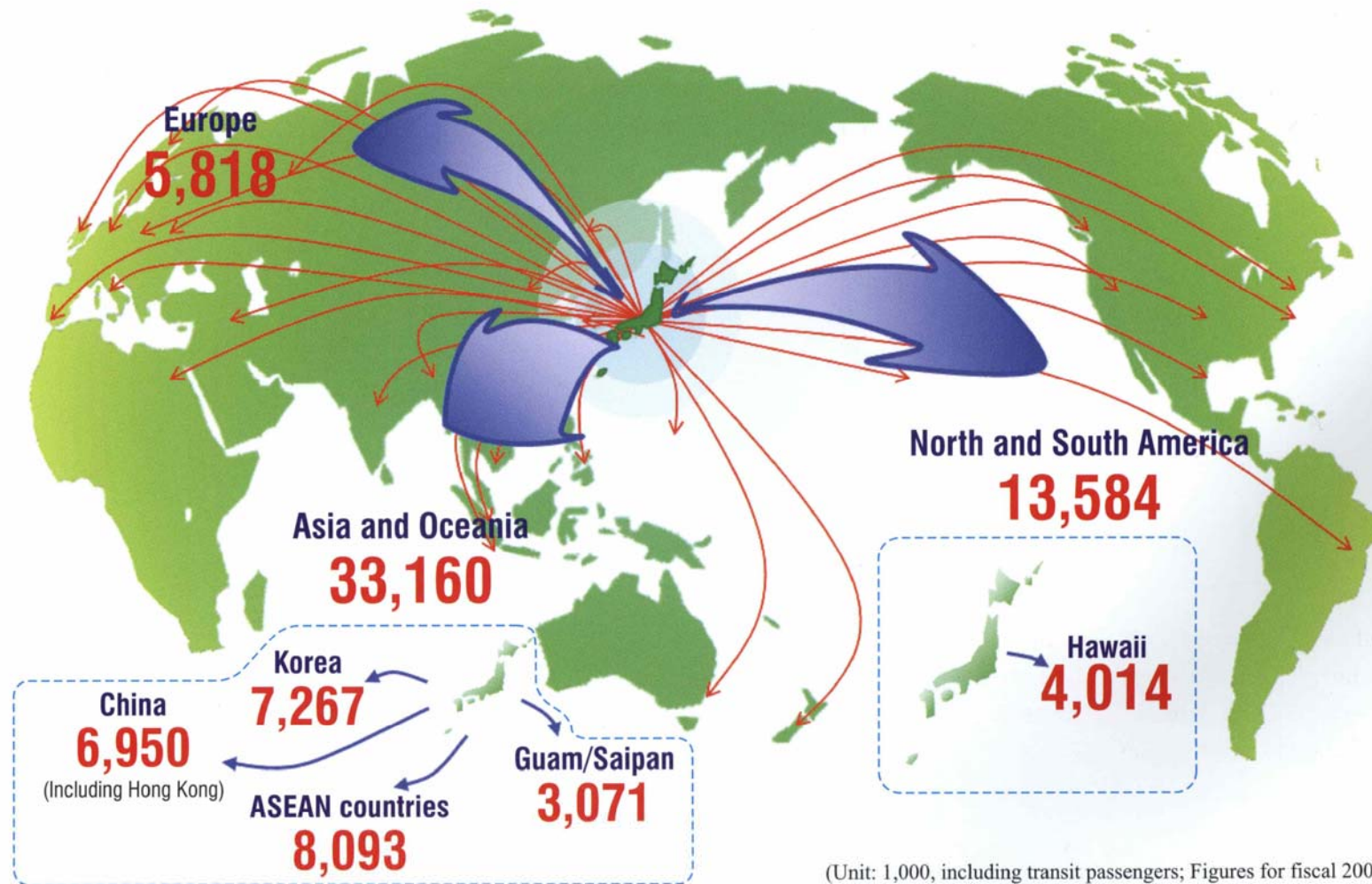
Part II

Challenges and Key Principles

- I. The Main Challenges and the Key Principles to Promote International Cooperation
- II. Outline of the Ministerial Statement on Aviation Security

