



ICAO

SECURITY & FACILITATION

# Symposium on Innovation in Aviation Security (SIAS)

Bringing Together Key Decision Makers

ICAO HQ, Montréal, Canada, 21-23 October 2014

PROGRAMME & EXHIBITORS DIRECTORY



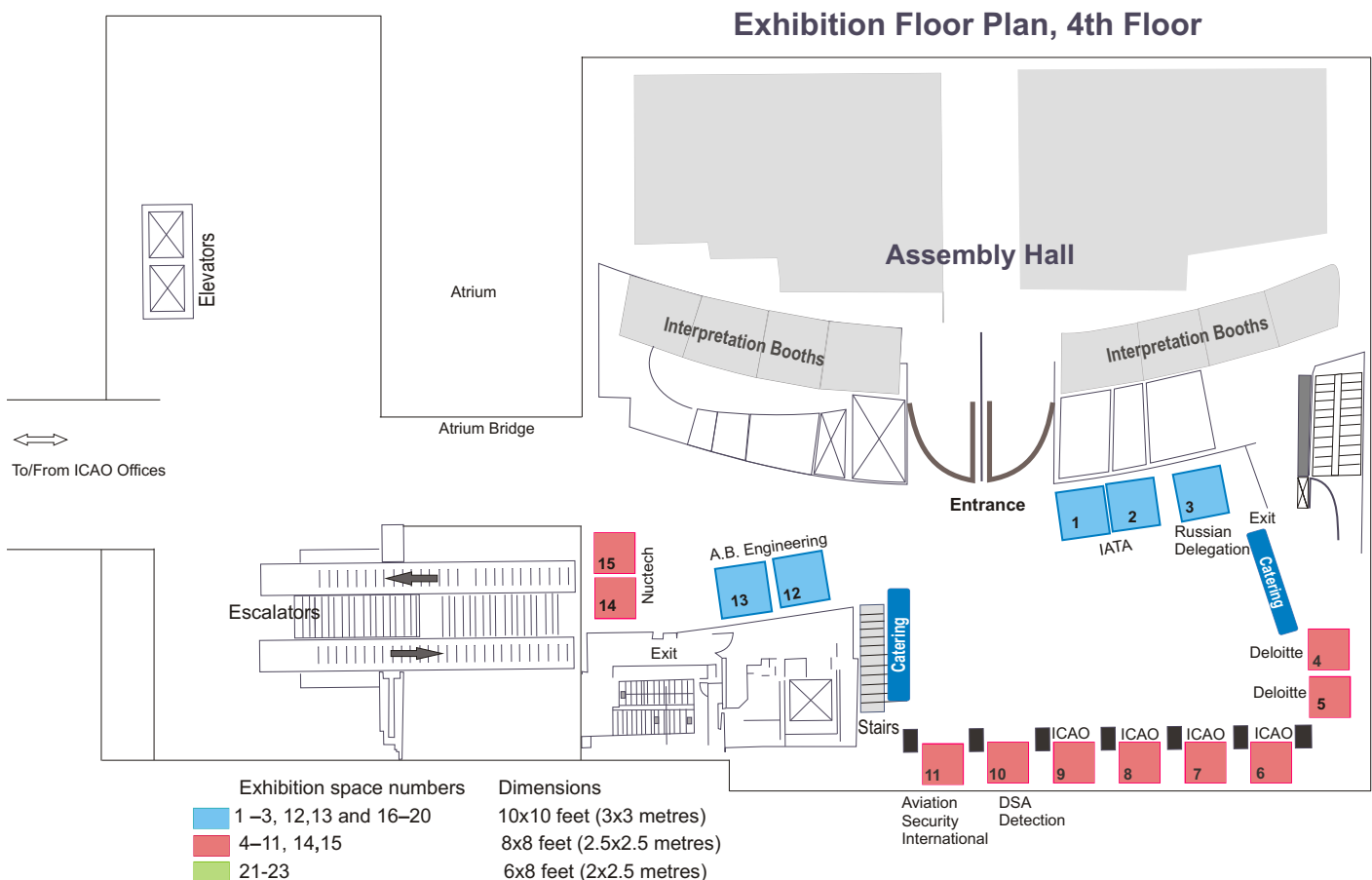
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## EXHIBITION FLOOR PLAN, 4th FLOOR



### Symposium on Innovation in Aviation Security (SIAS) 21 - 23 October, 2014



# EXECUTIVE SUMMARY

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The High-level Conference on Aviation Security (HLCAS), held in Montréal in September 2012, concluded that technology and process innovations are required to achieve effective and efficient aviation security and facilitation measures, and in defining the future of security screening regimes.

To foster a dialogue among States, industry, researchers, and academia about security innovation, the first-ever Symposium on Innovation in Aviation Security has been designed to bring these AVSEC professionals together and explore how technology, tools and equipment can help States and industry meet both existing and future aviation security challenges.

This event will help promote technology and security process innovation, further the exchange of information and equipment standards, and support Member States in their research, development, procurement and systems integration efforts.

The Symposium will serve as a starting point for continual sharing of best practices and future collaboration on innovative solutions for the benefit of the global air transport system.

