International Civil Aviation Organization
CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)
Sixth Meeting of the GREPECAS Aviation Security Committee (AVSEC/COMM/6)
Puerto Vallarta, México, 22-25 July 2008

Agenda Item 4: Development of the AVSEC/COMM Work Programme and its Future Functions
4.1.2 Final Report of the AVSEC/PAX-BAG/TF/1 Meeting and Action Plan

REPORT OF THE FIRST MEETING OF THE PASSENGER/CABIN BAGGAGE SCREENING TASK FORCE (AVSEC/PAX/BAG/TF/1)

(Presented by the Rapporteur of the AVSEC/PAX/BAG/TF)

SUMMARY

The AVSEC/PAX/BAG/TF/1, held in Montego Bay, Jamaica, from 31 January to 1 February 2008 formulated 17 Draft Conclusions and 1 Decision presented in this paper for consideration by the AVSEC/COMM.

References:
- AVSEC/PAX/BAG/TF/1 Flimsy 01.

1. Introduction

1.1 The First Meeting of the GREPECAS Aviation Security Committee (AVSEC/COMM) Passenger/Cabin Baggage Screening Task Force (AVSEC/PAX/BAG/TF/1) was held in Montego Bay, Jamaica, from 31 January to 1 February 2008. During the meeting, 17 Draft Conclusions and 1 Decision were formulated for consideration by the AVSEC/COMM.

2. Draft Conclusions

2.1. Agenda Item 1 PAX/Cabin baggage Screening Systems

DRAFT CONCLUSION 1/1 CABIN BAGGAGE

That, CAR/SAM States/Territories establish a recommended size, quantity and weight of cabin baggage using IATA's limitation of 56 x 45 x 25 cm on baggage size as a potential security countermeasure.

DECISION 1/2 ADVANCE TECHNOLOGY IMAGE X RAY (ATIX)

That as new technology is still in the developmental and testing stage, a cost and benefit analysis of current Advance Technology Image X Ray (ATIX) included in **Appendix A** to this working paper be researched and presented by the Rapporteur to the AVSEC/COMM/6.

2.2. Agenda Item 2 Recruitment and Training

DRAFT CONCLUSION 1/3 CERTIFICATION OF AVSEC PERSONNEL

That,

a) CAR/SAM States/Territories in their National AVSEC Training Programme should include professional AVSEC personnel certification by functional category; and

b) the AVSEC/COMM should establish a regional training programme guidelines for professional AVSEC personnel certification by **31 December 2008.**

DRAFT CONCLUSION 1/4 NATIONAL CIVIL AVIATION SECURITY TRAINING PROGRAMME (NCASTP)

That CAR/SAM States finalize, approve and implement their National Civil Aviation Security Training Programme (NCASTP) before the follow-up audit visit or the next audit of the USAP second cycle.

2.3. Agenda Item 3: Quality Control

DRAFT CONCLUSION 1/5 OVERSIGHT MECHANISM WITHIN CAR/SAM STATES NATIONAL CIVIL AVIATION QUALITY CONTROL PROGRAMME (NCAQCP)

That CAR/SAM States/Territories should establish and implement an oversight mechanism within their National Civil Aviation Quality Control Programme (NCAQCP) before the follow-up audit visit or the next audit of the USAP second cycle to ensure the effective and efficient implementation of their training standards and to maintain sustainability of the National Civil Aviation Security Training Programme (NCASTP).

DRAFT CONCLUSION 1/6 WALK-THROUGH METAL DETECTOR (WTMD)

That CAR/SAM States/Territories consider calibrating the Walk-Through Metal Detector (WTMD) based on the following three level risk assessments:

Level 1- 70 grams (in normal conditions)
Level 2- 20 grams
Level 3 – 100% Physical Search.