Aviation Activities in Japan

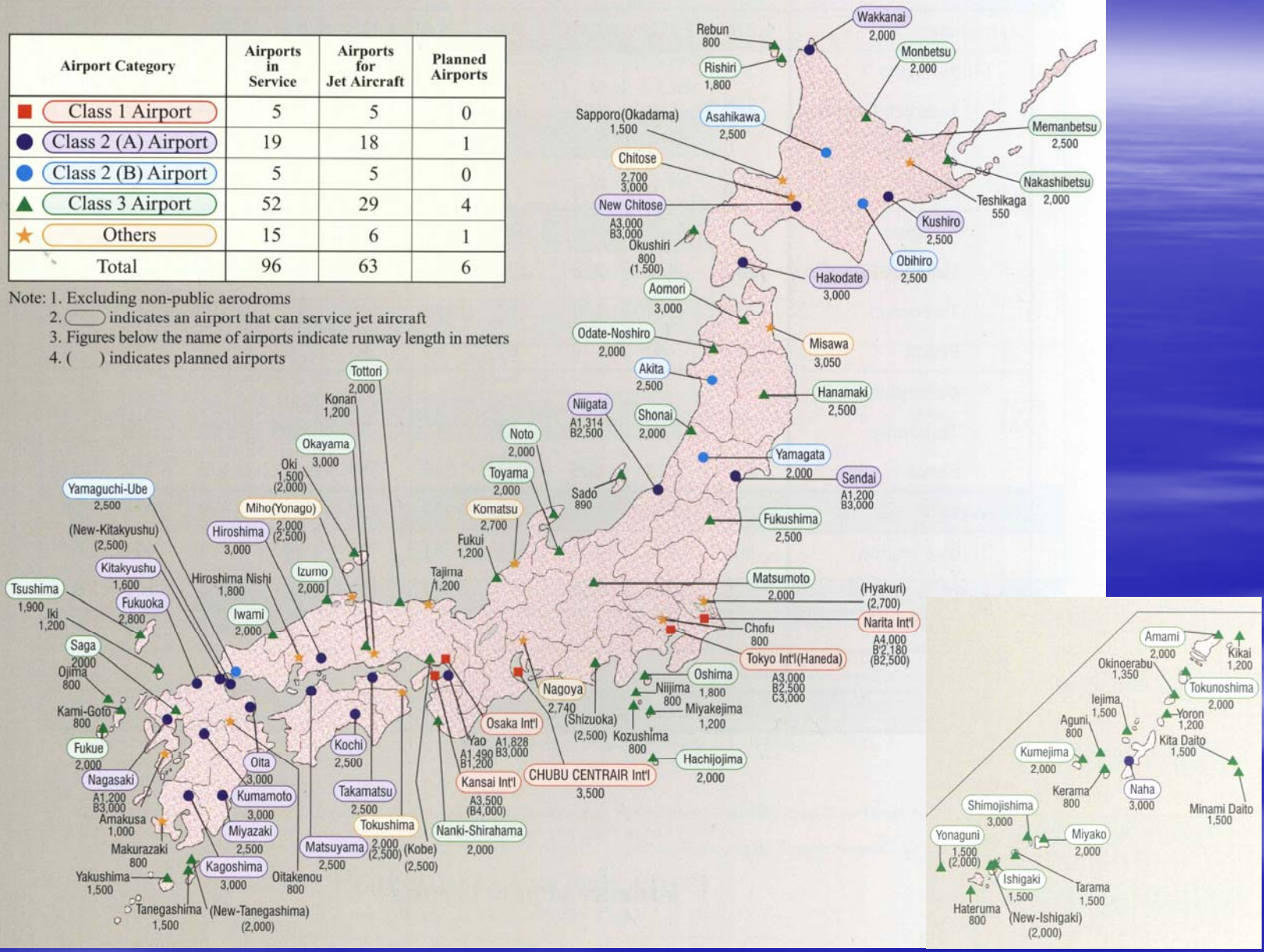
Total number of international passengers: 52.56 million per year



(Unit: 1,000, including transit passengers; Figures for fiscal 2000)

Airport Category	Airports in Service	Airports for Jet Aircraft	Planned Airports
■ Class 1 Airport	5	5	0
● Class 2 (A) Airport	19	18	1
● Class 2 (B) Airport	5	5	0
▲ Class 3 Airport	52	29	4
★ Others	15	6	1
Total	96	63	6

