

**47th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Macao, China
25 – 29 October 2010*

AGENDA ITEM 5: AVIATION SECURITY

**ASIA-PACIFIC AVIATION SECURITY ACTION PLAN
(AP-ASAP)**

(Jointly presented by Singapore and Japan)

SUMMARY

This paper seeks to inform the Asia and Pacific Directors-General of Civil Aviation Conference of the development of an Asia-Pacific Aviation Security Action Plan. It also seeks the support of the Asia and Pacific DGCA for the initiatives under this Action Plan and for greater participation and support for the next Asia-Pacific Heads of Aviation Security Regulators Meeting proposed to be held in 2011.

ASIA-PACIFIC AVIATION SECURITY ACTION PLAN (AP-ASAP)

1. INTRODUCTION

1.1 Civil aviation is an important economic enabler, facilitating trade, tourism, business and travel. As such, the threat of terrorism to the civil aviation system must be taken seriously. On this basis, international collaboration and cooperation needs to be further enhanced to deal with this transnational threat effectively.

1.2 Following the attempted bombing incident on Northwest Airlines flight NW 253 on 25 December 2009 en route from Amsterdam to Detroit, a series of regional Ministerial Conferences on Aviation Security have been held to reaffirm the importance of aviation security and to strengthen international partnership and cooperation in this field. In the Asia-Pacific region, an Asia-Pacific Ministerial Conference on Aviation Security was held in Tokyo, Japan on 13 March 2010 where the participating States/administrations adopted the Asia-Pacific Joint Declaration on Aviation Security. (The Joint Declaration is at Attachment A of the Appendix to this paper.)

2. ASIA-PACIFIC HEADS OF AVIATION SECURITY REGULATORS MEETING

2.1 To facilitate discussion on the challenges in international aviation security and to explore opportunities for further collaboration within the region, Singapore convened an Asia-Pacific Aviation Security Regulators' Meeting from 12 to 13 April 2010. Representatives from Australia, Brunei Darussalam, the People's Republic of China, Hong Kong China, Japan, Malaysia, New Zealand, Singapore, Sri Lanka and Viet Nam attended this meeting. Speakers and observers from the Netherlands, the United States of America, the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) were invited to share on their views and experiences in relation to the challenges arising from the NW 253 incident. The meeting exchanged views on the following:

- a) Lessons learnt from the NW253 incident;
- b) Sharing of experiences and best practices within the Asia-Pacific States;
- c) Enhancing international collaboration on aviation security issues amongst the Asia-Pacific States, including identifying gaps and areas for improvements, as well as capacity building efforts, and
- d) The development of initiatives arising from the Joint Declaration issued at the Asia-Pacific Ministerial Conference hosted by Japan on 13 March 2010 to enhance the level, standards and measures for aviation security, nationally and regionally.

2.2 The meeting further discussed and recognized the following key points:

- a) The importance for States that are not in compliance with the Standards of Annex 17 to the Chicago Convention, to work towards achieving compliance with those Standards as soon as possible, including the establishment of an effective national quality control / compliance regime.
- b) The importance of high level support for States and other relevant organizations to invest in efforts to enhance aviation security nationally, including through co-operative efforts with other agencies.

- c) The importance of enhancing international collaboration amongst States to develop and harmonise aviation security standards and procedures through ICAO.
- d) The importance of regulators and industry to engage each other in addressing aviation security challenges and to work together to develop practical solutions and measures.
- e) The need for regulators and industry to be more innovative in developing aviation security measures in view of the more creative methods that terrorists are adopting to try to exploit vulnerabilities in the existing aviation security systems across the world.
- f) The benefits of improving information sharing amongst States on aviation security developments. In this regard, the meeting encouraged all States to sign up to or update their State's contact details on the ICAO Point of Contact network. The meeting also noted that ICAO would be launching AVSECPaedia, a platform where information on security technology could be shared amongst States.
- g) The benefits of better coordination for capacity building programmes so as to focus limited resources effectively and avoid duplication of efforts. It would also be helpful for the ICAO Asia and Pacific Regional Office to be involved in such programmes.
- h) The importance of developing practical and harmonized aviation security measures under the ambit of ICAO, including measures to enhance air cargo security, screening technology and processes for screening of liquids, aerosols and gels, as well as passenger pre-board screening. In doing so, it would be critical to balance the needs of airport facilitation, operations and cost effectiveness to allow the civil aviation industry to continue functioning efficiently.
- i) That States should recognise the potential impact of unilateral security measures on global civil aviation operations, and the need to communicate these measures to other States swiftly. Wherever possible, specific information on threats or attacks should be shared prior to implementing new requirements. States introducing such unilateral measures should endeavor to expeditiously re-calibrate these measures to minimize the impact on civil aviation operations, review its effectiveness and work towards practicality and sustainability of these measures in a reciprocal manner.
- j) The meeting noted the usefulness of both the ICAO Headquarters and its Asian and Pacific Regional Office in enhancing regional aviation security and the importance of their continued engagement in regional aviation security meetings and programmes.

