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CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)
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Passenger/Cabin Baggage Screening Task Force (AVSEC/PAX/BAG/TF/1)
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Agenda Item 1: PAX/BAG Screening Systems
1.1 PAX Screening Systems

SIMPLIFYING PASSENGER TRAVEL'S IDEAL PROCESS FLOW (IPF)

(Presented by the International Air Transport Association (IATA))

SUMMARY

This paper explains the approach taken by the Simplifying Passenger Travel Interest Group (SPTIG) to develop an Ideal Process Flow (IPF) for future air travel based on international aviation standards that will enhance the passengers travel experience while maintaining security.

The sustainability of future travel lies in wide-scale adoption of processes based on the IPF. This can only happen through the proliferation of the IPF model and the willingness by all stakeholders to co-operate in implementing the processes as outlined.

The paper demonstrates the role of evolving technologies, biometrics, standards and policies in the achievement of this model. The benefits of the proposed passenger flow model are self evident in terms of improved identification and authentication of passengers for a more secure travel process.

The IPF prescribes automation of passenger processes for air travel, including security, in order to cope with predicted growth in travel and to effectively tackle current and potential security concerns of air travel.

The paper supports SPTIG's mandate to improve the passenger travel experience without compromising security and indeed facilitates the development and improvement of security systems in line with the requirements of ICAO's Annex 17- *Security*, to the International Convention on Civil Aviation.

References:
- SPT - Ideal Process Flow V2.0

1. Introduction

1.1 The Interest Group has finalized a high level schematic of the Simplifying Passenger Travel (SPT) Passenger Flow describing the 'ideal' way of completing the steps involved in air passenger travel, from the moment the passenger books a flight – to – their arrival at destination.

1.2 The Ideal Process Flow (IPF) is based upon international standards, the sharing of data and emerging technology.

1.3 The goal of this document is to provide guidance to stakeholders involved in passenger processing developments, to promote streamlined passenger processing through a real-time automated exchange of data between service providers, implement increased security through more robust identification of passengers, and to stress the importance of stakeholder co-operation in any new developments.

2. Ideal Process Flow

2.1 All stakeholders concerned with air travel need to implement many varied security and facilitation processes in order to comply with evolving civil aviation requirements. In order to improve the quality of the travel process, it is important to develop harmonized processes and standards to meet security requirements.

2.2 Whilst, SPT recommends widespread adoption of the concepts put forward in the IPF, SPT is aware that each Contracting State needs to comply with various national and regional mandates. The proposed template offers room for flexibility. At the same time the document recommends need for global harmonization and mutual acceptability of relevant policies and standards.

2.3 In order to achieve this goal, SPT is freely promoting the IPF and encouraging Contracting States and stakeholders to co-operate in multi-lateral initiatives to test the concepts put forward in the IPF. Implementation of the IPF concepts demonstrates a pro-active attitude by the air transport industry to move towards global harmonization and mutual acceptability of security measures and procedures.

2.4 Implementation of the IPF indicates that security processes will be established by real-time exchange of information based on input received from local and destination threat assessments.

2.5 Air Carriers are encouraged to adopt IPF principles, as it will help them implement more effective security measures, be cost efficient and increase customer satisfaction levels.

2.6 Airports should explore deployment of IPF-supporting tools for passenger screening, as it will generate better use of airport infrastructure and resources and result in greater efficiency in terms of space and cost utilisation.

2.7 Regulators are recommended to formulate and agree upon harmonised standards and policies that will improve screening of passengers and enhance border integrity.

2.8 By proposing concepts that incorporate security as a central theme throughout the journey, the IPF sets out to improve overall security measures and procedures throughout the aviation system.

2.9 The IPF is intended to provide guidance on how to implement processes for improved security and facilitation for air travel. The IPF template will be regularly reviewed and amended to incorporate the latest security and other travel requirements.

3. Key Security Components of the SPT Ideal Process Flow

3.1 Data collection and provision of API data at the earliest possible opportunity allow for sufficient time to investigate a prospective traveler for risk-assessment and detection of any apparent threat.

3.2 Biometric authentication and iAPI (interactive API – also known as Advance Passenger Processing (APP)) of the passenger, on the day of travel, prior to entering secure zone at the airport and prior to boarding; ensures both local and destination governments have the opportunity to provide real-time approval for the passenger to exit the country (from local government) and right to entry (from the State of destination).