Note: 1. Excluding non-public aerodroms
 2. ○ indicates an airport that can service jet aircraft
 3. Figures below the name of airports indicate runway length in meters
 4. () indicates planned airports



1. Airport

There are 90 airports in Japan, which are divided into 3 categories of operators

- a. Private Airport Authority (Narita, Kansai and Chubu): Three Major International Airports
- b. National Government (21 airports): Major Airports including Haneda, Itami, Chitose, Fukuoka and Naha Airports
- c. Local Government (66 airports): Other airports

2. Air Carriers

- Japanese Air Carriers: 14 Airlines and many other smaller Air Carriers
- Foreign Scheduled Air Carriers : 65 Airlines



Japan Airlines



All Nippon Airways

3. Flights between Middle East and Japan

- Cairo - Narita (Egyptair) 3 / Week
- Cairo - Kansai (Egyptair) 3 / Week
- Doha - Kansai (Qatar Airways) 4 / Week
- Dubai - Kansai (Emirates) 7 / Week
- Istanbul - Narita (Turkish Airlines) 4 / Week
- Teheran - Narita (Iran Air) 2 / Week

Aviation Security in Japan

< Responsibilities >

1. JCAB

- ✓ Law and Regulations
- ✓ Regulator

2. Air Carriers

- ✓ Screening for Passengers, Bags
- ✓ Security Measures for Air Cargo
- ✓ Measures for Aircraft such as Cabin Security Search

3. Airport Operators

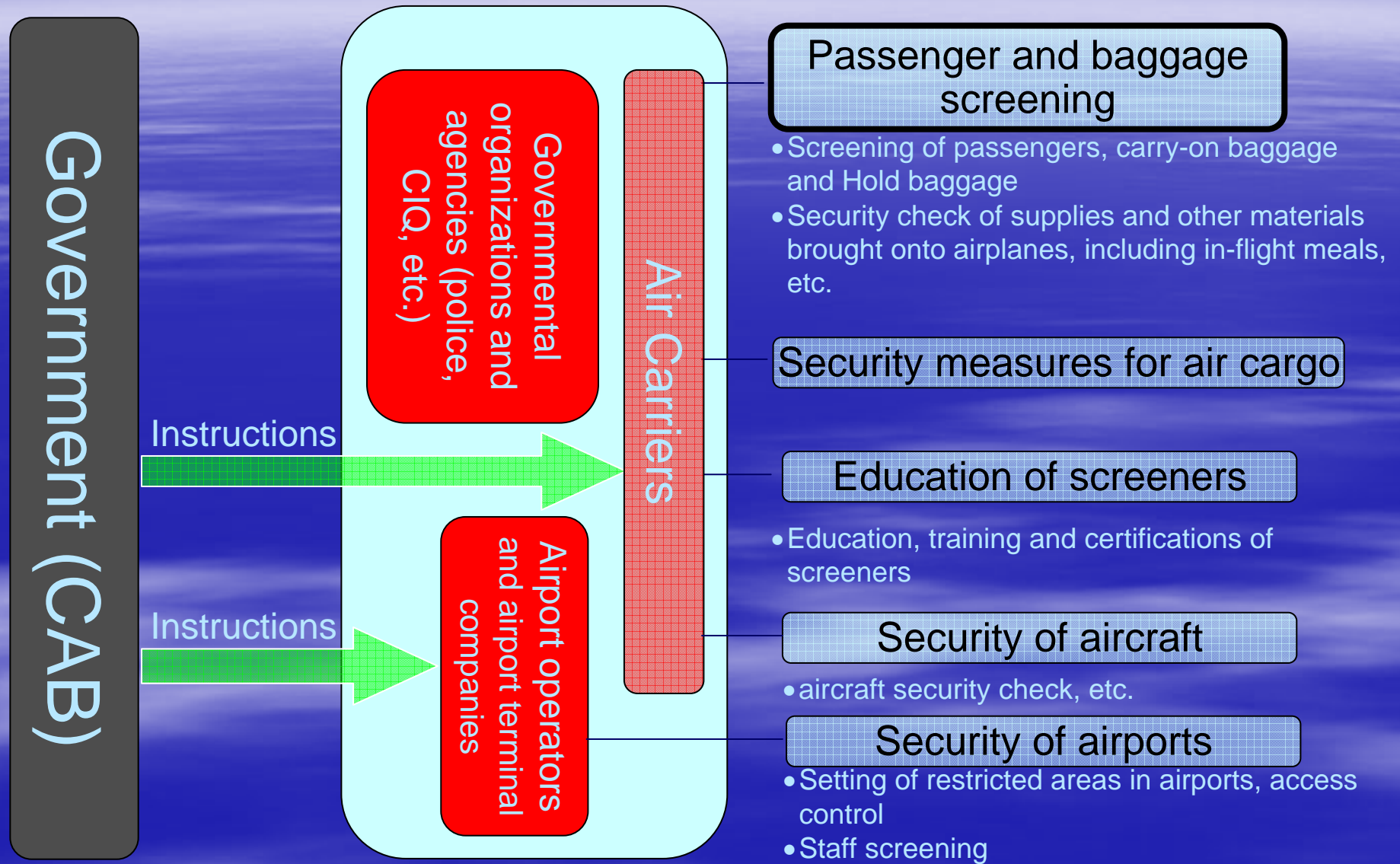
- ✓ Access Control
- ✓ Airport Contingency Plan
- ✓ Aviation Security Committee