2.3 To provide a plausible framework for enhanced aviation security collaboration amongst the Asia and Pacific States, the meeting discussed and developed an Asia-Pacific Aviation Security Action Plan. The six key initiatives under this Action Plan are as follows:

- a) *Initiative 1*: To promote the implementation of aviation security measures in a practical manner and in compliance with the Standards of Annex 17 to the Chicago Convention.

- b) *Initiative 2*: To promote information sharing and to enhance risk assessment for effective management of aviation security threats.
- c) *Initiative 3*: To promote and enhance capacity building programmes and training for effective implementation of aviation security measures.
- e) *Initiative 4*: To promote the use of modern technology.
- f) *Initiative 5*: To enhance security of air cargo.
- g) *Initiative 6*: To enhance collaboration with States and industry.

(These initiatives are elaborated at Attachment B of the Appendix to this paper.)

2.4 Going forward, Singapore and Japan shall jointly serve as Secretariat to coordinate the work of the Asia-Pacific Aviation Security Action Plan. The next Asia-Pacific Heads of Aviation Security Regulators meeting is tentatively planned to be held in 2011 to take stock of actions taken and progress made. (The summary record of the Asia-Pacific Heads of Aviation Security Regulators of 12 to 13 April 2010 and its Attachments are at the Appendix to this paper.)

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the discussions and outcome of the Asia-Pacific Heads of Aviation Security Regulators held from 12-13 April 2010;
- b) support the key initiatives as listed under the Asia-Pacific Aviation Security Action Plan as elaborated at Attachment B to the Appendix of this paper; and
- c) encourage greater participation and support for the next Asia-Pacific Heads of Aviation Security Regulators meeting to be held in 2011.

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Appendix

SUMMARY RECORD OF THE ASIA-PACIFIC HEADS OF AVIATION SECURITY REGULATORS' MEETING 12 – 13 APRIL 2010

1. The Asia-Pacific Heads of Aviation Security Regulators Meeting was held from 12 – 13 April 2010 in Singapore. The meeting was opened by Mr Lee Yuen Hee, Deputy Secretary (International) of Singapore's Ministry of Transport and Chairman of its National Civil Aviation Security Committee. The meeting was attended by delegates from Australia, Brunei Darussalam, People's Republic of China, Hong Kong-China, Japan, Malaysia, New Zealand, Singapore, Sri Lanka and Viet Nam. Speakers from the Netherlands, the United States of America, International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) were invited to discuss the NW 253 incident on 25 December 2009, challenges to international aviation security and to explore opportunities for the Asia-Pacific region to further collaborate to enhance overall aviation security within the region. The meeting exchanged views on the following:

- a. Lessons learnt from the NW253 incident;
- b. Sharing of experiences and best practices within the Asia-Pacific States;
- c. Enhancing international collaboration on aviation security issues amongst the Asia-Pacific States, including identifying gaps and areas for improvements, as well as capacity building efforts, and
- d. The development of initiatives arising from the Joint Declaration issued at the Asia-Pacific Ministerial Conference hosted by Japan on 13 March 2010 to enhance the level, standards and measures for aviation security, nationally and regionally.

