



ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 13: Aviation Security – Policy

INNOVATION IN SECURITY – DEVELOPMENT OF NEXT GENERATION  
SECURITY AND ENGAGEMENT WITH INDUSTRY

(Presented by Airports Council International (ACI))

EXECUTIVE SUMMARY

Airports facilitate the movement of passengers travelling from city to city, either directly or indirectly through transfers. They do this safely, efficiently and securely, and are continually looking for ways to improve the passenger experience. This paper examines the options available to take forward work on security and facilitation, including those in cooperation with other stakeholders, and makes recommendations for further work that could significantly improve global security through innovative processes. It recommends that ICAO work closely with industry partners to develop a well-balanced regulatory environment. It proposes minor amendments to the draft Consolidated Resolution Appendix C to better reflect the collaborative process agreed by the High Level Conference on Aviation Security.

**Action:** The Assembly is invited to support the proposals in this paper and to amend Appendix C of the draft Resolution to make clearer the need for collaboration with industry across all the full range of aviation security matters. Draft texts are proposed in paragraph 3.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective B — <i>Security</i> .
<i>Financial implications:</i>	The activities will be undertaken under the 2014 – 2016 Regular Programme Budget and/or from extra-budgetary contributions.
<i>References:</i>	HLCAS-WP/26 – Driving technology developments and innovation – Next generation screening A38-WP/12 – Outcomes of the High-level Conference on Aviation Security A38-WP/13 – Declaration on Aviation Security and the ICAO Comprehensive Aviation Security Strategy (ICASS) A38-WP/14 – Consolidated statement on the continuing ICAO policies related to the safeguarding of international civil aviation against acts of unlawful interference Doc 9958, <i>Assembly Resolutions in Force</i> (as of 8 October 2010)

## 1. INTRODUCTION

1.1 States have reiterated their desire to improve aviation security in ways that are consistent yet unpredictable, effective and to the greatest extent possible do not subject passengers to long queue times or intrusive procedures. ACI and other industry partners share those views.

1.2 To that end ACI and others introduced a paper (Working Paper 26) to the High Level Conference on Aviation Security held on 12-14 September 2012. The paper proposed a high level component research roadmap to stakeholders wishing to develop a next generation passenger screening checkpoint. The roadmap described a range of options that could be considered by States and adapted to their specific needs and abilities. The roadmap was based on the advances being made by public and private stakeholders participating in the development of next generation screening initiatives. The framework was offered as the foundation for future guidance material and training by Member States. Recognition of these advances could assist and accelerate future component development and implementation.

1.3 A key element of that paper was the mechanism by which industry trials on new technology developments and innovation would be developed through cooperation: A38-WP/12 presented by the Council agrees and proposes that a further review of the component research roadmap be reviewed by the AVSEC Panel and the Technical Advisory Group on Next Generation Screening. ACI welcomes that review, and is also working with partners to take forward those components of the roadmap which are most pertinent to airports.

## 2. DISCUSSION

2.1 Aviation security, by its very nature, is a complex business. It is executed in different ways by different authorities in different jurisdictions. But, at its heart are the minimum standards and recommended practices set out in Annex 17 to the Chicago Convention. The Council has supplemented the standards by also agreeing the ICAO Comprehensive Aviation Security Strategy (ICASS) which is set out in A38-WP/13.

2.2 Strategic focus area 2, in Appendix A of that paper, describes the steps that have been taken to promote innovative, effective and efficient security approaches. It also spells out the key activities for 2014-2016 and the expected results. The activities are described as:

2.2.1 *Strengthening collaboration between regulators and industry in promoting technological advancements and innovative security techniques, and in defining future passenger screening regimes.*

2.2.2 *Increased sharing amongst policy-makers of best practices and emerging trends in aviation security systems and technologies.*

2.2.3 *Organization of an aviation technology innovation symposium to encourage forward-looking action and to stimulate creative approaches using technology based and/ or human based systems and processes.*

2.3 ACI has an established network of aviation security practitioners who meet regularly in Committees and Task Forces to assess incoming technologies and to share best practice. These groups work with regulators and other industry bodies to perform trials of new equipment types, to assess the effectiveness of layouts of security areas, and to work on trials of human factors including behaviour detection, use of dogs etc.. Furthermore, the ACI World Annual General Assembly, meeting in Istanbul

on 11 June, adopted a Resolution to urge greater engagement and cooperation between ACI and ICAO on security matters.

2.4 It would therefore benefit both ICAO and industry partners if the strategic focus areas of ICASS were codified in the relevant Assembly Resolutions to provide the policy foundation for the delivery of the intended purposes. The draft text amending Resolution A37-17 is set out in A38-WP/14. Appendix C, “*Implementation of technical security measures*”, refers in Resolution 6. a. to broadening existing cooperation mechanisms with industry; and, Resolution 11.c. speaks of cooperating with industry stakeholders and equipment manufacturers to develop next generation screening processes. However, these are very specific issues, whereas in practice industry collaborates with ICAO and Regulators across a much wider range of matters of concern. ACI therefore proposes a top level Resolution, supported by a clause in the preamble, which makes clear that ICAO, regulators and industry are partners with a joint interest in enhancing security outcomes across the full range of the process.

### 3. CONCLUSION

3.1 The Assembly is invited to agree to amend the draft Resolution to update A37-17 Appendix C, as set out in A38-WP/14 by :

3.1.1 – inserting the following clause in the Preamble: *Whereas the development, testing, implementation and delivery of effective security measures can only be done through a well-established partnership with industry; and*

3.1.2 – adding the following text as Resolution 5 bis: *Encourages Member States to work in partnership with industry to develop, test, implement and deliver effective security measures;*

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**APPENDIX**  
**ACI World Annual General Assembly Resolution**

**AIRPORTS SUPPORT THE DEVELOPMENT OF NEXT GENERATION SECURITY**

The 23rd ACI World Annual General Assembly,

Noting that the High-level Conference on Aviation Security, convened by ICAO at its Headquarters in Montréal, held from 12 to 14 September 2012, was attended by over 700 participants representing 132 member States, and 23 international and regional organizations and industry associations;

Noting that the ICAO Conference recognized the critical role of civil aviation in global economic development and the various security challenges which the international air transport sector faced;

Noting that the ICAO Conference supported initiatives undertaken by ICAO, in cooperation with industry stakeholders and equipment manufacturers, to develop the next generation of passenger and cargo screening processes, taking into account technology developments and desired security outcomes;

Recognizing that ACI continues to be engaged with the ICAO Aviation Security Panel and has apprised that Panel of the actions taken in promoting and developing next generation screening technologies and methodologies;

Welcoming the statement from the Rapporteur of the Technical Advisory Group on Next Generation Screening that he recognized the efforts carried out by States and industry in conducting test trials to obtain data to describe the benefits and impacts of new screening technology and methods; and,

Welcoming that the ICAO Aviation Security Panel also recognized these efforts and noted the intention of the group to provide its members with the data collected from the trials with a view to further reflecting on the future of passenger screening,

Resolves that:

- a. ACI should continue to work constructively with ICAO, States and other industry partners to develop and test next generation screening capabilities;
- b. such work should recognize the needs of airports and be developed in ways that inform all parties of the benefits and limitations of new approaches; and

Further resolves to urge ICAO and other parties to:

- c. recognize that airports are central to the development of better security;
- d. provide such support as is necessary to develop systems which work in the interests of passengers and other stakeholders while maintaining the integrity of the aviation security system; and
- e. develop guidance in cooperation with ACI that will establish best practices that can be used at airports worldwide.