The SIAS programme will **focus on seven key themes:**

- 1 Optimizing technology
- 2 Innovation in risk-based screening processes
- 3 Improving passengers' experience with security processes
- 4 Transferring information through innovative methods
- 5 Strengthening partnerships between State authorities and AVSEC manufacturers/vendors
- 6 Promoting AVSEC research and development
- 7 Empowering people and organizations toward innovation

# DAY 1 TUESDAY

## 21 OCTOBER 2014

### DAY ONE - SESSIONS

09:45

#### OPENING CEREMONY

- Dr. Olumuyiwa Benard Aliu, President of the Council – ICAO

#### Keynote address by:

- Mr. Siim Kallas, Vice President, European Commission
- Mr. John S. Pistole, Administrator, Transportation Security Administration, United States

10:30

#### OPENING PLENARY – DRIVING TECHNOLOGY DEVELOPMENTS AND PROCESS INNOVATION – SESSION 1.1

**MODERATOR: Ms. Patricia Hayes**, Director General of Aviation, Department for Transport, United Kingdom

- **Mr. Kevin Shum**, Deputy Secretary (International), Ministry of Transport, Singapore

“Enhancing aviation security through technological innovation – the Singapore experience”

There is an increasing need for technological innovation in aviation security. Technological innovation has the potential to deliver benefits such as better and more reliable security outcomes, more convenience for passengers and manpower savings and productivity. At the same time, the convergence and maturing of trends in technology and aviation security have opened up possibilities for new and better technological applications. The speaker will share Singapore’s experiences in unlocking the potential benefits of technological innovation in aviation security.

- **Mr. Angus Watt**, President and Chief Executive Officer, Canadian Air Transport Security Authority (CATSA), Canada

“The Role of Innovation at CATSA”

“Innovation is alive and well at CATSA. In fact, it’s essential to the organization in meeting its mandate. From the convergence of new and adapted technologies to the evolution of the checkpoint, innovation is fueling improvements in data collection, decision-making and front-line operations. While a strong internal drive to innovate is important, partnerships are also critical in fostering innovation by allowing organizations to leverage ideas and expertise for mutual advantage.”

- **Mr. Eric Plaisant**, Deputy Director of Security, Direction Générale de l’ Aviation Civile (DGAC), France

“Innovation and improvement in aviation security: the French approach

Innovation is a vital requirement in the field of aviation security, since our opponents have become masters of it as well. It has to rely on a firm and sustainable doctrinal framework (strategic principles) which could be based on the outcomes of the 2012 HLCAS.

Innovation is not only technological. More precisely, it is a frame of mind that has to be applied respectively to equipment, human factors, processes and even to the overall AVSEC organization.

Not only should innovation enable us to refine our current protective barriers against traditional threats, but it should also allow us to deal with emerging threats such as MANPADS proliferation.

11:15



#### COFFEE BREAK

Sponsored by Securaplane

# Securaplane

# DAY 1 TUESDAY

## 21 OCTOBER 2014

### 11:45 **OPENING PLENARY – DRIVING TECHNOLOGY DEVELOPMENTS AND PROCESS INNOVATION – SESSION 1.1 (cont.)**

- **Mr. Nikolay Zakhryapin**, Deputy Minister of Transport, Russian Federation

“Strategic Role of Innovations in Civil Aviation Security Improvement (Globally, Regionally and Nationally)”

- **Mr. Florian Schmid**, Project Manager Center for Adaptive Security Research and Applications (CASRA) Switzerland

“Systematic Threat Assessment: How to adapt security measures based on the research on latest threats”

3D-printed guns, cyber threats, body cavity bombs, etc. – to know against what we have to be protected, is a prerequisite to prevent acts of unlawful interference against civil aviation. Knowledge about new threats is therefore of fundamental importance when it comes to the adaption of security measures in an efficient and effective way. Systematic threat assessment combined with applied research serves to recognize and prioritize latest threat scenarios and to develop appropriate defence strategies.

- **Mr. Philip Baum**, Managing Director, Green Light Limited United Kingdom

“Technology: A Word of Caution”

Whilst we strive to innovate and automate, we must ensure that the aviation security system we develop doesn't ignore the best technology of them all - the human brain. This needs to be better incorporated into our defence system both in terms of recognising the threats we face and in remedying the challenges inherent in the use of behavioural analysis. The use of technology is essential, but we must be intelligent in the way that we use it. system both in terms of recognising the threats we face and in remedying the challenges inherent in the use of behavioural analysis. The use of technology is essential, but we must be intelligent in the way that we use it.

### 12:30 LUNCH



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### 14:00 **ACHIEVING EFFICIENCY AND EFFECTIVENESS – SESSION 1.2 PART 1: DETECTION SYSTEMS AND PROCESSES (PASSENGER/BAGGAGE/CARGO) – THE TOOLS OF TOMORROW**

**MODERATOR: Ms. Marie-Claire Dissler**, Director, Service Technique de l' Aviation STAC, France

- **Mr. Eric Bergeron**, Chief Executive Officer, Optosecurity

“Tools of Tomorrow: The Benefits of Centralized Screening of Cabin Baggage”

# DAY 1 TUESDAY

## 21 OCTOBER 2014

(Continued)

- **Mr. Wang Weidong**, Vice President, Nuctech Company Limited, China

### “Integrated Design for Aviation Security System”

In the aviation security industry nowadays, there are still many challenges need to be addressed by the aviation community. The constantly changing threats, low operational efficiency and unpleasant passenger experience are the major concerns of the industry for many years, so the enhanced security effectiveness, increased operational efficiency and improved passenger experience are what we are striving for in this industry.