2. The meeting heard excellent presentations and briefings from the following speakers:

- a. Ms Vicki Reeder, Deputy Director for International Operations, Office of Global Strategies, US Transportation Security Administration, who shared the challenges and lessons learnt from the NW253 incident of 25 December 2009, and on the use of Advanced Imaging Technologies (*aka* body scanners) at US airports;
- b. Mr Hedzer Komduur, Senior Policy Officer, National Co-ordinator for Counter-Terrorism, Civil Aviation Security Department, Netherlands, who spoke on the Dutch perspective of the challenges and lessons learnt from the NW253 incident and on the experience in the Netherlands on the use of AIT;
- c. Mr Kazunori Katsutani, Director for International Aviation Security Coordination and Crisis Management, Ministry of Land, Infrastructure and Transport, Japan who shared a regulator's perspective on the impact of increased AVSEC measures in the aftermath of the NW253 incident, and the outcomes of the Asia-Pacific Ministerial Conference on Aviation Security held in Tokyo on 13 March 2010;
- d. Mr Chris Ford, Manager, Security, New Zealand Civil Aviation Authority, who shared New Zealand's approach and model of aviation security legislation and compliance regime to Annex 17;
- e. Mr Steve Berti, Acting Chief, ICAO Aviation Security Branch, who shared ICAO's view on the challenges and lessons learnt from the NW253 incident, and

- f. Mr Gordon Griffiths, Assistant Director, Airport Development, SO&I, IATA, who shared the views on the airline industry's immediate challenges faced in the NW253 incident.
3. Following from the presentations, the meeting discussed a variety of issues including the following:
- a. The importance of States who are not in compliance with the Standards of Annex 17 to the Chicago Convention, to work towards achieving compliance with those Standards as soon as possible, including the establishment of an effective national quality control / compliance regime.
 - b. The importance of high level support for States and other relevant organizations to invest in efforts to enhance aviation security nationally, including through co-operative efforts with other agencies.
 - c. The importance of enhancing international collaboration amongst States to develop and harmonise aviation security standards and procedures through ICAO.
 - d. The importance of regulators and industry to engage each other in addressing aviation security challenges and to work together to develop practical solutions and measures.
 - e. The need for regulators and industry to be more innovative in developing aviation security measures in view of the more creative methods that the terrorists are adopting to try to exploit vulnerabilities in the existing aviation security systems across the world.
 - f. The benefits of improving information sharing amongst States on aviation security incidents, trends and developments, including the sharing of experience and knowledge in the use of technology. In this regard, the meeting encouraged all States to sign up to or update their State's contact details on the ICAO Point of Contact network. The meeting also noted that ICAO would be launching an AVSECPaedia, a platform where information on security technology could be shared amongst States.
 - g. The benefits of States collaborating and co-ordinating in a structured way to better manage and coordinate capacity building programmes so as to focus limited resources effectively and avoid duplication of efforts. The meeting also agreed that it would be helpful for the ICAO Asia and Pacific Regional Office to be involved in such programmes.
 - h. The importance of developing practical and harmonized aviation security measures under the ambit of ICAO, such as on measures to enhance air cargo security, screening technology and processes for screening of liquids, aerosols and gels, as well as passenger pre-board screening. In doing so, it would be critical to balance the needs of airport facilitation, operations and cost effectiveness to allow the civil aviation industry to continue functioning efficiently.
 - i. That States should recognise the potential impact of unilateral security measures on global civil aviation operations, and the need to communicate these measures to other States swiftly. Wherever possible, specific information on threats or attacks should be shared prior to implementing new requirements. States introducing such unilateral measures should endeavour to expeditiously re-calibrate these measures to minimize the impact on civil aviation operations, review its effectiveness and work towards practicality and sustainability of these measures in a reciprocal manner.