4. Police

- ✓ Patrol of Airport Terminal and Surrounding Area
- ✓ Response to Matters such as Bomb Threat or Hijacking



Overview

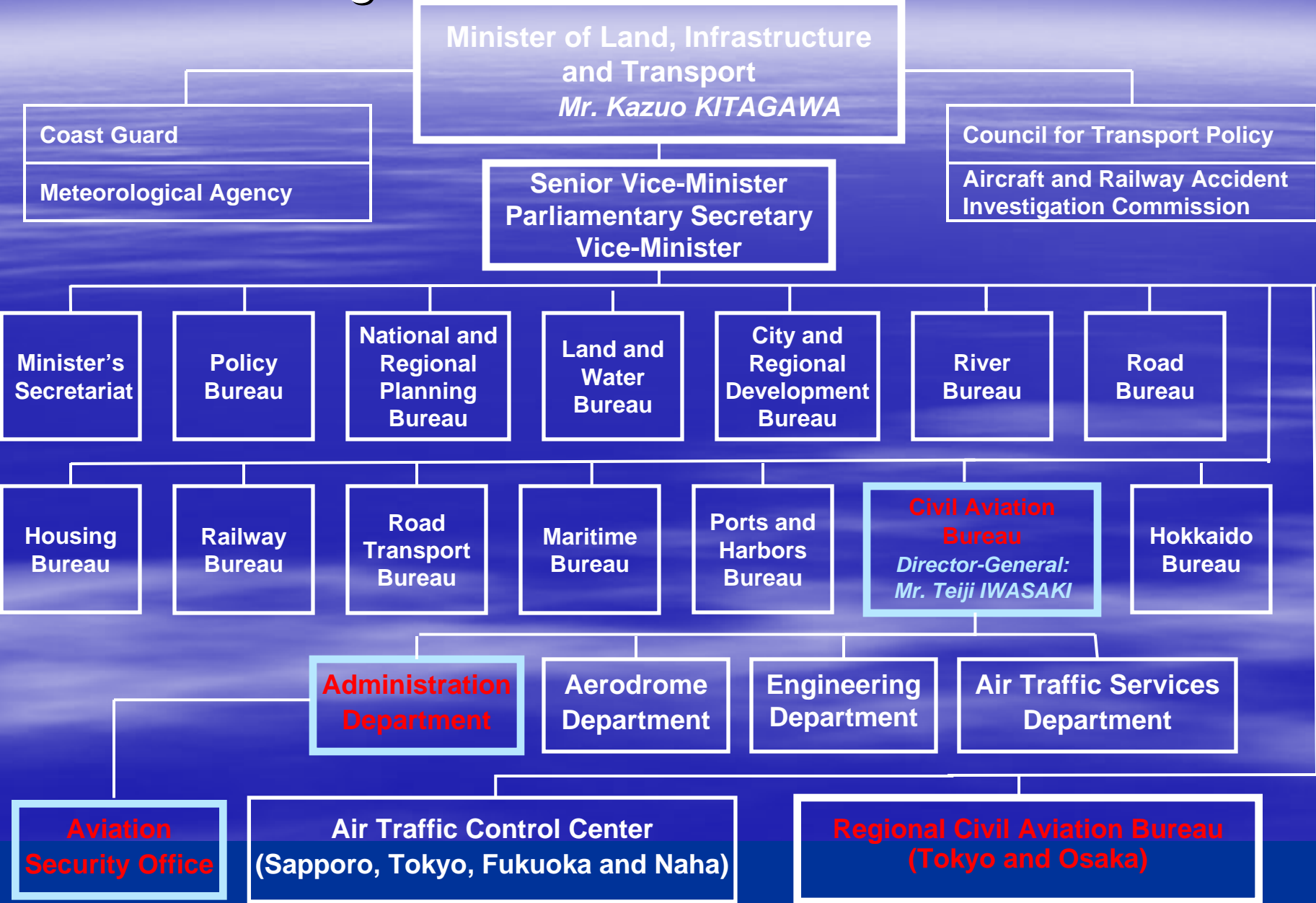


JCAB's Responsibility

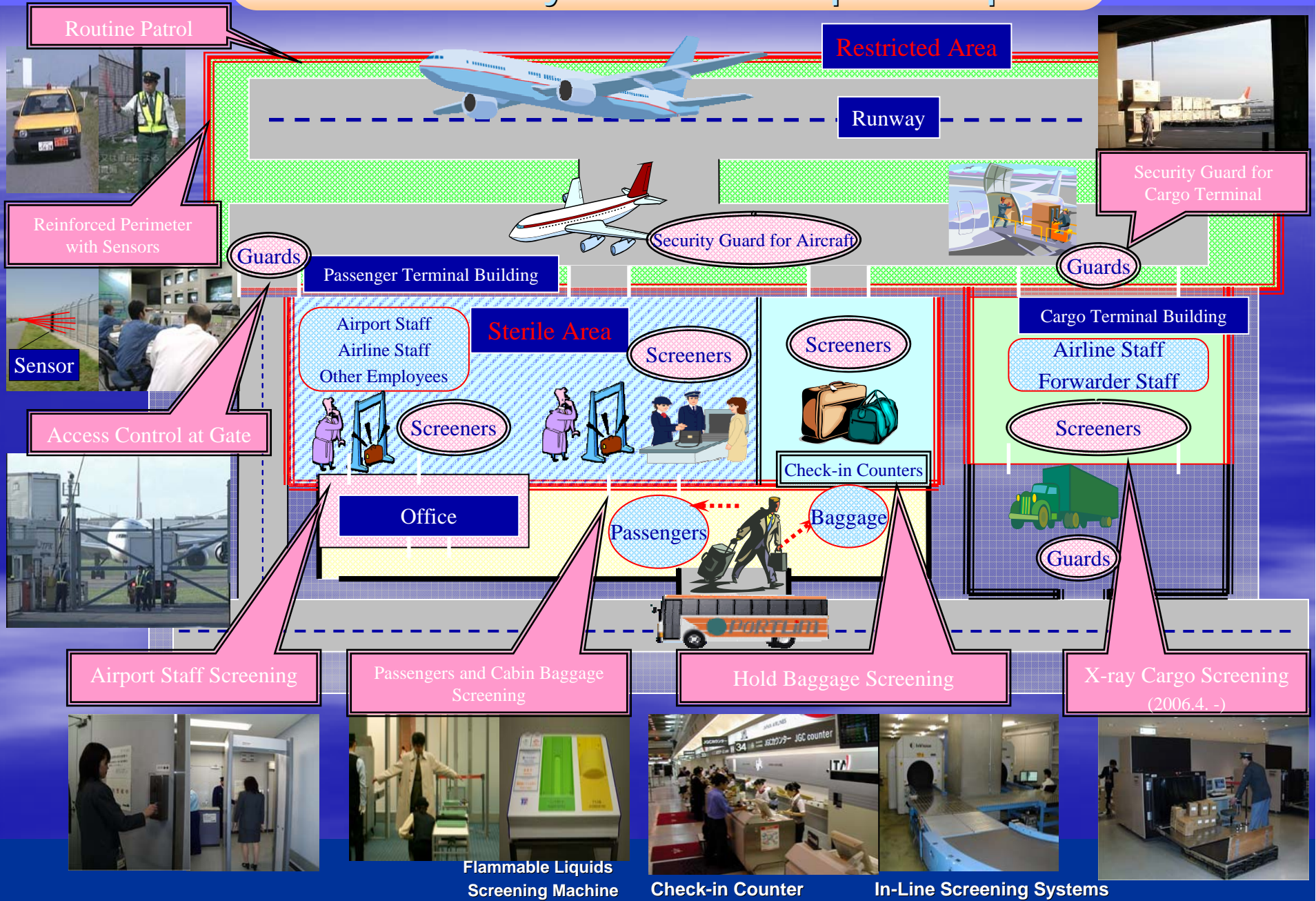
Responsibility

- a. "National Civil Aviation Security Programme (NCASP)", Legislation, Regulation and Guideline about Aviation Security
- b. Threat Analysis
- c. Quality Control and Audit
 "National Civil Aviation Security Quality Control Programme (NCASQCP)"
- d. Crisis Management
- e. Training
 "National Civil Aviation Security Training Programme (NCASTP)"
- g. International Cooperation

Organizational Structure of MLIT