In order to achieve the goals, an integrated design, rather than a “one-size-fits-all” solution, for the aviation security industry is needed, as the security should be proportionate to threats, that is to say a risk based security approach is the essence of a successful solution. Meanwhile, a layered security program for the screening of people at the checkpoints, inspection of checked baggage and the screening of people, cargo and vehicle at the airport boundary is also a key part of the integrated design for the aviation security industry

- **Mr. Frédéric Fuso**, Service Technique de l'Aviation Civile (STAC), France

### “Innovative use of canine in aviation security”

The sensitivity to smell of dogs is strong, so explosive detection by these animals (canine scenting) is a powerful solution already in use, particularly for screening cargo. In France, the method for securing cargo by remote explosives scent tracing was developed in 2004, approved in 2007 using metalsheeted or covered containers with a volume of up to 107m<sup>3</sup>. End of 2013, the method was evaluated by the Transportation Security Administration (TSA) and the French civil aviation technical center (STAC).

Although the explosive detection dogs (EDD) are not yet used in France for the detection of threats on passengers, STAC is conducting a study to that effect. Two methods of use of EDD on people are possible, the most common being the free running. The second method is based on a cabin wherein a passenger may be screened by a dog staying on the other side of the wall, avoiding contact between humans and animals. STAC is evaluating these two methods in order to reflect on the possible certification of these new applications canine scenting.

- **Mr. Christophe Hurter and Mr. Christophe Boquen**, Ecole Nationale de l' Aviation Civile (ENAC), France

### “Innovative interactive exploration and selection in volumetric datasets with color tunneling”

Interactive data exploration and manipulation are often hindered by dataset sizes. For 3D data, occlusion, important adjacencies, and entangled patterns make visual interaction via common filtering techniques hard. This demonstration presents Color Tunneling [1, 2, 3], a toolset developed by ENAC (French Civil Aviation Academy, [www.enac.fr](http://www.enac.fr)) for interactive exploration and selection in large 3D datasets. Our toolset uses a set of real-time multi-dimensional exploration techniques (animation between view configurations, semantic filtering and view deformation) to help users to easily select, analyze, and eliminate spatial-and-data patterns. Any data subset can be selected at any step along the animation. Data can be filtered and deformed to reduce occlusion and ease complex data selections. Our techniques are simple to learn and implement, flexible, and real-time interactive with datasets of tens of millions of data points. During our presentation, we propose to demonstrate ColorTunneling software [3] which will highlight ENAC expertise and we will details future security orientation to support luggage screening supported by ENAC.



15:15

COFFEE BREAK

Sponsored by Singapore

SINGAPORE



15:45

**ACHIEVING EFFICIENCY AND EFFECTIVENESS – SESSION 1.2**  
**PART 2: SECURITY PERSONNEL AND HUMAN FACTORS**

**MODERATOR:** Sir Gary Coward, Chairman, Redline Aviation Security Ltd

- **Mr. Andrew McClumpha**, McClumpha Associates

“The role of human factors / sustaining a motivated security workforce”

The need to modernise and improve passenger security screening has been a topic of discussion across the aviation industry for many years and never more so than now. With the impact of continual changes in aviation security rules and regulations, for example, the phased lifting of the LAGS restrictions and with process improvements such as the impact of risk-informed passenger differentiation, the demands on the security officer are potentially ever more challenging. This presentation will address a range of innovative solutions for supporting a sustainable and risk mitigating aviation security system where the focus is truly on the security officer.

- **Dr. Diana Hardmeier**, Director, Center for Adaptive Security Research and Applications (CASRA), Switzerland

“In order to increase efficiency and effectiveness of aviation security screening, human factors and technology have to be optimized jointly based on systematic threat assessment

In this presentation a socio-technical approach to aviation security screening is followed. This takes into account the organization, the technology and the human operator and is illustrated by results obtained in different research and development projects. We show how these three components can be combined in order to change an existing security system into a proactive, outcome- and risk-based system. Risk assessments, technological developments, work design and work motivation thereby play an important role.

- **Mr. Oscar Rubio**, Aviation Security Authority, Argentina

“Enhancing the engagement of security personnel in risk management”

The integration of a system focused on risk management is essential to ensure an appropriate security status in order to prevent acts of unlawful interference, and to respond appropriately when committed. Only the States that achieve to implement a robust management system will be able to comply with the standards incorporated in recent amendments to Annex 17.

A security management system (SeMS) provides an organization with a structured approach to managing security as an integral part of its overall issues. A SeMS serves as a tool for systematically integrating security risk management into an organization’s day-to-day operations in close alignment with other risk management systems.

# DAY 1 TUESDAY

## 21 OCTOBER 2014

(Continued)

- **Ms. Bonnie Kudrick**, Office of Security Capabilities, Transport Security Administration (TSA), USA

“Human Factors Engineering at the Transportation Security Administration”

The Transportation Security Administration (TSA) has three engineering psychologists within the Office of Security Capabilities (OSC) who address the human element for the Agency. While many activities and programs cannot be elaborated upon due to security restrictions, a few human factors activities will be reviewed. The team works to improve operational efficiency, training effectiveness and data mining efforts by examining how human factors and interactions can be optimized for various processes and procedures. The human factors team is also tasked with writing and reviewing acquisition documents, as well as participating in acquisition milestones that span the Acquisition Lifecycle Framework. The two primary customers are the Checkpoint Technology and Checked Baggage Technology Programs. Other research undertaken by the human factors team include matching job task analysis competencies with batteries of assessments to test for attitudes, attributes and aptitudes that would be predictive of these competencies on the job.

- **Mrs. Estelle Pochat**, Ecole Nationale de l' Aviation Civile (ENAC), France

“Impact of new technics on human factor : the case of behavior detection”

Behavior Detection has been implemented in France in 2009 under a pilot project. Two major particularities of this technique are that it strongly relies on the human competency, and it has to be integrated into an existing socio-technical system. Designing such a new program is a good opportunity to consider the impact of human factors on the operations and the challenges that are raised, especially when it comes to the measurement of efficiency and reliability of personnel. Time was taken to gradually design a relatively autonomous system within the existing system. Academic studies and the close follow-up of the operations are two key factors to support the construction of this new skill from a socio-technical perspective.

