

OCTOBER 2014 SYMPOSIUM TO HIGHLIGHT STRATEGIC ROLE OF INNOVATION IN AVIATION SECURITY

 **The need to address the evolving threat to civil aviation through effective yet sustainable measures is best achieved by introducing new and innovative processes and technologies. To foster a dialogue among States, industry, and academia about security innovation, ICAO will hold its first-ever Symposium on Innovation in Aviation Security, 21-23 October 2014, at ICAO Headquarters in Montréal.**

Delegates to the historic ICAO High-level Conference on Aviation Security (HLCAS) held in September 2012 agreed on the need to be forward-looking in addressing threats to civil aviation, rather than rely solely on reactive measures. Concluding that innovative processes and technologies were required to craft a security regime that is effective, efficient, operationally viable and economically sustainable, they called on ICAO to convene its first-ever Symposium on Innovation in Aviation Security (SIAS) in 2014. The event, which will feature an industry exhibition as well as several thematic panel sessions, is scheduled for 21-23 October at ICAO Headquarters in Montréal, Canada.

The primary purpose of the SIAS is to facilitate dialogue among all those with an interest in air transport security: States, airlines, aircraft manufacturers, airports, aviation security (AVSEC) technology and system vendors, international organizations, academic researchers, and other public and private-sector entities that wish to explore issues ranging from threat behaviours to leading-edge screening technology.

"Remarkable progress has been made in aviation security thanks to innovations in technology and security processes," said Jim Marriott, ICAO's Deputy Director, Security and Facilitation. "But the threat and risk environment is constantly evolving. The air transport system is expected to double in size by 2013, and terrorists innovate in their methods. Under ICAO's leadership, the Symposium provides an ideal opportunity for the international aviation community to focus on innovating to ensure that security measures are appropriate, efficient, and sustainable."

"Collaboration among AVSEC stakeholders is essential to identify emerging threats as well as new technologies and processes to thwart those threats," Marriott added. "ICAO has taken a leadership role on resolving international aviation

security issues, and is the appropriate global forum for sharing concerns and ideas about what might come next."

The SIAS programme will focus on seven key themes:

- **Optimizing technology**
- **Innovation in risk-based screening processes**
- **Improving passengers' experience with security processes**
- **Transferring information through innovative methods**
- **Strengthening partnerships between State authorities and AVSEC manufacturers/vendors**
- **Promoting AVSEC research and development**
- **Empowering people and organizations toward innovation**

TECHNOLOGY INNOVATION

The Symposium will explore how innovative technologies might enhance efficiency and threat detection, as well as examine policy and operational challenges stemming from the combination of equipment, privacy and health concerns, operating concepts, human factors, and airport environments.

Among the technological areas to be addressed are advanced screening equipment, access control systems, surveillance, and the use of security barriers.

"Today's security measures serve to mitigate the priority risks. However, current screening approaches can be uncomfortable and inconvenient, discouraging rather than encouraging people to fly, which is detrimental to aviation's continued growth," said Marriott. "It's time to focus also on the passenger perspective, and improving the passenger experience will require innovation in screening technologies."

Next-generation security checkpoints, for example, might integrate technology with intelligence, behavioural analysis, and passenger data. Data sources may be used to enable a risk assessment of passengers prior to their arrival at the security checkpoint. Biometric data could help verify a passenger's identity and determine the appropriate level of screening. Enhanced screening technology may allow passengers to keep personal electronics and liquids in their bags, as well as eliminate the requirement to remove coats and shoes.



ICAO Symposium on Innovation in Aviation Security, 21-23 October 2014 - ICAO Headquarters - Montréal, Canada - www.icao.int/Meetings/SIAS/

Any initiative to deploy new technologies should consider the principles of effectiveness and efficiency as priorities, but should also seek to improve the passenger experience by minimizing or reducing the inconvenience experienced.

SUSTAINABLE SECURITY

The sustainability of aviation security measures emerged as a major issue at the HLCAS in 2012. "We must make aviation security more sustainable," ICAO Secretary General, Raymond Benjamin, stated at the conclusion of the Conference. "This means maintaining or augmenting the already robust measures which have protected aircraft and passengers so effectively, but in a streamlined manner that better recognizes the necessary movement of people and goods."

Delegates recommended adoption of a number of inter-related policy principles and practices to achieve sustainable aviation security, including risk-based security measures, the optimum use of technology and one-stop security arrangements.

States are compelled to prioritize needs against limited resources. A risk-based approach can provide an acceptable level of security by utilizing resources wisely.

"When we focus appropriately on managing risk, security measures tend to be practical, effective, and proportionate to

the threat," Bernard Lim told ICAO Journal in an interview last fall. Lim is Director (International Relations and Security), Singapore Ministry of Transport, and Chairperson of the ICAO AVSEC Panel. "We also need to remember that each State has individual considerations and local circumstances, and resources for enhancing aviation security are not unlimited. For these reasons, outcome-based approaches are highly desirable and should continue to be adopted."

A flexible outcome-based approach, instead of one-size-fits-all prescriptive measures, supports long-term operational and economic sustainability by allowing authorities to address risk in varied ways that do not hamper the growth of civil aviation operations.

STRENGTHENING PARTNERSHIPS AND RESEARCH

The Symposium for Innovation in Aviation Security will help strengthen partnerships between regulators and other State security authorities on the one hand, and aviation security equipment manufacturers and suppliers on the other, by promoting a better understanding of each other's needs and challenges, which vary from State to State. It will serve as a starting point for continual sharing of best practices and future collaboration on innovative solutions for the benefit of the global air transport system.

Another objective of the Symposium is to promote research and development that will foster the implementation of new technology and processes, whether through operational trials or early system deployment.

"The threats of the next 10 years may be unlike any we have seen over the past 10 years," Marriott cautioned. "This Symposium can help the aviation security community establish a clearinghouse for the best ideas, and the most innovative solutions that will provide air travellers greater peace of mind and a more enjoyable travelling experience." ■

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