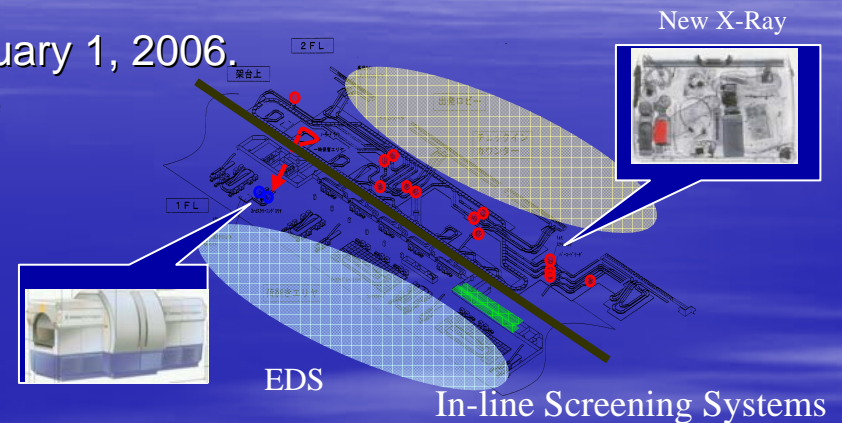
Aviation Security Measures at Airport in Japan



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 Camera.

3. Sky Marshal Program

- ICAO/G8 developed guidance materials for the introduction of the Sky Marshal Program.
- Japan implemented the Sky Marshal Program in December 2004.



4. Protection of screened passengers, baggage and aircraft

- G8 developed a best practice document on the protection of screened passengers, baggage and aircraft.
- Japanese regulations require airport terminal building operators to segregate the flow of arriving and departing passengers of international flights.
- Japan introduced staff screening on January 10, 2006.



Staff Screening

5. Measures against MANPADS

- ICAO issued guidelines on airport vulnerability assessment in 2004.
- All APEC economies agreed to undertake a MANPADS vulnerability assessment at 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.



DHL Cargo aircraft was hit in November 2003

6. Aviation Security Quality Control Program

- G8 developed a best practice guidance document on Quality Control.
- Japan conducts inspections and tests to verify whether airports are properly implementing security measures according to National Civil Aviation Security Quality Control Program.