- j. The meeting noted the usefulness of both the ICAO HQ and its Asia and Pacific Regional Office in enhancing regional aviation security and the importance of their continued engagement in regional aviation security meetings and programmes.
4. The meeting noted that following the NW253 incident, a number of regional Ministerial aviation security conferences were held to drum up political support amongst States and industry to combat the threat from terrorism. These conferences were held in Toledo (Spain), Mexico City (Mexico), Tokyo (Japan), Abuja (Nigeria) and with one more planned in Abu Dhabi. The meeting also noted that ICAO is planning to convene a high-level aviation security conference in the first quarter of 2011. Details would be released when available.
5. The meeting also acknowledged the political and high level policy directions of the Joint Ministerial Declaration arising from the Asia-Pacific Ministerial Conference on Aviation Security held in Tokyo on 13 March 2010. The meeting agreed that this Ministerial Declaration and further ideas arising from this Asia-Pacific Heads of Aviation Security Regulators Meeting, could be put into an action plan to map out initiatives which the Asia-Pacific States could consider adopting to enhance aviation security standards, measures and practices. The intent of the action plan is to serve as a roadmap to help States focus on areas where they could work towards greater improvement in their aviation security implementation and standards, identify capacity building needs, and for those States that have yet to do so, to work towards full compliance with the Standards of Annex 17 expeditiously.
6. The meeting discussed and developed the Asia-Pacific Aviation Security Action Plan (AP-ASAP). The meeting agreed that the report of this Asia-Pacific Heads of Aviation Security Regulators Meeting will be circulated to all Asia and Pacific States through the ICAO Asia and Pacific Regional Office for their adoption as appropriate.
7. The meeting also agreed that it would be useful that the annual ICAO Asia and Pacific DGCA Conference focus increased attention on aviation security issues. In this regard, the report of this meeting shall be tabled at the upcoming 47th ICAO DGCA Conference in October 2010 for the endorsement and consideration of this action plan at the Conference.
8. With no further matters, the meeting ended on 13 April 2010 at 1700 hrs.

Attachments

- Attachment A - Joint Ministerial Declaration from the Asia-Pacific Ministerial Conference on Aviation Security hosted by Japan in Tokyo on 13 March 2010
- Attachment B - Asia-Pacific Aviation Security Action Plan (AP-ASAP)
- Attachment C - Asia-Pacific Heads of Aviation Security Regulators' Meeting Agenda
- Attachment D - Delegation List

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ASIA-PACIFIC JOINT DECLARATION ON AVIATION SECURITY

TOKYO, JAPAN

13 MARCH 2010

1. We, the Ministers responsible for aviation security, or their designated Representatives, from the governments of Australia, Cambodia, Canada, Hong Kong China, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, Republic of Korea, Singapore, Thailand¹, United States of America, and Viet Nam, and jointly with the Secretary General of the International Civil Aviation Organization (ICAO), met in Tokyo, Japan on 13 March 2010 and affirmed our commitment to fight terrorism in all its forms, with particular attention to countering threats against civil aviation. We reaffirmed the need to enhance international aviation security standards and measures in order to respond more effectively to new and emerging threats, such as the attempted terrorist attack on a US-bound aircraft on 25 December 2009.
2. We consider terrorism a serious threat against all societies and condemn every form of terrorism, including the exploitation of civil aviation, without regard to where or when it is committed, by whom, or the ideologies supporting it. As such, we share the responsibility to act against terrorism as a whole, using all the resources available in accordance with both domestic and international law.
3. The attempted attack on 25 December 2009 has, once again, reminded us that civil aviation remains a key target for terrorism and that international cooperation is essential to counter such transnational threats. As a geographically and culturally diverse region, the Asia-Pacific depends on the international civil aviation network to connect its societies and facilitate its economic growth. For these reasons and recognizing the significant number of domestic, regional, trans-Pacific, and international flights that are potentially subject to terrorist attack, it is incumbent on us to work together, and with the aviation industry to enhance aviation security throughout the region.
4. In this joint declaration, we endorse our mutual determination to address such threats together in our region.

We hereby express our intent to:

1. Encourage governments represented at this conference, pursuant to their domestic laws, regulations and programs on civil aviation security, and in accordance with applicable Standards and Recommended Practices (SARPs) of ICAO and the capacity of each State/administration, to promote the implementation of aviation security measures in a practical manner to:
 - Broaden existing cooperation mechanisms among our countries/administrations and with other parties to the Chicago Convention, and the civil aviation industry, as appropriate, for information exchange and early detection of security threats to passenger security and the industry's well-being;

¹ Thailand joined this Joint Declaration pursuant to the resolution of the Thai Cabinet meeting on 22 June 2010.