17:00

### END OF DAY

Welcome Reception sponsored by A.B. Engineering





# DAY 2 WEDNESDAY

## 22 OCTOBER 2014

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### DAY TWO - SESSIONS

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#### 09:00 INNOVATIVE PASSENGER PROCESSING AND AIRPORT INFRASTRUCTURE – SESSION 2.1 PART 1: PASSENGERS - SECURITY OF THE FUTURE

**MODERATOR:** Mr. Michael Rossell, Director of ICAO Relations, ACI World

- Mr. Guido Peetermans, Project Manager, IATA

“Smart Security”

- Mr. Francis Morgan, Director of Security Policy and Standards, London Heathrow Airport

“Smart Security”

- Mr. Trevor Jones, Qantas

“Smart Security”

- Mr. Ron Louwerse, Amsterdam Schiphol Airport

“Smart Security”

- Mr. Philipp Kriegbaum, Frankfurt Airport

“Smart Security” – German Version

In Germany, responsibilities in the field of aviation security are divided between authorities, airports and air carriers with two federal ministries and 16 state ministries as regulatory bodies.

In the past, a number of initiatives, triggered by individual institutions or a group of stakeholders, had tried to improve passenger and baggage screening, leaving the parties involved with the feeling that there was space for improvement. Last spring, a joint initiative involving all relevant regulators as well as airports and airlines was launched. It took some time to build the organisational structure, but in the meantime expert working groups have started their work. The speaker will present the set-up of the project and give the audience an update on the progress made so far.

10:30



COFFEE BREAK

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**PointCharlie**  
International Passport Verification System

# DAY 2 WEDNESDAY

## 22 OCTOBER 2014

### 11:00 INNOVATIVE PASSENGER PROCESSING AND AIRPORT INFRASTRUCTURE – SESSION 2.1 PART 2: AIRPORT – FACILITATING THE FLOW

**MODERATOR:** Mr. Michael Rossell, Director of ICAO Relations, ACI World

- Mr. François Dubuisson, Air Transport Directorate, France

#### “Vision sûreté”

To achieve sustained improvements in passengers and cabin bags screening, France has started an innovative program called « Vision sûreté » on June 25th 2014. This program aims to improve and optimize current security measures thanks to a global, coherent and efficient approach of the security system. In other words, both the operational constraints of passengers screening and the financial constraints of the stakeholders have to be taken into account in building this new security system. Through a bottom-up approach, this program allows to deploy different experimentations designed by the stakeholders (airports, airlines, security companies, manufacturers...) and approved by the French civil aviation authority. This methodology allows all stakeholders to adjust their security system to their local constraints, vulnerabilities and threats while maintaining, even improving, their security level. This three- years plan is aimed at gathering technical expertise and valuable data in order to make national recommendations in 2017 about the future screening process.

- Ms. Kristen Best, Office of Security Operations, Transportation Security Administration, (TSA), USA

#### “Checkpoint Innovation: How Risk-Based Security has Reshaped the Airport Security Checkpoint”

The presentation will begin with an overview of TSA's Layered Security Approach and how we have incorporated Risk-Based Screening (RBS) into this approach, to include a walk-through of RBS pre-arrival, at the checkpoint, and post checkpoint. Next, the presentation will speak to the airport security checkpoint, pre-TSA Pre™ and current state. This will include how we approach queue design, physical constraints that we run into, and best practices to optimize space. Finally the presentation will highlight tools that help facilitate the flow of passengers, and will touch on passenger experience and the involvement of passengers in aviation security processes and screening.

- Ms. Nina Brooks, Director of Borders and Security, InterVistas

#### “Mobile technology - the possibilities and pitfalls”

Mobile technologies are playing an ever increasing role in our everyday lives, providing our entertainment, letting us communicate instantly and constantly, bringing information to our fingertips and helping us complete everyday tasks. InterVISTAS, a leading management consulting company with extensive expertise in aviation will bring their perspective on the opportunities that mobile technology presents for aviation security and some of the challenges that come along with it.

- Mr. Johnnie Muller, Copenhagen Airport

#### “Smart Security”

12:30 LUNCH



Sponsored by Deloitte

**Deloitte.**

# DAY 2 WEDNESDAY

22 OCTOBER 2014

SIAS 2014

Symposium on  
Innovation  
in Aviation Security

## 14:00 CASE STUDIES ON CHALLENGES IN INNOVATION – COMBATting THREATS POSED BY LAGS AND PBIEDS – SESSION 2.2

**MODERATOR:** Mr. Steve Wolff, President, Wolff Consulting Services

- Mrs. Laureen Kinney, Assistant Deputy Minister, Safety and Security, Transport Canada, Canada

“Challenges and vulnerabilities that innovation may create”

- Dr. Matthew James, Chairman, ECAC Technical Task Force, United Kingdom

“Case studies on challenges in innovation – combatting threats posed by LAGs and PBIEDs”

The presentation will give a brief review of the liquids plot in 2006, and go on to describe the technical and operational issues that had to be overcome. The technical approach taken will be described, and the presentation finishes with an overview of the current situation in terms of screening equipment available and operational deployments. The processes required to achieve liquid screening show that it takes time to develop robust screening technologies that can meet both detection requirements of regulators and operational

- Mr. Domenic Bianchini, Office of Security Capabilities, Transportation Security Administration (TSA), USA

“Person-Borne Improvised Explosives Devices (PBIEDs)”

Person-Borne Improvised Explosive Devices (PBIEDs) have been used by terrorists who seek to harm the lives of innocent people in order to further their own personal beliefs. The purpose of this presentation is to provide an overview on PBIEDs, real world examples of PBIEDs used against commercial aviation, and capabilities that can be employed to either detect and/or deter the use of PBIEDs.