2.4 Agenda Item 4 Facilitation

DRAFT CONCLUSION 1/7 WAITING LINE AT THE CHECKPOINTS

That CAR/SAM States/Territories,

a) should adopt best practice in order to reduce the waiting line at the checkpoints (from 30 minutes (acceptable) to 10 minutes (ideal)) as soon as possible (**Appendix B** refers); and

b) where the workforce is skewed to a single gender, facilitate same gender screening should a PAX request it.

DRAFT CONCLUSION 1/8 ENFORCEMENT OF AVIATION SECURITY REGULATIONS IN CASE OF LACK OF CONSIDERATION OF SECURITY REQUIREMENTS IN AIRPORT PLANNING AND DEVELOPMENT

That CAR/SAM States/Territories ensure that adequate sanctions and fines be applied where security considerations in airport planning and development have not been implemented, notably passenger screening checkpoints.

DRAFT CONCLUSION 1/9 KNOWLEDGE OF AVIATION SECURITY MATTERS BY LAW ENFORCEMENT FORCES

That CAR/SAM States/Territories should ensure that security forces:

a) receive adequate, relevant and effective, operational policies in aviation security training; and

b) have the capability to perform at the airport and national level, including unruly passengers, crowd control, and crisis management before the follow-up audit visit or the next audit of the USAP second cycle.

DRAFT CONCLUSION 1/10 CONTINGENCY PLANS AGAINS ACTS OF UNLAWFUL INTERFERENCE

That CAR/SAM States/Territories:

a) when ensuring the implementation of Standard 5.1.4 of Annex 17 should conduct partial AVSEC exercises and full scale drills intermittently every two years, and

b) establish MOUs with the relevant agencies required to respond to acts of unlawful interference to aviation.

DRAFT CONCLUSION 1/11 GRAPHIC SIGNAGE OF THE AVIATION SECURITY PROCESS AND LIQUIDS, AEROSOLS AND GELS (LAGs) RESTRICTIONS

That, CAR/SAM States/Territories implement by **31 December 2008**, graphic signage of the security process and LAGs restrictions before entering the checkpoint to inform the passengers, in order to facilitate and achieve optimal screener performance at the security checkpoints.

DRAFT CONCLUSION 1/12 ADVANCED PASSENGER INFORMATION SYSTEM (APIS)

That, CAR/SAM States/Territories when implementing an Advanced Passenger Information System (APIS) should consult with IATA Regional Representative to ensure the compliance with World Customs Organization (WCO)/ICAO/IATA guidelines on APIS implementation.

2.5. Agenda Item 5: Human Factors

DRAFT CONCLUSION 1/13 PASSENGER BEHAVIOURAL PATTERN RECOGNITION

That, ICAO develop guidelines on Passenger Behavioral Pattern Recognition as soon as possible.

DRAFT CONCLUSION 1/14 AVSEC-RELATED ENVIRONMENTAL AND ERGONOMIC FACTORS

That, CAR/SAM States/Territories should consider including in their National Civil Aviation Security Programme (NCASP) environmental and ergonomic factors when designing screening checkpoints and security posts in order to enhance AVSEC personnel performance.

2.6. Agenda Item 6: Best Practice by CAR/SAM States

DRAFT CONCLUSION 1/15 AVSEC CLASSIFICATION OF AIRPORTS BASED ON PASSENGERS FLOW

That, CAR/SAM States/Territories, when determining the quantity of screening checkpoints and the methodology for aviation security screening, should adopt a classification of airports based on passengers throughput during peak hours included in **Appendix C** by **31 December 2008**.

2.7. Agenda Item 7: Establishment of a Screening PAX/Cabin bag Standard Operating Procedure Model

DRAFT CONCLUSION 1/16 STANDARDS AND OPERATING PROCEDURES (SOPS) FOR SCREENING PASSENGERS/CABIN BAGGAGE

That, CAR/SAM States/Territories should develop Standards and Operating Procedures (SOPs) for screening Passengers/Cabin Baggage both during normal operations and for contingency situations as soon as possible but not later than **31 December 2008**.