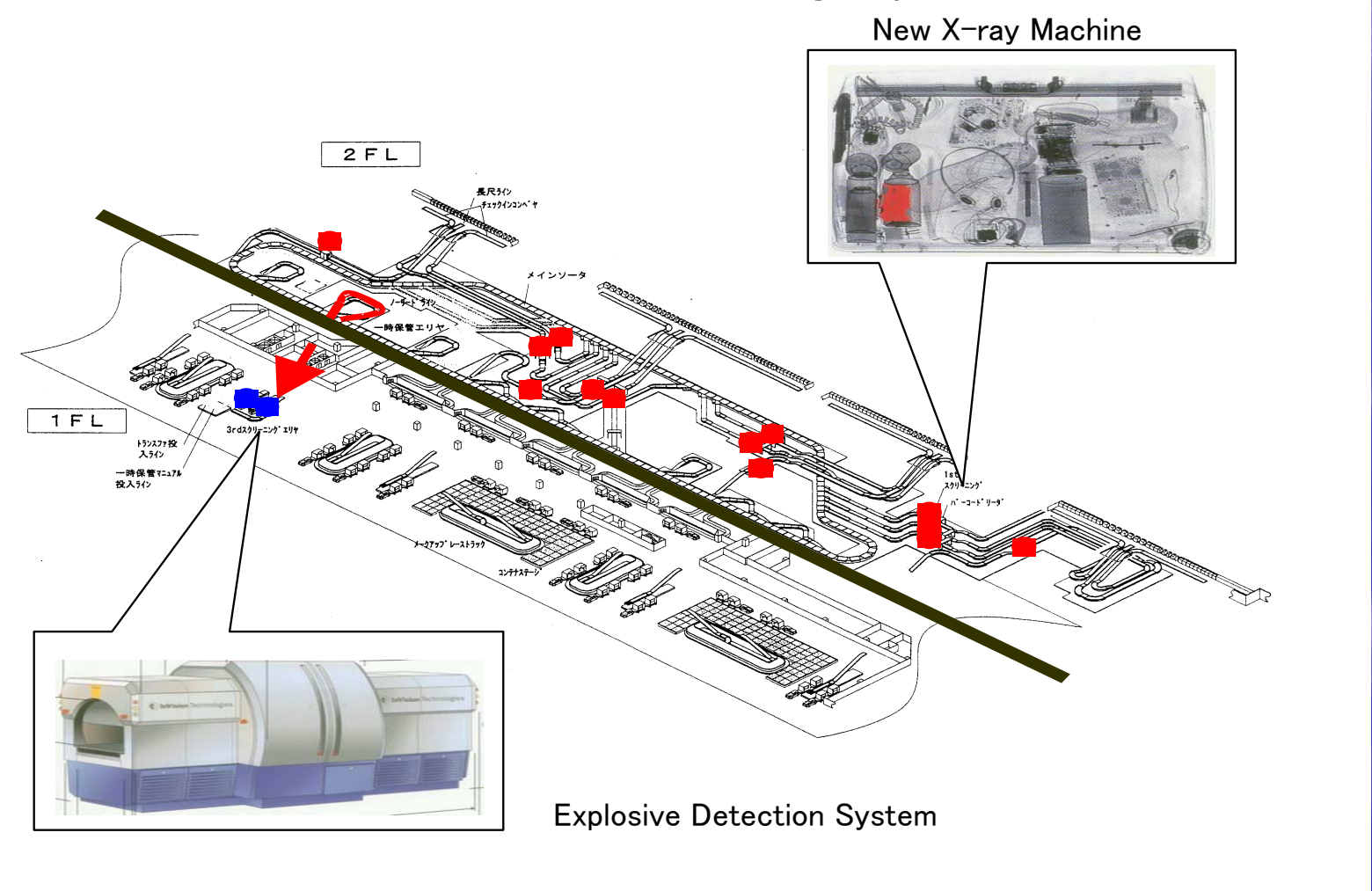
7. Aviation Security Stakeholders

- G8 developed a best practice guidance document on Stakeholders.
- Japan's National Aviation Security Committee meets on a regular basis. The committee members consists of representatives from the Civil Aviation Bureau, National Police Agency, Coast Guard, Defense Agency, Air Carriers, Airport Authorities, Forwarders, etc.

8. ICAO Universal Security Audit Program (USAP)

- The ICAO USAP was established by the Assembly Resolution adopted in 2001, endorsed by High-level Ministerial Conference on Aviation Security in February 2002, approved by the ICAO Council in June 2002 and launched in November 2002.
- Japan received USAP audit team in September 2005.
- Japan is the second largest contributor to the ICAO USAP, providing \$720,000 in 2005. (accounting for 15% of the total fund)

Advanced hold baggage screening system (In-line screening system)



New X-ray Machine

Explosive Detection System

Dangerous liquid screening machines



The list for alarm(Red Signal)

Gasoline, Thinner,
Alcohol, Benzine, Light
oil etc.

The list of acceptable(Green Signal)

Water, Tea, Coffee,
Juice, Liquor etc.

Recent Acts of Unlawful Interference against Civil Aviation in Japan

- Unlawful Entry at Haneda Airport
 - April 28, 2004
 - Haneda Airport : the busiest domestic airport in Tokyo.
 - A drug abused perpetrator used a stolen car to smash through the perimeter fence at Haneda Airport.
- Hijack of Domestic flight
 - July 23, 1999
 - B747 airplane (ANA Flight 61)
 - Hijacked by a knife-wielding man. The hijacker stabbed the captain to death and briefly grabbed the control. He arrived at the airport by air and picked knife up from his hold baggage, then back flowed into sterile area.

