



International Civil Aviation Organization

WORKING PAPER

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ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Aviation Security — Policy

CONTROLS FOR LIQUIDS, AEROSOLS AND GELS (LAGS)

(Presented by the Bolivarian Republic of Venezuela)

EXECUTIVE SUMMARY

Action: The Assembly is invited to establish Standards and Recommended Practices in Annex 17 - *Security*, regarding the implementation of control mechanisms and procedures applicable to the screening of LAGs for entry into Security Restricted Areas (SRAs).

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 17 — <i>Security</i> Doc 8973, <i>Aviation Security Manual</i> , Appendix 22

¹ Spanish version provided by the Bolivarian Republic of Venezuela

1. INTRODUCTION

1.1. On 10 August 2006, bearing in mind previous coordination and work on liquids, aerosols and gels, the authorities of the United Kingdom notified ICAO that they had successfully dismantled an alleged terrorist plot against civil aircraft in flight over the North Atlantic. This terrorist attack, which was considered as imminent, would have involved passing through the passenger and hand baggage security screening checkpoints carrying the parts for an improvised explosive device, including a homemade liquid explosive.

1.2. In response to this threat notification, the ICAO Council convened a special meeting on 17 August 2006, in which the Council recognized the seriousness of this threat and requested the Aviation Security Panel to give highest priority to the examination of this matter and to recommend possible action to mitigate these acts in the future. At its 18th Meeting, held in Montréal from 11 to 15 September 2006, the Aviation Security Panel considered the events that had taken place in the United Kingdom and their broader implications for aviation security.

1.3. Furthermore, at the ninth meeting of the 179th Council Session, held on 22 November 2006, the Council examined the report from the 18th Meeting of the Aviation Security Panel and agreed that guidelines on security controls for the screening of liquids, aerosols and gels should be recommended to States for implementation as of 1 March 2007.

1.4. The veracity of this previously announced fear was however publicly confirmed in 2015, when a fatal terrorist attack was carried out using a liquid explosive that entered the Security Restricted Area (SRA) and subsequently came on board an aircraft inside a soft drink can. The real problem lies with the fact that, to date, Contracting States still do not have an international mandatory compliance Standard that governs the matter of LAGs restrictions nor do we even have, at the very least, effective and simple methods that guarantee a secure environment for air operations, without prejudice to their efficient development. Thus, the proposed requirement is essential in order to maintain an international Standard that is easily complied with and that provides uniform processes.

2. DESCRIPTION AND SCOPE OF THE PROPOSAL

2.1. In light of the known threat posed by the uncontrolled entry of liquids, aerosols and gels into our aircraft and SRAs, it has been noted that States need to give priority through ICAO to the coordinated introduction of LAGs screening criteria. The purpose of this would be to ensure the adoption of a single, definitive international approach, which guarantees uniformity of the Standard and facilitates compliance therewith, taking account of each State's individual situation.

2.2. ICAO recently sent the Contracting States the State letter AS 8/11-15/82, which took note of the provisions established in Electronic Bulletin EB 2008/32, dated 16 October 2008. In this letter, the Secretary General also invited States to complete the LAGs questionnaire in order to know more about the measures being implemented by States on this particular matter and restrictions on the entry of LAGs into the SRAs, as well as LAGs screening methods that employ specialized technology and procedures.

2.3. It is important to highlight that in order to adopt a definitive and mandatory compliance position on this matter (LAGs), we need to take account of the advantages and/or difficulties that may arise for international civil aviation when methods are implemented that employ specialized technology and procedures, in accordance with the individual situation of each of the Contracting States.

2.4. However, we note with concern the lack of promotion of the circulation of information on LAGs observed in recent years, in particular, as regards to the creation or implementation of an international mandatory compliance standard. This standard could well be framed within the next amendment to Annex 17 — *Security* for the sole purpose of bestowing this subject with the formality and force that it deserves. This would also provide unified guidance for States that have not yet implemented LAGs-related measures and controls.

3. CONCLUSIONS

3.1. The proposed standard on LAGs controls to be incorporated into Annex 17 — *Security*:

Each Contracting State shall establish measures to ensure the control of liquids, aerosols and gels before they are allowed to enter the Security Restricted Areas of airports that provide services to international civil aviation. The determination as to whether it is appropriate to control liquids, aerosols and gels will be based on an assessment of security risks conducted by the competent national authorities.

4. RECOMMENDATIONS

4.1. The Assembly is invited to:

- Activate the necessary mechanisms to enable the promotion and distribution of key information amongst Contracting States for the implementation of controls and procedures that do not restrict the carriage of LAGs, but somehow bring about a secure environment for the development of operations through the implementation of simple and effective controls that do not affect security or facilitation; and
- Activate various mechanisms so that Contracting States with experience in this matter may provide information that can be analysed for the purpose of including this proposal on LAGs in the upcoming discussions on the amendment to Annex 17 — *Security*.

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