



**WORKING PAPER**

**HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)**

**Montréal, 12 to 14 September 2012**

**Agenda Item 8: Driving technology developments and innovation**

**THE EVOLUTION OF SCREENING**

(Presented by Canada, United States, and the International Air Transport Association)

**SUMMARY**

Action by the High-level Conference on Aviation Security is in paragraph 2.

**1. INTRODUCTION**

1.1 The manner in which passengers travel has changed considerably over the years, as airport designs, technology, aircraft, and new risks change. As a result, the manner in which air passengers are screened should also change, in ways that are no longer just conceptual.

1.2 New techniques and technology now exist that present an opportunity to revisit how passengers should be screened, including hi-tech and low-tech solutions, which offer the benefits of enhanced security and increased throughput.

1.3 Technology, such as body scan machines, multi-view high-resolution X-rays, x-ray networking with remote viewing capability all offer increased security and efficiency. Passenger assessment methods, including trusted traveller programmes already exist in several countries and provide opportunities to align the degree of screening with travellers known or unknown status and better apply random and unpredictable screening principles. Technology and passenger assessment programs enable Member States to move from a one size fits all approach to a risk based approach and better respond to threats, while speeding up the screening process, and improving customer service.

1.4 Less complex and expensive change is also possible be it checkpoint reconfiguration to increase divest and repack opportunities, screening in the queue, slanted and diverter roller tables, or the creation of designated lanes for experienced, senior, or novice flyers to promote passenger flow.

1.5 Although evolution can yield many benefits for industry and passengers alike, it must be carefully assessed to ensure that fundamental expectations, such as health, privacy, and human rights are not negatively impacted.

1.6 Overall, air travel has evolved, and so can passenger screening in order to continue making air travel safe, secure, and convenient.

1.7 The carriage of liquids and gels through screening is a prime example of where technology can play a vital role, although the importance of identifying the security value of screening, the benefits to passengers and industry, and the impacts on the screening flow itself, must be carefully

considered. For example, screening values must be high enough to provide sufficient protection of airline passengers and employees, but if passenger throughput decreases significantly, the benefits realized would be eliminated. Once these standards are developed and deemed acceptable, careful and coordinated implementation is necessary to facilitate carriage of liquids and gels by transferring passengers.

## 2. **ACTION BY THE HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)**

2.1 The HLCAS is invited to conclude that:

- a) Technology and passenger assessment programmes can increase security and facilitation in pre-board passenger screening; and
- b) Proper assessment is necessary to identify and address potential impacts prior to implementation.

2.2 The HLCAS is invited to recommend that:

- a) Member States pursue technology and passenger assessment methodologies, to the extent possible, as a means to improving security, and facilitating international air travel, while respecting health, privacy, and human rights; and
- b) Member States develop and accept an appropriate standard for screening liquids, aerosols, and gels for explosives, prior to implementation, and coordinate a reduction or elimination of the current restrictions on liquid and gels in carry-on baggage, without severely affecting passenger throughput.

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