15:15



COFFEE BREAK

Sponsored by Permanent Mission of Canada

Canada

## 15:45 CASE STUDIES ON CHALLENGES IN INNOVATION – COMBATting THREATS POSED BY LAGS AND PBIEDS – SESSION 2.2 (cont.)

- Mr. Florin Hungerbühler, Federal Office of Civil Aviation, Switzerland

“Introduction of the LEDS concept in Switzerland – benefits & challenges”

The presentation gives an overview of the recent introduction of Liquid Explosive Detection Systems (LEDS) in Switzerland. It explains the process, challenges and provides a short review and first experiences with the new equipment. The importance for the regulator and the industry to be on the same page while rolling out such a project is discussed as well as the need for thorough operational equipment testing and the benefits of creative thinking.

# DAY 2 WEDNESDAY

## 22 OCTOBER 2014

(Continued)

- **Mr. Alan Tan**, Changi Airport Group

“Innovative approach to LAGs packaging solutions”

- **Mr. Peter Liu**, Specialist Leader, Deloitte Consulting LLP

“Risk-Based Security in Practice: Turning Information into Smart Screening”

Adaptive adversaries are constantly developing innovative tactics and techniques that attempt to exploit the weakest link in the aviation security system. Person-borne improvised explosive devices (PPBIEDs) and liquids, aerosols, and gases (LAGs) are one of the many difficult challenges that face security operators working under fiscal and operational constraints. How can security operators use information to target limited screening resources on the highest risk passengers? How can security operators move away from a siloed threat-countermeasure model and build forward-looking risk-based systems that layer security and leverage threat-agnostic capabilities? How can security operators ensure that innovation does not create new vulnerabilities or challenges? Presenters will describe how acquisitions fit into a risk-based security system and introduce a comprehensive decision-making framework for analyzing security relative to other stakeholder concerns such as cost, operations, and legal/privacy issues.

17:00

### END OF DAY 2

Cocktail Reception sponsored by IATA



# DAY 3 THURSDAY

23 OCTOBER 2014

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## DAY THREE - SESSIONS

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### 09:00 SOLUTIONS-ORIENTED EXCHANGE – SESSION 3.1

**MODERATOR:** Joseph Paresi, Chairman and Chief Executive Officer, IDSS Holdings, Inc.

- Mr. Eric Bergeron, Chief Executive Officer, Optosecurity

“eVelocity”

- Ms. Fan Ying, Nuctech Company Limited

“Application of Dual Energy CT Technology in Liquid Explosive Detection”

Concerning to the aviation security, liquid explosives are at a high priority nowadays. Because they are easy to obtained and could be triggered by mixing two harmless substances. Substantial facts demonstrate that dual energy CT technology is able to detect both solid and liquid explosives. With the application of the technology there is no limitation of the container material and multiple bottles of liquid could be inspected in a non-intrusive way.

- Mr. Alexandru Balan, Chief Executive Officer, A.B. Engineering

“SIAAB Technology Anti-Explosion and Anti-Trauma Systems”

10:30



COFFEE BREAK

Sponsored by Implant Sciences Corporation



### 11:00 SOLUTIONS-ORIENTED EXCHANGE – SESSION 3.1 (cont.)

- Mr. Jim Termini, Commercial Director, Redline Aviation Security Limited

“Better use of existing technology through better, higher quality focused training”

The presentation will focus on the case for better use of existing technology through better, higher quality focused training. For this purpose a similar model was chosen to demonstrate the marked improvements in outcome that can be achieved if the correct technical training, along with human factors training, is provided to the relevant actors in the process. A short video clip illustrates that, although technology is a key factor, the largest improvement in outcome is achieved through supervision, training and the individual desire to achieve the outcome.

- Mr. Paul Murphy, Principal Consultant, GHD

“Reflections on Innovation in Aviation Security”

Paul’s presentation will provide an overview of how the innovation process can be applied across the aviation security sector and how to make innovation tangible in the context of the Aviation Security environment. Paul will briefly discuss benefits of and how to tap into the collective intelligence of organizations; open innovation and its challenge in a security context and a range of online and offline tools and techniques that may assist in the facilitation of innovation outcomes for individuals, organisations and the sector.

# DAY 3 THURSDAY

## 23 OCTOBER 2014

SIAS 2014

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Innovation  
in Aviation Security

(Continued)

- **Mr. John Romanowich**, President and Chief Executive Officer, Sightlogix

“Airport Domain Awareness”

Closing the Back Door: Making Airport Perimeter Security a Priority:- High-profile intrusions at airports around the world highlight the critical need for accurate, dependable intrusion detection systems to protect aviation assets. While much attention has been justifiably paid to securing passengers inside terminals, there remains tremendous vulnerability at the perimeter. Many airports have little more than a chain-link fence between the Air Operations Area (AOA) and publicly-accessible areas, making it too easy for an individual to gain access to the runway, employee areas or parked aircraft. This presentation will discuss new technologies along with best practices of application to close the back door and protect airport perimeters with accuracy and cost efficiency.