2.8. Agenda Item 8: Security control guidelines for screening liquids, gels and aerosols (LAGs)

DRAFT CONCLUSION 1/17 LIQUIDS, AEROSOLS AND GELS (LAGs) RESTRICTIONS

That ICAO:

a) develop and disseminate detailed information and procedures for the implementation of liquids, aerosols and gels **(**LAGs) restrictions in order to improve the training of AVSEC personnel;

b) provide additional clarification in order to harmonize the 3 oz. liquids, aerosols and gels (LAGs) restriction as soon as possible; and

c) provide additional guidance on defining sealed or resealable bags as soon as possible and additional guidance on the implementation of Specifications for Security Tamper Evident Bags (STEBs).

DRAFT CONCLUSION 1/18 LIQUIDS, AEROSOLS AND GELS (LAGs) RESTRICTION FOR DOMESTIC AND INTERNATIONAL TRAVEL

That, CAR/SAM States/Territories, through the AVSEC/COMM, harmonize the liquids, aerosols and gels (LAGs) restriction for domestic and international travel by **July 2009**.

3. Suggested action

3.1 The Meeting is invited to:

a) note the information of this working paper; and

b) approve the Draft Conclusions included in it.

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APPENDIX A

COST AND BENEFIT ANALYSIS OF CURRENT ADVANCE TECHNOLOGY IMAGE X RAY (ATIX)

1. Research indicates that only one company has on the market a Advance Technology Image X Ray (ATIX) Machine.

2. Majority of the companies are still developing Advance Machines to meet the current liquid threat, and as such an cost analysis cannot be done at this time.

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APPENDIX B

CENTRALIZED SECURITY CHECK NUMBER RULES OF THUMBS

The centralized security check system is also designed to process the check-in maximum throughput to ensure overall capacity balance.

The rule of thumb is used to determine the number of security servers required. The following procedure is used:

A) Calculate the peak 10-minute check-in counters throughput.
B) Calculate the number of security check servers.
C) Calculate the maximum number of passengers queuing (Max # Q) assuming a single (bank) queue.

Step A) Calculate the peak 10-minute check-in counters throughput.
Peak 10-minute demand = #CIY * (600 / PTci) +%J

Where:

#CIY	=	number of economy class check-in servers assuming common use
PTci	=	average processing time at check-in in seconds
%J	=	% of business class passengers

Step B) Calculate the number of security check servers
#SC = Peak 10-minute demand from A) x (PTsc / 600)

Where:

#SC	=	number of security servers
PTsc	=	average processing time at security check in seconds

Step C) Calculate the maximum number of passenger queuing (Max # Q) assuming a single queue:
Max # Q = (MQT x #SC x 60) / PTsc

Where:

MQT	=	Maximum queuing time in minutes
#SC	=	number of security servers
PTsc	=	average processing time at security check in seconds

Example

A) Peak 10-minute check-in throughput

Previously calculated, the 38 economy class desks plus the business class desks generate a peak 10-minute demand of 175 originating passengers. The average processing time is 12 seconds.

Peak 10-minute demand = #CIY x (600 / PTci) x (1+%J)
Peak 10-minute demand = 38 x (600/150) x (1.15)
Peak 10-minute demand = **175 passengers**

B) Number of security check servers

#SC = Peak 10-minute demand from A) x (PTsc / 600)
#SC = 175 x (12/600)
#SC = 3.5 = **4 servers**

C) Maximum number of passenger queuing (Max # Q) assuming a single queue at a maximum queuing time of 3 minutes

Max # Q = (MQT x #SC x 60) / PTsc
Max # Q = (3 x 4 x 60) / 12
Max # Q = **60 passengers**

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APPENDIX C

CLASSIFICATION OF AIRPORTS BASED ON PAX THROUGHPUT DURING PEAK HOURS

Airport Classification

1. Fewer than 5 million passengers
2. 5-15 million passengers
3. 15 – 25 million passengers
4. 25-49 million passengers
5. Over 40 million passengers.

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