- Share expertise, best practices and information in a range of areas related to civil aviation, such as screening and inspection techniques, detection of weapons, explosives and hazardous materials, airport security, behavioral detection, screening and credentialing of airport employees, human resource development, and research and development of relevant technologies; and
 - Utilize modern technologies to detect prohibited materials and to prevent the carriage of such materials on board aircraft while respecting the privacy and safety of individuals.
2. Consider necessary changes to relevant security provisions of ICAO SARPs, including in Annex 17 and the sharing of passenger information, in order to address new and emerging threats to civil aviation;
 3. Examine information exchange mechanisms, including the use of liaison officers, and further use of Advance Passenger Information (API) provided by air carriers, to reduce the risk to air travelers and others, while ensuring effective protection for our citizens' privacy and civil liberties;
 4. Examine enhancing measures for onboard flight protection;
 5. Seek to achieve both a high level of security and the facilitation of passenger travel by various methods including the use of biometrics;
 6. Strengthen and promote travel document security and reporting, on a regular basis, lost and stolen passports, to the extent possible, to the INTERPOL Lost and Stolen Travel Document Database;
 7. Develop and implement, in accordance with ICAO policies and in coordination with other appropriate international partners, internationally strengthened and harmonized measures and best practices for air cargo security, taking into account the need to protect the entire air cargo supply chain;
 8. Promote capacity-building activities in the Asia-Pacific region to enhance aviation security of the region as a whole, recognizing the need to develop capacity to also correct deficiencies identified under the Universal Security Audit Program of ICAO. To this end, the assistance and development mechanisms should be strengthened;
 9. Continue working together, with other international partners and with the aviation industry toward greater travel security; and
 10. Urge the ICAO Assembly at its meeting 28 September - 8 October 2010 to adopt a resolution that reflects the principles contained in this declaration and that confirms civil aviation security will be accorded one of the highest priorities during the forthcoming ICAO triennium.
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ASIA-PACIFIC AVIATION SECURITY ACTION PLAN (AP-ASAP)

SINGAPORE, 12 -13 APRIL 2010

1. The threat of terrorism to the civil aviation industry and to air travelers must be dealt with seriously. Civil aviation is an important economic enabler which links all states together, facilitating trade, tourism, business and travel. The threat of terrorism to the civil aviation system of one state is a threat to all states. On this basis, international collaboration and cooperation needs to be further enhanced to deal with this trans-national threat effectively.

2. Following the attempted bombing incident on Northwest flight NW 253 on 25 December 2009 over Detroit, a series of regional Ministerial Conferences on Aviation Security were held to reaffirm the importance of aviation security and to strengthen international partnership and cooperation in this field. The first regional Ministerial Conference on Aviation Security between the European Union and the United States was held in Spain on 21 January 2010, and a second conference, among nations in the Western Hemisphere, was held in Mexico on 17 February 2010. As part of these serial Ministerial Conferences, the Asia-Pacific Ministerial Conference on Aviation Security was held in Tokyo, Japan on 13 March 2010 and adopted the Asia-Pacific Joint Declaration on Aviation Security as its outcome.

3. To facilitate discussion on the challenges in international aviation security and to explore opportunities for further collaboration within the region, the Representatives of Aviation Security Regulators from the Asia-Pacific states represented by Australia, Brunei Darussalam, People's Republic of China, Hong Kong-China, Japan, Malaysia, New Zealand, Singapore, Sri Lanka and Viet Nam met in Singapore from 12 – 13 April 2010 to exchange views and share ideas. This meeting also allowed the Representatives to further elaborate on the Joint Declaration of the Asia-Pacific Ministerial Conference on Aviation Security held in Tokyo on 13 March 2010 and to identify initiatives that can be pursued under this Action Plan.

4. In reviewing and discussing the lessons learnt from the NW 253 incident, the Representatives of the respective Aviation Security Regulators established the following key work areas:

- a. To individually improve their national level of aviation security, and
- b. To collaborate with each other through these initiatives to develop practical aviation security measures to address the new challenges faced.

5. Where feasible, appropriate recommendations will be tabled to ICAO to consider incorporating aviation security approaches developed by the Asia-Pacific States into Annex 17 of the Chicago Convention, or as aviation security guidance materials under ICAO's Document 8973.

Key Initiatives

6. In view of the lessons learnt from the NW 253 incident and recognising the intent of the directions provided by the Joint Declaration, note the following as key initiatives for the Asia-Pacific States to consider:

Initiative 1: To promote the implementation of aviation security measures in a practical manner and in compliance with the Standards of Annex 17 to the Chicago Convention

- i. States that are still not in full compliance with the aviation security standards of Annex 17 to the Chicago Convention are encouraged to do so as soon as practicable. These include, but are not limited to, establishing national aviation security legislation, establishing the National Civil Aviation Security Programme, Airport Security Programme, (Aircraft) Operator's Security Programme, National Civil Aviation Security Quality Control Programme and National Civil Aviation Security Training Programme, and effective implementation of airport-level security measures.