12:30



LUNCH

14:00

### CLOSING PLENARY - INNOVATIVE EXCHANGE SOLUTIONS – SESSION 3.2

**MODERATOR: Ms. Angela Gittens**, Director General, ACI World

- **Mr. Ralph Markert**, Assistant Director, INTERPOL

“INTERPOL - I-Checkit Programme”

The INTERPOL I-Checkit Programme was conceived as an innovative way to detect internationally-wanted individuals who use fraudulent travel documents to open a bank account, register at a hotel or cross borders undetected, often in connection with illegal activities such as terrorism and trafficking in drugs and people. I-Checkit will address specific vulnerabilities in the banking, transportation and tourism industries by facilitating the secure transfer of customer travel document information to be screened against INTERPOL's Stolen and Lost Travel Documents (SLTD) database that currently contains more than 40 million records, which are searched around 800 million times a year. The database helps law enforcement in INTERPOL's member countries, specifically INTERPOL National Central Bureaus (NCBs) and immigration and border control agencies, to enhance document security by determining the validity of a travel document in seconds. For the time being, the I-Checkit test phase is proving the efficacy of the programme in a small number of secure environments, pursuing the planned objectives through direct concrete outcomes and providing insights into formerly unknown criminal trends.

- **Mr. José María Peral Pecharromán**, Aviation Security Technical Officer, ECAC

“ECAC Common Evaluation Process of security equipment (CEP)”

The inception of the ECAC Common Evaluation Process (CEP) of Security Equipment started in April 2005, when ECAC Directors General endorsed the principle that ECAC should organise joint laboratory testing of security equipment to provide a common reference for of its 44 ECAC Member States.

ECAC's Technical Task Force and Guidance Material Task Force were mandated to develop the technical and administrative aspects of the mechanism and the CEP was officially launched in August 2009.

Currently the CEP applies to four categories of security equipment: Explosive Detection Systems (EDS), Liquid Explosive Detection System (LEDS), Explosive Trace Detection (ETD) and security scanners (SSc). In five years of existence the success of the approach has been proven with more than two hundred and fifty (250) tests, carried out by eight (8) Participating Test Centres, and more than one hundred and thirty (130) configurations of security equipment from more than thirty (30) different manufacturers listed in our webpage. Today the public ECAC security equipment list is a reference not only for ECAC Member States, but also for the benefit of other countries and entities.

(Continued)

security equipment from more than thirty (30) different manufacturers listed in our webpage. Today the public ECAC security equipment list is a reference not only for ECAC Member States, but also for the benefit of other countries and entities.

- **Mr. Wayne Liepmann**, Associate Partner, IBM Global

“Innovation in Risk Management”

The growth of traveler data presents a huge challenge for legacy passenger risk assessment systems. High volumes, poor data quality, and the resulting false positives place systems and resources under considerable strain. With traveler volumes increasing - and organizational budgets on the decline - intelligent multi-faceted risk assessment solutions must be employed to effectively deploy scarce resources.

This presentation will illustrate the use of passenger data processing by a modern risk assessment system leveraging: data transformation, master data management, entity resolution, and business rules/process management. In addition, this presentation touches on important topics such as governance, privacy, shared services, information exchanges, and cloud deployments.

- **Mr. Vladimir Chertok**, Deputy Head, Federal Authority for Transport Oversight, Russian Federation

“Innovation Solutions for Implementation of Continuous Monitoring Approach (CMA) Based on Risk Assessment within the State Aviation Security Oversight System in the Russian Federation”

- **Mrs. Poppy Khoza**, Director, South African Civil Aviation Authority

“Coordination of innovation efforts”

With aviation facing an ever changing threat of terrorism, innovation has become a necessity. Without a properly coordinated international multi-layered approach we are bound to be faced with a problem of duplication of both efforts and resources. We will further find ourselves in a situation where disparities are the order of the day. Our efforts need to take cognisance of the fact that more than ever before the world has become a global village facilitated to no small measure, by aviation through airline networks and alliances. The implication of this weakness is that one country or region exposes the entire aviation world. Compounding the problem is also the fact that certain countries or regions are faced with scarcity of human and financial resources to alleviate competing socio-economic challenges, contrasted with terrorist agendas whose resources are focused on one goal.

It is therefore imperative that we coordinate our efforts and resources aimed at innovation, thus ensuring that all the links in the chain are strong and can withstand prevailing conditions, no matter what they may be. We need to look at existing solutions with regards to information sharing and ensure that these are fully explored, and use these as a base from which to expand our knowledge management and cooperation. It is only through working together in this manner that we will ensure that our combined resources are optimally utilised to better manage security in our shared skies.

## Conclusions and closing remarks

**Mr. Jim Marriott**, Deputy Director, Aviation Security and Facilitation, ICAO

16:00 **END OF SYMPOSIUM**

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EXHIBITORS

Booth Nos. 12,13

Platinum  
Sponsor

## Alexander Balan Engineering



“Alexander Balan Engineering” Company is recently founded on the basis of having to achieve efficient innovative ideas and desire to implement unprecedented technologies in vulnerable points of civil aviation safety and with special destinations.

The main safety factor due to which the enterprise took first project research and testing is air disasters triggered by fire and explosion of the aircrafts on takeoff or landing, which regrettably happen annually and cause vital damages in very high proportions.

We solve this problem and come up with an innovative complex project that has no analogies, based on a system composed of two systems Anti-explosion SIAAB 1 and Anti-trauma SIAAB 2 that give the instant inhibition of a possible explosion or a fire on board of an aircraft and reduces the traumatology in the air crashes.

The purpose of the project is to obtain the trust of the society and customers in safe air travel, which in its turn brings high profit to management and construction of aircraft companies.

