



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

**First Meeting (DGCA-MID/1)**  
*(Abu Dhabi, UAE, 22-24 March 2011)*

### Agenda Item 6: Aviation Security Issues

#### CHECKPOINT OF THE FUTURE

*(Presented by IATA)*

#### SUMMARY

ICAO held a workshop on THE NEXT GENERATION PASSENGER AND CABIN BAGGAGE SCREENING PROCESS AND CHECKPOINT on November 30 and December 1, 2010. The Report tabled to the Panel identifies 10 work-streams for potential development.

IATA endorses the Report's recommendation to establish a Technical Advisory Group (TAG) to undertake this work. The development and deployment of a Checkpoint of the Future is a vital pre-requisite to keeping pace with the changing threats from, and modus operandi of, potential terrorists.

IATA appreciates ICAO's leadership of this critical initiative. We believe its success will require proactive support from dedicated regulatory and industry experts throughout 2011 and beyond. Accordingly, we urge DGCA – MID/1 to take a strong regional leadership role and encourage stakeholders to participate in establishing a regional advisory group to oversee testing and deployment of components and process at regional airports.

### 1. INTRODUCTION

1.1 The 21<sup>st</sup> meeting of AVSECP concluded that “the development of a next generation screening process and checkpoint should be approached in a holistic manner and the AVSEC Panel should oversee the task” and recommended, inter alia, that a workshop on the development of the next generation screening process and checkpoint be held.

1.2 During the ICAO 37<sup>th</sup> Assembly, the Checkpoint of the Future initiative (as it has become known) was endorsed by contracting states, underlining the global-will to achieve consensus on this essential component of the 21<sup>st</sup> century travel experience. The Resolution A37-17 endorsed the ICAO Comprehensive Aviation Security Strategy including Strategic Focus number 2 “to promote innovative, effective and efficient security approaches”.

1.3 The ICAO workshop (per paragraph 1.1) took place on November 30 and December 1 and in its Report to the Panel identifies 10 work-streams for potential development. They are: regulation; differentiated screening; threat identification, risk tolerance and screening definition; human factors including those related to staff screening and passengers: checkpoint optimization; sharing best practices; technology stakeholder management; longer term vision; definition of governance and stakeholder forum. IATA believes this work is a vital pre-requisite to keeping pace with the changing threats from and modus operandi of potential terrorists plotting to attack commercial aviation.

1.4 Other similar checkpoint improvement initiatives are underway or under consideration. This is positive – the case for change is clear, and, compelling. However unless they are well coordinated, these initiatives risk exasperating inconsistency of requirements, standards and processes at a time when the prevailing need is for states and stakeholders to work together to achieve global standards, recommended practices and an enduring unity of purpose – to improve deterrence, detection and prevention of potential terrorist attacks. Accordingly we appreciate ICAO’s leadership of this critical initiative.

1.5 Our call for global standards must not be confused with the need for flexibility. Checkpoint of the Future is not envisioned as a rigid one-size-fits-all solution, rather as a menu of components and processes that can be deployed in part, in combination or in full, commensurate with the threat environment, needs and resources available to states and their stakeholders.

1.6 Passenger numbers keep rising. We expect there to be 2.5 billion passengers by the end of 2011 (a 5% increase on 2010) and a 5.5% increase year-on-year for several years to come. The current checkpoint process is struggling to cope. Therefore this work is urgent; experts in each aviation security stakeholder group – appropriate authorities, airlines, airports, technology providers and others – must dedicate significant resource to completing it by 2013. Development of a Checkpoint of the Future in 5 years will be too late.

## 2. DISCUSSION

2.1 IATA believes development of the Checkpoint of the Future should be conducted based on a set of guiding principles, as follows:

- a) Screening: All passengers must be screened to *at least* baseline level – i.e. a level sufficient to screen passengers who present the lowest risk - based on an assessment of passenger data, information and intelligence. These may be passengers registered in a state Known Traveller program.
- b) Security: We must increase the likelihood of deterring, detecting and preventing terrorist attacks by looking for bad people, not just bad objects.
- c) Facilitation: We must improve the ease with which the *majority* of travelers pass through the checkpoint. For this majority, screening should be conducted without the need to unpack belongings (e.g. laptops, LAGS) or remove outer clothing (e.g. coats, shoes)

- e) Efficiency: We must focus the use of cutting-edge technologies and rigorous screening methods primarily on those people who present the highest risk - and less often, and unpredictably, on other travelers.
- f) Customer Satisfaction: We must improve the traveling public's experience and confidence in the security system.

### **3. SUMMARY OF PROGRESS**

3.1 IATA Passenger Facilitation Working Group (PFWG) presented a paper to the 37<sup>th</sup> ICAO Assembly on a potential International Traveller Scheme that would bring national, bilateral and multilateral registered traveler schemes together under one program. PFWG, which has a number of members who are government representatives, has established a workgroup to steer this effort. The PFWG has reviewed a number of existing registered traveler schemes, solicited expectations of a single International Traveller Scheme and is conducting a feasibility study to identify options for creating one.

3.2 IATA Security & Travel Facilitation developed a conceptual Checkpoint of the Future discussion paper that has been endorsed by its Security Group and Operations Committee and shared with ICAO and selected stakeholders. The Checkpoint is largely driven by passenger differentiation in which passengers are categorized as Known Travellers (low risk), normal and high risk. It is intended that passengers who "pass" background checks and are thereby registered as Known Travelers would routinely be categorized as low risk for physical screening. These concepts were discussed in-depth during the 2010 IATA AVSEC World Conference, and again, the desire for change was palpable and compelling. IATA's Board of Governors has set development of Checkpoint of the Future as a priority for 2011. The longer-term vision is for passengers to be screened in "Tunnels of Technology"<sup>1</sup>, providing them with an interruption free transit from curbside to aircraft.

### **4. PROPOSED WAY FORWARD**

4.1 IATA endorses the recommendation in the workshop report that a Technical Advisory Group (TAG) should be established to formalise the project and to coordinate the work ahead. A set of proposed Terms of Reference are provided for consideration in Appendix B. IATA is committed to working with ICAO and interested states on the development and testing of the Checkpoint of the Future. To this end, we would fully support the TAG. Furthermore, we support the work-streams agreed during the ICAO Workshop and advocate their development according to the impact they will have on defining and planning the checkpoint in 2011; some elements are more pivotal and urgent than others and should be prioritised accordingly.

4.2 As stated above, we certainly appreciate ICAO's leadership of this critical initiative. We also recognise that timely development and testing of Checkpoint of the Future will require intense and pro-active support for the TAG and the associated operational trials from AVSEC Panel members in particular.

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<sup>1</sup> "Technology" means all technologies that play a role in screening, including systems that enable data, information and intelligence to be gathered, analysed and transmitted and those that enable pre-screening, risk categorisation and detection.

- 4.3 IATA has the following priorities for 2011, namely to:
- a) Finalise a conceptual framework for Checkpoint of the Future, including guiding principles, components and processes;
  - b) Complete a blueprint for the Checkpoint of the Future;
  - c) Achieve agreement with one regulator to commence testing in the first quarter of 2012; and
  - d) Develop a project plan for completion of work necessary to deliver a validated Checkpoint of the Future model, including technical guidance material by AVSECP/24, in 2013.

5. **ACTION BY THE MEETING**

- 5.1 The meeting is invited to note the contents of this information paper.

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