Initiative 2: To promote information sharing and to enhance risk assessment for effective management of aviation security threats

- i. States are encouraged to establish necessary arrangements to enhance their ability to collect, collate and analyse information for better risk assessment, including training on risk assessment methodologies.
- ii. States are encouraged to collaborate and broaden existing cooperation mechanisms with each other, as appropriate and within permissible and agreed reciprocal limits, to share aviation security information, such as new threats faced, new technology that can enhance aviation security and facilitation, and best practices on aviation security measures.
- iii. States are urged to sign up to or update the ICAO Aviation Security Point of Contact (POC) List so that it can be more effectively used to reach out to one another when notifying urgent aviation security developments. States are also urged to regularly update the POC list as and when there are changes.
- iv. The ICAO Asia and Pacific Regional Office shall consolidate an updated list of the ICAO AVSEC POC and conduct a system test by 30 August 2010 to ensure that there will be an effective means of disseminating and sharing of information within the Asia-Pacific region.

Initiative 3: To promote and enhance capacity building programmes and training for effective implementation of aviation security measures.

- i. States are encouraged to identify their capacity building needs with regard to aviation security. These could include the development of aviation security legislation and programmes to comply with Annex 17 to the Chicago Convention, training for operational staff and screeners, and technology and information sharing. States with capacity building needs may approach the ICAO Regional office for relevant assistance.
- ii. States with relevant expertise in areas such as screening and inspection techniques, detection of weapons, explosives and hazardous materials, airport security, behavioral detection, screening and credentialing of airport employees, human resource development, and research and development of relevant technologies may offer to provide assistance to States in need on either a bilateral or multilateral basis. In terms of multilaterally based assistance, States may provide this information on capacity

building to the ICAO Asia and Pacific Regional office² which may leverage on the findings of the USAP to assist to correct deficiencies.

- iii. The Asia-Pacific region will create more opportunities to share best practices and exchange expert views and ideas through forums such as aviation security workshops, conferences and seminars. This will help raise awareness to learn from each other's experiences and challenges. Industry participation will be included whenever feasible to widen the knowledge sharing platform.
- iv. As a start, the Asia-Pacific region could organise a Regional Aviation Security Seminar in 2011.

Initiative 4: To promote the use of modern technology

- i. States are encouraged to utilize modern technologies to detect and prevent the carriage of prohibited materials onboard aircraft and to enhance the measures and processes for aviation security, where applicable and with due respect for the privacy and safety of individuals.
- ii. States are encouraged to collaborate with each other to develop new technology that can be applied to address aviation security needs.
- iii. States are encouraged to share information on their operational experiences in the use of modern technologies.

Initiative 5: To enhance security of air cargo

- i. States are encouraged to develop and implement internationally strengthened and harmonized measures, and best practices for air cargo security.

Initiative 6: To enhance collaboration with States and industry

- i. States are encouraged to continue working together with international partners, the aviation industry and other relevant agencies towards greater travel security.
- ii. States are encouraged to strengthen and promote travel document security in accordance with ICAO SARPs.

² The proposed framework envisages that ICAO regional offices would provide an information coordination role, and building on their understanding of areas of weakness across the region (following audits) would seek to identify, in cooperation with contributing nations, where aviation security implementation can be further improved on a bilateral and multilateral capacity building basis. Any residual "gaps" in capacity building needs should be identified and where these cannot be addressed by bilateral or multilateral arrangements, ICAO should undertake to lead capacity building efforts in these countries.

Going Forward

7. The report of this meeting shall be jointly tabled by Singapore and Japan on behalf of the representatives of this Asia Pacific Heads of Aviation Security Regulators' Meeting to the 47th ICAO Asia and Pacific Directors-General of Civil Aviation (DGCA) Conference for endorsement of the AP-ASAP, and as information to the 37th ICAO General Assembly in September/October 2010.

8. The Asia-Pacific Heads of Aviation Security Regulators agree to tentatively meet again in 2011 to take stock of actions taken and progress made.

9. Singapore and Japan shall jointly serve as Secretariat to coordinate the work of the Asia-Pacific Aviation Security Action Plan.