Contact: **Mr. Alexandru Balan**  
**Mr. Nicolae Patlati**

Email: [ceo@siaab-abe.com](mailto:ceo@siaab-abe.com)  
[ir@siaab-abe.com](mailto:ir@siaab-abe.com)

[www.siaab-abe.com](http://www.siaab-abe.com)

Booth Nos. 4,5

Gold  
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Contact: **Mr. Peter Liu**

Email: [peteliu@deloitte.com](mailto:peteliu@deloitte.com)

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# SPONSORS AND EXHIBITORS

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## Booth No. 10

### DSA Detection

**DSA Detection**<sup>®</sup>  
SINGLE FOCUS. SINGLE SOURCE.

DSA Detection manufactures and distributes its own brand of DHS approved consumable products used in the operation and maintenance of explosive trace detection (ETD) instruments. DSA consumables are compatible with Smiths Detection and Morpho Detection ETD instruments operated by the Department of Homeland Security (DHS) agencies and the military around the world. DSA also manufactures precise inert IED training aids and test articles that verify security checkpoint x-ray and walk-through metal detector systems properly detect threats. Our superior products and training make DSA your single source for all your security checkpoint needs.

Contact: **Ms. Lourdes Coleman**

Email: [lcoleman@dsadetection.com](mailto:lcoleman@dsadetection.com)

[www.dsadetection.com](http://www.dsadetection.com)

## Booth No. 11

### Green Light Ltd.

**AVIATION  
SECURITY  
INTERNATIONAL**  
[www.asi-mag.com](http://www.asi-mag.com)

Green Light is a London-based aviation security training and consultancy company specialising in:

- Behavioural Analysis;
- Advanced Screening Techniques;
- Inflight Security;
- Hijack Management;
- Unruly Passenger Programmes

Philip Baum is also the Editor of Aviation Security International, the global journal of airport and airline security for more than 20 years.

Contact: **Mr. Philip Baum**

Email: [editor@avsec.com](mailto:editor@avsec.com)

[www.avsec.com](http://www.avsec.com)

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## IATA



IATA's mission is to represent, lead and serve the airline industry. Its members comprise some 240 airlines - the world's leading passenger and cargo airlines among them - representing 84% of total air traffic. IATA seeks to improve understanding of the industry among decision makers and increase awareness of the benefits that aviation brings to national and global economies. Safety, security and the environment are IATA's top priorities. IATA's aim is to simplify processes and increase passenger convenience while reducing costs and improving efficiency. It provides essential professional support to all industry stakeholders with a wide range of products and expert services such as publications, training and consulting.

Contact: **Michael Comber**

Email: [comberm@iata.org](mailto:comberm@iata.org)

[www.iata.org](http://www.iata.org)

## Implant Sciences Corporation



Since entering the market over 10 years ago, Implant Sciences has been a leader in advancing the capabilities of explosives trace detection to address evolving security problems. Our non-radioactive ion mobility spectrometry systems have been deployed in more than 50 nations around the world for applications that include aviation security, infrastructure protection, mass transit security, military operations, VIP protection, and corporate security. The QS-B220 desktop explosives and drugs trace detector is the first ETD to meet the standards of both TSA and ECAC.

[www.implantsciences.com](http://www.implantsciences.com)

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NUCTECH is a prestigious international supplier of security inspection systems and solutions with a prominent market presence in more than 120 countries. It specializes in cutting-edge screening technologies and tailor-made solutions. The product portfolio has been widely used in Custom Checkpoints, Border Protection, Port and Airport Facilities to help combat illegal smuggling, human trafficking, trade fraud and safeguard security.

With customer-oriented approach, NUCTECH has enjoyed wide recognition for meeting customer needs and maintaining close partnership with clients. As an international equipment provider in security industry, NUCTECH has established subsidiary companies across the globe, including the HK, Australia, Poland, Turkey, Venezuela, Argentina, Singapore, Panama etc.

Contact: **Ms. Li Huang**

Email: [huangli@nuctech.com](mailto:huangli@nuctech.com)

[www.nuctech.com](http://www.nuctech.com)

## Point Charlie Inc.

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**PointCharlie**  
*International Passport Verification System*

PointCharlie operates an electronic international passport verification system (IPVS), which enables end-users, such as border guards and airlines, to verify passport data, including photographs, directly with foreign passport issuing authorities. The verification process is fully automated, available around the clock anywhere in the world, and does not require extraction of personal data from countries' passport databases. The service is free for passport issuing authorities. For end-users, our company offers a range of flexible service subscription options.

For more information about our services please send us an email at [info@pointcharlie.com](mailto:info@pointcharlie.com) or call us at +1-844-POINTCHARLIE.

Contact: **Mr. Svitozar Omelko**

Email: [comberm@iata.org](mailto:comberm@iata.org)

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**Securaplane Technologies, Inc.**

**Bronze  
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# Securaplane

Securaplane Technologies, a Meggitt company, is a leading supplier of avionics products for business and commercial aircraft. These products include the Cockpit Door Surveillance System which ensures that individuals seeking entry to cockpit are authorized and not under duress. Other products include the PreFlite aircraft ground security system. PreFlite provides worldwide security coverage using the international GSM mobile network to enable real-time alerts and system interrogation from any cell phone.

Contact: **George DeClue**

Email: [george.declue@meggitt.com](mailto:george.declue@meggitt.com)

[www.securaplane.com](http://www.securaplane.com)

Booth No. 3

## Ministry of Transport of the Russian Federation



Ministry of Transport of the Russian Federation is a federal body of executive power in the field of transportation which exercises its functions related to state and regulatory policy in the field of civil aviation, use of airspace and provision of air navigation service in the airspace of the Russian Federation, search and rescue activities, marine, inland water, railway, highway, urban and industry transport.