International Coordination and Contribution

- ICAO Aviation Security Action Plan
 - Japan is the second largest contributor for the ICAO USAP, providing \$720,000 in 2005 (accounting for 15% of the total fund)
- Aviation Security Seminars/Workshops
(JICA Aviation Security Seminar)
- Bilateral Assistance for security equipment installation and security measures implementation
- ASEAN/Japan Aviation Security Project for capacity building in certain countries to enhance aviation security

Part II.

Challenges and Key Principles to Promote International Cooperation

Key Principles to Promote International Cooperation

- Ministerial Conference on International Transport Security (Aviation Security) -

- Date: January 11-13, 2006
- Place: Tokyo, Japan
- Participating countries and organizations: Australia, Canada, China, France, Germany, Indonesia, Italy, Japan, Malaysia, Republic of Korea, Russian Federation, Singapore, UK, USA, EC, ICAO, IMO, WCO

Challenges

1. Balancing between Security and Facilitated Transport
2. Overcoming Vulnerability in International Transport
3. Improve Capacity of Aviation Security in Region



Future directions

1. Introduction of New Technology and Harmonization of Related Procedures
2. Strengthening Security Measures in Vulnerable Areas
3. Cooperation in Capacity Building in Developing Countries

Outline of the Ministerial Statement on Aviation Security



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

① 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.

② Principle

- Urge 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 encourage the application of the above-mentioned SARPs and ICAO provisions to domestic operations, where appropriate.

③ Future actions

- Continue to support 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.

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

① Challenge

- Suicide bombing
- Ways to hand-carry weapons, explosives and other dangerous goods by Terrorist become more deep-laid.
 - ✓ Plastic explosives concealed under clothes (Aircraft bombings in Russia in August 2004)
 - ✓ Handmade explosives



Shoe bombs

② Principle

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

③ Future actions

- Best practice guidance document on screening be developed in G8.
- Sharing of knowledge and technology for improving screening.
- International cooperation in research and development.

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

① Challenge

- Balancing between security and facilitated transport is a main issue of G8 Secure and Facilitated International Travel Initiative (SAFTI) (Sea Island Summit 2004)
- The aviation security of the entire aviation network needs to be maintained by each related country.
- There is a gap of security level among relevant States.

② Principle

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

③ Future actions

- ICAO is making efforts in developing international guidelines on a validation process for One-stop security.
- Bilateral or multilateral arrangements for aviation security would be envisaged.

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

① Challenge

- Balancing between security and facilitated transport is a main issue of G8 Secure and Facilitated International Travel Initiative (SAFTI) (Sea Island Summit 2004)
- The utilization of biometrical technology will enhance aviation security by accurate identification of passengers, and promote travel facilitation.

② Principle

- Encourage the facilitation of passenger travel in a manner that does not compromise security, by various methods including biometrics, while being mindful of data privacy protection issues.



Narita airport (2005.2-3)

③ Future actions

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

5. Developing best practices for air cargo security

① Challenge

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

② 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.

③ Future actions

- ICAO is expected to establish a study group to develop best practices for internationally reinforced and harmonized measures on air cargo, in consideration of the necessity of the protection of entire air cargo supply chains.

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

① Challenge

- The worldwide aviation network has been highly developed.
- The existence of countries and regions whose security measures are not sufficiently developed due to lack of financial and human resources. (Terrorists target at weak areas)

② Principle

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

③ Future actions

- ICAO and like-minded countries will promote capacity building efforts.
 - holding of seminars on aviation security,
 - inviting of security experts from developing countries for exchange of information etc.



Japan-ASEAN Aviation Security Meeting
(2004.10 in Tokyo)

7. Encouraging States to register with the ICAO Aviation Security Point of Contact Network

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 establish the ICAO Aviation Security Point of Contact Network.
- All ICAO member countries can register their contact points in this network.

International Air Transport Network is expanding globally and International cooperation on Aviation Security is vital for further development of aviation.

Strong commitment by ACAC member State for Aviation Security must help worldwide aviation activities.

Thank you for your attention.