Jointly supported on 13 April 2010 by delegates of the Asia-Pacific Representatives of Aviation Security Regulators Meeting. (Representatives from the Asia-Pacific States present are at Attachment D.)

ASIA-PACIFIC AVIATION SECURITY HEADS OF REGULATORS' MEETING

AGENDA

Day 1 - Monday 12 April 2010

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|-------------------|---|
| 8.00am – 9.00am | Registration |
| 9.00am – 9.05am | Welcome remarks by Deputy Secretary (International), Ministry of Transport and Chairman, National Civil Aviation Security Committee of Singapore, Mr Lee Yuen Hee |
| 9.05am – 9.15am | Group Photo Session |
| 9.15am – 9.25am | Remarks by Mr Bernard Lim, Director International Relations and Security, Ministry of Transport, Singapore (Meeting Chairman) |
| 9.25am – 9.50am | Brief and update by US TSA on NW253 incident, challenges identified and lessons learnt – <i>Invited Speaker : Ms Vicki Reeder, Deputy Director for International Operations, Office of Global Strategies, US Transportation Security Administration</i> |
| 9.50am – 10.15am | Brief by the Netherlands on NW253 incident – challenges and lessons learnt from an airport security screening perspective- <i>Invited Speaker : Mr H. J. Komduur, Senior Policy Officer, National Co-ordinator for Counter-Terrorism, Civil Aviation Security Department, Netherlands</i> |
| 10.15am – 10.30am | Tea Break |
| 10.30am – 11.00am | Views on the airline industry's immediate challenges faced in the NW253 incident – <i>Invited Speaker : Mr Gordon Griffiths, Assistant Director, Airport Development, SO&I, International Air Transport Association (IATA)</i> |
| 11.00am – 11.30am | Views from a regulator's perspective on the impact of increased AVSEC measures in the aftermath of the NW253 incident – <i>Mr Kazunori Katsutani, Director for International Aviation Security Co-ordination and Crisis Management, Ministry of Land, Infrastructure and Transport, Japan</i> |
| 11.30am – 12.00pm | Views from ICAO on the challenges and lessons learnt from the NW253 incident – <i>Mr Steve Berti, Acting Chief, ICAO Aviation Security Branch</i> |
| 12.00pm – 1.30pm | Lunch (sponsored by Singapore Ministry of Transport) |
| 1.30pm – 2.15pm | Sharing on the use of body scanners at a major international airport : the Amsterdam experience – <i>Invited Speaker : Mr H. J. Komduur, Senior Policy Officer, National Co-ordinator for Counter-Terrorism, Civil Aviation Security Department, Netherlands</i> |

Sharing on the use of body scanners : the US TSA experience – *Invited Speaker : Ms Vicki Reeder, Deputy Director for International Operations, Office of Global Strategies, US Transportation Security Administration*

- 2.15pm – 2.30pm Update on the Asia-Pacific Ministerial Conference on Aviation Security hosted by Japan on 13 March 2010 - *Mr Kazunori Katsutani, Director for International Aviation Security Co-ordination and Crisis Management, Ministry of Land, Infrastructure and Transport, Japan*
- 2.30pm – 3.00pm Compliance to ICAO Annex 17 – Establishing Aviation Security Legislative Regime : A view from New Zealand – *Mr Chris Ford, Manager, Security, New Zealand Civil Aviation Authority (TBC)*
- 3.00pm – 3.20pm Tea Break
- 3.20pm – 5pm Discussion
- Delegates are invited to share their views on the issues and challenges from the NW 253 incident and compliance with ICAO Annex 17 (5mins/presentation)
 - Deliberation by regulators on conclusions and Joint Ministerial Statement from Japan Ministerial Conference
 - identify key directions
 - identify focus areas for Asia Pacific State
 - Information sharing
 - Updating of ICAO AVSEC POC
 - enhance information dissemination measures
 - Enhancing Risk Assessment measures
 - Other Security Measures
 - Air Cargo Security
 - Passenger Pre-Boarding checks
 - Liquids, Aerosols and Gels
 - Explosives Detection
- 5.00pm – 5.30pm Summary for Day 1
- 6.30pm – 8.30pm Networking dinner hosted by Singapore Ministry of Transport (House of Sudanese)

