



FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

- Agenda Item 2: Facilitation and security of travel documents and border control formalities**
2.5: Implementation of aviation security

IMPLEMENTATION OF AVIATION SECURITY WITHOUT CAUSING CONGESTION

(Presented by India)

SUMMARY

This Working Paper analyses the implementation of aviation security standards at airports with the aim of reducing congestion at departure control points and in the interests of improving security by streamlining traffic flows.

Action by the Division as in paragraph 3.

1. INTRODUCTION

1.1 While the security of civil aviation is top priority objective, it is also equally important that efficiency of the air transport system is maintained, sound process management to prevent congestion, confusion and disorder in airport terminals is exercised. In order to achieve effective end result, it is necessary to monitor implementation of the practices and procedures applied to ensure that the policy is being implemented to the established standards.

2. DISCUSSION

2.1 Searching procedures and measures including minimum hand search ratios need to be decided and finalized and applied at all airports – international and domestic. To avoid delays and inconvenience to the passengers, it is essential that passengers must know the prohibited items and dangerous goods which should not be carried by them inside the airports as well as onboard aircraft. States should give wide publicity through media for this purpose so that the passengers are aware about the legal implications for carriage of dangerous goods inside the airports as well as on board the aircraft.

2.2 Sometimes passengers carry more than one cabin baggage which causes delay in screening at the security check point. Size of cabin baggage has also not been standardized. If size of cabin baggage is standardized and only one cabin baggage is permitted, time taken by security staff in screening of hand baggage can be reduced. Implementation of this aspect would reduce the long queues.

2.3 A security awareness programme aimed at the travelling public is necessary. The concerned authorities should display signs mentioning that passengers must not carry firearms and dangerous devices.

2.4 One of the most dangerous and scary new threats to civil aviation which must be addressed on an urgent basis because of its potential for grinding air travel to a halt is suicide attack on the ground at security check points resulting from triggering explosives by the X-ray of hand luggage or the opening of such hand luggage that is wired to detonate when opened.

2.5 When security checks are not conducted in an efficient manner, the on-time performance of aircraft operations may be adversely affected, which would also lead to congestion at control points. It is a fact that the security process cannot be reduced, but steps can be taken to improve the system by deployment of well trained security staff and equipment. The aim should be to create a feeling of calm and that the security process is being conducted fairly and professionally. In India we have developed touch-free passenger friendly security at airports.

2.6 Unruly passengers should be dealt with separately and away from the main queue at the security check point as an unruly passenger may become the focus of anger or frustration of other passengers. If such passengers are quickly taken aside, the other passengers feel that all screening staff resources are once again available to process them.

2.7 Security measures must be sustainable and complement good facilitation procedures to expedite passenger processing. Improved border control systems, using latest technology Machine Readable Travel Documents (MRTDs) and biometrics for identity confirmation should be introduced by all States at their airports. Biometric identification can play an important role in expediting screening of passengers. Therefore the system should be studied by a Working Group independently and implemented at the airports after the procedures for the same are standardized.

3. Action by the Division

3.1 The ICAO Facilitation Division is invited to consider the following recommendations:

- a) A detailed study of the adequacy of the existing aviation security Conventions be carried out and amendments as necessary in the Conventions need be proposed to fill in the gap in security systems mentioned above.
- b) Biometric system for passenger identification may be introduced and implemented.
- c) States should promulgate administrative directive that passengers are strictly prohibited to carry dangerous goods and prohibited items in restricted areas of the airport and on board the aircraft concealed in the baggage and cargo.
- d) States should consider the role of technology including biometrics to address new security threats to civil aviation.
- e) There is a need for development of long term solutions to screen and reconcile passengers and their checked baggage through effective application of new technology and procedures, which do not impede the flow of traffic.
- f) Passenger should be allowed to carry only one cabin baggage and this rule should be strictly enforced through the airline operators.