



WORKING PAPER

HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 8: Driving technology developments and innovation

LIQUIDS, AEROSOLS AND GELS

(Presented by the Secretariat)

SUMMARY

This paper reports on the current status of the lifting of restrictions on the carriage of liquids, aerosols and gels (LAGs), and highlights the efforts by the international community to ensure international coordination and harmonization in the lifting of LAGs restrictions.

Action: The High-level Conference on Aviation Security is invited to endorse the conclusions and recommendations in paragraph 3.

1. INTRODUCTION

1.1 Restrictions on the carriage of liquids, aerosols and gels (LAGs) were introduced in 2006 following a foiled plot to detonate liquid explosives on board aircraft.

1.2 At the suggestion of the Twenty-second Meeting of the Aviation Security (AVSEC) Panel in 2011, the Secretariat Study Group (SSG) on the Carriage and Screening of Liquids, Aerosols and Gels convened its third meeting on 14 and 15 December 2011 in Paris, France to strengthen international coordination and harmonisation in the lifting of restrictions on the carriage of LAGs.

1.3 The SSG LAGs discussed the current status of the lifting of restrictions on the carriage of LAGs by States, including updates on existing technology and options available. In light of the discussions, the SSG LAGs acknowledged that:

- a) the use of liquid explosives remains a serious aviation security concern;
- b) while technology and related procedures for the detection of liquid explosives is improving, there is not yet international consensus on the ability of screening technology to fully replace the current LAGs restrictions; and
- c) international coordination, involving regulators and industry, is essential to ensure that operational difficulties, confusion and other adverse side effects are not created or aggravated by different approaches.

2. DISCUSSION

2.1 To ensure that the eventual lifting of LAGs restrictions is conducted in a harmonized and least-disruptive manner, there is a need for action in areas including, but not limited to: increased awareness-raising efforts by States; international coordination of timelines and arrangements for the

introduction of LAGs screening; identification and maintenance of a list of States planning to revise or lift LAGs restrictions; and expeditious development of ICAO guidance material to help prepare regulators and industry.

2.2 The introduction of technology-based screening of LAGs will require investment in equipment, screener training and public awareness, as well as possible modifications to the configuration of screening checkpoints. Moreover, the start-up of LAGs screening is likely to be manageable without significant operational disruptions only if introduced in a gradual manner, given the scale and complexity of aviation operations involved

3. CONCLUSIONS AND RECOMMENDATIONS

3.2 The High-level Conference on Aviation Security is invited to conclude that:

- a) there is a need for State aviation security authorities to continue to work together and with industry to achieve a smooth transition from current LAGs restrictions to screening of LAGs using suitable technology and related procedures; and
- b) the lifting of LAGs restrictions is likely to be gradual, occurring at different rates in different States and regions, and there is a need to further encourage international coordination in this respect.

3.2 The High-level Conference on Aviation Security is invited to recommend that:

- a) State authorities, industry and other stakeholders continue their collaborative efforts to develop and maintain mutually-recognized requirements for the screening of LAGs by technology and related procedures;
- b) States opt for screening by technology and related procedures in lieu of LAGs restrictions, where possible, and that flights arriving from States applying LAGs screening be treated equally as flights from States where LAGs restrictions are applied; and
- c) best practices and effective techniques for screening LAGs be included in ICAO guidance material.