Day 2 - Tuesday 12 April 2010

- 9.00am – 9.30am Recap of Day 1 in summary (Singapore)
- 9.30am – 10.30am Discussion (continue)
- Technology
 - Reliability of new technology
 - Body Scanners / Explosive Detection Technology
 - Biometrics
 - Technology as a layer of security
 - Capacity Building Needs
 - Compliance with Annex 17
 - Avsec training requirements
 - Use of technology
 - Screening and Inspection techniques
 - Auditing and Quality Control Programmes
- 10.30am – 10.50am Tea Break
- 10.50am – 12.00pm Discussion (continue)
- Managing Capacity Building Programmes (continue)
 - Regional coordination
 - ICAO managed through USAP Findings
 - Capacity Building Feedback
 - Continuous Engagement
- 12pm – 1.30pm Lunch (sponsored by Singapore Ministry of Transport)
- 1.30pm – 3.00pm Discussion on Draft Action Plan
(proposed text will be developed by Singapore and circulated for discussion before the meeting)
- 3.00pm – 3.30pm Tea Break
- 3.30pm – 4.30pm Finalisation and adoption of action plan by the Meeting
- 4.30pm – 5.00pm Closing remarks by Mr Bernard Lim, Director International Relations and Security, Ministry of Transport, Singapore (Meeting Chairman)
- 5.00pm – 5.15pm Conclusion and closing of meeting
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Delegation List

Name	Organisation/State	Email Address
Mr Bernard Lim (Chairperson)	Singapore	bernard_lim@mot.gov.sg
Mr Gregory Goh (Vice Chairperson)	Singapore	gregory_goh@mot.gov.sg
Mr David Hammond	Australia	david.hammond@infrastructure.gov.au
Mr Chris Appleton	Australia	chris.appleton@infrastructure.gov.au
Mr Hj Junidi Latif	Brunei Darussalam	junidi.latif@civil-aviation.gov.bn
Mr PH Ismail Karim	Brunei Darussalam	ismail.karim@civil-aviation.gov.bn
Mr Qi Yaozhong	People's Republic of China	yukun@caac.gov.cn
Ms Monica Yu	People's Republic of China	yukun@caac.gov.cn
Mr Colman Ng	Hong Kong SAR, China	cscng@cad.gov.hk
Mr Jonathan Ho	Hong Kong SAR, China	jwlho@cad.gov.hk
Mr Kazunori Katsutani	Japan	katsutani-k23f@mlit.go.jp
Mr Nobuyuki Kobayashi	Japan	kobayashi-n2xk@mlit.go.jp
Mr Haji Abdul Rahman	Malaysia	rahman@dca.gov.my
Mr Chris Ford	New Zealand	fordc@caa.govt.nz
Ms Bev Driscoll	New Zealand	b.driscoll@transport.govt.nz
Mr Phillip Mah	Singapore	phillip_mah@caas.gov.sg
Mr Nicholas Lum	Singapore	nicholas_lum@mot.gov.sg
Mr P A Jayakantha	Sri Lanka	p_jayakantha@slt.net.lk
Mr To Tu Hung	Vietnam	totuhung@caa.gov.vn
Mr Le Ngoc Hung	Vietnam	totuhung@caa.gov.vn
Mr Nguyen Duc Lam	Vietnam	lamnd@caa.gov.vn
Mr Ha Viet Dieu	Vietnam	totuhung@caa.gov.vn
Mrs Truong Mai Huong	Vietnam	huongttm@naa.gov.vn
Mr Hoang Van Hai	Vietnam	hoanghai@saa.gov.vn
Mr Mustapha Nasar	Singapore	mustapha_nasar@caas.gov.sg
Mr Jeffrey Tan	Singapore (Secretariat)	jeffrey_tan@mot.gov.sg
Ms Selene Chua	Singapore (Secretariat)	selene_chua@mot.gov.sg

External Speakers / Observers	Organisation/State	Email Address
Mr Steve Berti	ICAO	sberti@icao.int
Mr Gordon Griffiths	IATA	griffithsg@iata.org
Mr Hedzer Komduur	Netherlands	h.j.komduur@nctb.nl
Ms Vicki Reeder	USA	vicki.reeder@dhs.gov
Mr Tom Keene	USA	thomas.keene@dhs.gov