3.3 Data from iAPI enables screening based on threat levels of the passenger and their baggage; allowing both to be intercepted at port of disembarkation, when necessary. The IPF also allows for customs and/or biosecurity information to be captured and transmitted to destination for examination (and interdiction of entry or exit, if deemed necessary).

3.4 Transmission of iAPI and customs information to the destination State, makes it possible for concerned authorities to screen passengers and their baggage even before arrival. Biometric authentication by the passenger upon arrival, further establishes the arrival screening process ensuring that unwanted passengers (or goods) are not allowed to enter.

3.5 Security measures implemented in line with the IPF will avoid conflict with passenger and air cargo facilitation needs that require ready access to facilities and services to expedite the process of air transportation.

3.6 Such an approach has far reaching implications and there exists a need for harmonised standards and policies at regulatory and industry level. Some of the factors are:

- Security & Privacy policy
- Multi-national adoption of pre-arrival risk assessment and electronic pre-clearance
- International agreements to accept authenticity of API, iAPI, biometric, government authorities screening data
- Agreement between air carriers, airports and regulatory authorities to share information to ensure only valid passengers enter the restricted area
- Adoption of risk-based passenger security screening procedures

3.7 State endorsement of IPF is integral for the successful implementation and proliferation of the IPF. Contracting States are also encouraged to develop regulations based on the IPF to realize desired security outcomes.

3.8 State endorsement and appropriate regulations will enable widespread adoption of IPF processes by air carriers and airports, encourage multilateral co-operations and ensure development of emerging technologies that support and enhance security.

4. Links with Amendment 11 to ICAO Annex 17

4.1 SPT's Ideal Process Flow (IPF) is based on two key aviation concerns – security and facilitation. The IPF demonstrates how best to address these two factors in a cohesive and efficient manner in order to improve the general air travel experience for passengers. (Reference: Amendment 11 to ICAO Annex 17 Recommended Practice 2.3)

4.2 International cooperation to share information is integral to the success of IPF concepts. (Reference: Amendment 11 to ICAO Annex 17 Section 2.4)

4.3 IPF recommends the use of latest technology and new equipment (including biometrics) to raise screening and other security standards. Such equipment should be considerate of human factors issues. (Reference: Amendment 11 to ICAO Annex 17 Recommended Practices 2.5.1 and 2.5.2)

4.4 The IPF template allows for all concerned departments and agencies to share and access security information, this enables the relevant departments or agencies to intervene, as necessary, dependent on the situation. (Reference: Amendment 11 to ICAO Annex 17 Standard 3.1.4)

4.5 Controlled access to the airside area is one of the key features of the IPF, and is emphasized by the recommended use of biometric and iAPI checks at point of entry to the restricted area. (Reference: Amendment 11 to ICAO Annex 17 Standard 4.2.1)

4.6 The IPF also accounts for passenger and baggage screening in the model template. This is achieved by risk assessment streaming of passengers based on iAPI data. The template further stipulates that hold baggage will go through similar level of screening based on the passengers' assessed level of risk. In addition, hold baggage will only be loaded onto the aircraft once the passenger is confirmed (through biometric authentication) as having boarded the aircraft. (Reference: Amendment 11 to ICAO Annex 17 Proposed 4.4.1, 4.5.1 and 4.5.3)

5. Recommendations

The Passenger/Cabin Baggage Task Force is invited to:

a) Note SPT's Ideal Process Flow (IPF) model and ensure that Contracting States accept this approach as being in compliance with their national aviation security regulatory requirements;
b) Develop and implement regulations that encourage widespread deployment of IPF techniques.
c) Encourage the use of biometrics as part of security measures
d) Encourage use of iAPI by Contracting States to gain multi-lateral co-operation of security measures and procedures globally; and
e) Consider adopting the IPF approach to ensure passenger and baggage screening requirements under Amendment 11 to Annex 17 are met by all Contracting States in the CAR/SAM region.

For a copy of the SPT Ideal Process Flow v2.0 (IPF) and other SPT documents, please contact Ms. Georgina Graham, SPT Programme Director (grahamg@iata.org)

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