The authority of the Ministry of Transport extends to:

- The Federal Authority for Transport Oversight exercising its functions related to control (oversight) over civil aviation and other modes of transportation;
- The Federal Air Transport Agency exercising its functions in providing state services and property management in the field of civil aviation;
- Organizations and enterprises involved in aviation security activities.

Contact: **Mr. Maxim Yu. Sokolov**

Email: [nfo@mintrans.ru](mailto:nfo@mintrans.ru)

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Contact: Mr. Mark Allen

Email: [canada@icao.int](mailto:canada@icao.int)

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Contact: +1 514 954 6118

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[www.mombergerairport.info](http://www.mombergerairport.info)



[www.policeoracle.com](http://www.policeoracle.com)



[www.security-technologynews.com](http://www.security-technologynews.com)



[www.vodyanoznak.ru](http://www.vodyanoznak.ru)

# SUPPORTING ORGANIZATIONS



Airports Council International  
Website: [www.aci.aero](http://www.aci.aero)



The Biometrics Institute  
Website: [www.biometricsinstitute.org](http://www.biometricsinstitute.org)



International Biometric  
Identification Association (IBIA)  
Website: [www.ibia.org](http://www.ibia.org)



The International Air  
Transport Association (IATA)  
Website: [www.iata.org](http://www.iata.org)



Union Économique  
et Monétaire Ouest Africaine(UEMOA)  
Website: [www.uemoa.int](http://www.uemoa.int)

# SPEAKER BIOGRAPHIES

## Alexandru Balan



Alexandru Balan, CEO at A.B Engineering, Specialist and aeronautical engineer, chemist and nonconformist a young enthusiast who has invented, tested and patented two revolutionary systems designed to save lives. Named SIAAB Technology have two directions, to instantly neutralize kerosene and make it completely non-flammable and the second is to prevent injuries to passengers and crew in the event of a plane crash.

With these two technologies he gathered a special team and founded the company that bears his name which have a mission to mandatory implementation of this technology across the all aviation park.

## Philip D. Baum



Philip D. Baum, Managing Director, Green Light Ltd. and Editor, "Aviation Security International", started working within the aviation industry in the 1980s, when he joined TWA's security subsidiary at Heathrow. From LHR Duty Manager, he moved to TWA's International HQ where he ultimately became Manager Security Training and Auditing. In 1996 Philip established Green Light, an aviation security training and consultancy company.

Philip is an accredited instructor for IATA, and worked with IATA on the way behavioural analysis might be incorporated into the (original) Checkpoint of the Future. His own specialities within aviation security focus on behavioural analysis/profiling, inflight security and hijacker/unruly passenger management.

In 2010, Philip appeared as an expert witness in the UK's House of Commons' Home Affairs Select Committee inquiry into aviation security. Philip is Editor of "Aviation Security International", regularly commentates for CNN, Sky and BBC, and frequently acts as Chair/Moderator for international symposia. In both his consultancy and editorial roles, Philip advocates a common sense-based approach to risk management, rejecting tick-box security methodologies.



# SPEAKER BIOGRAPHIES

## Eric Bergeron



Eric Bergeron, CEO Optosecurity, has 25 years of management experience in high-tech industries, including business development, sales, technology and finance. Since its foundation in 2003, he leads Optosecurity Inc., a venture-backed software company that is transforming the economics and performance of security screening and threat detection delivery in airports and other critical infrastructure. Prior to starting Optosecurity in 2003, he worked for Venture Capital fund Innovatech Québec and for US-based wireless vendor Invertix Corporation, where he served as VP and General Manager of its European division in The Netherlands. Before, he was Director of Strategic Technology Development for Telesystem International Wireless Inc., a global mobile operator. Eric began his career at Bell Canada in 1989. Eric holds a B.A.Sc. degree in Engineering Physics from Laval University, a M.Sc. degree in Telecommunications from the University of Quebec and completed the Entrepreneurship Development Program from the MIT's Sloan School of Management. He is member of the Ordre des Ingénieurs du Quebec and the IEEE.

## Kristen Best



Kristen Best, Office of Security Operations, TSA, US, has more than 11 years of professional experience related to homeland security, and more than seven years of experience focusing on aviation security. Ms. Best began her career at the Transportation Security Administration (TSA), where she held positions in the Aviation Operations Division, at the TSA Transportation Security Operations Center, and in the Transportation Sector Network Management office, General Aviation division. In 2006 she left Federal service and accepted a position at Booz Allen Hamilton to provide strategic planning and policy consulting services to the Department of Homeland Security (DHS). Over a period of seven years, she continued to consult with DHS, its components, and the intelligence community, most recently as part of CENTRA Technology, Inc. and LeighFisher Management Consultants. In December, 2013, Ms. Best returned to TSA in the Office of Security Operations, Operations Performance Division, Operations Improvement Branch. In her current role, she provides expertise and end-user support to airports in the integration of new technology and procedures into their existing concept of operations. She also identifies strategies to improve operational performance with a specific focus on using metrics to support continuous improvement in airport operations within the checkpoint. Ms. Best holds a BS from the University of Delaware (2003) and an MPA (with a concentration in Homeland Security) from George Mason University (2012).

# SPEAKER BIOGRAPHIES



## Christophe Boquen

Christophe Boquen, University of Toulouse, CAA, France, began his career in security in 1992 as an aviation security instructor before becoming the head of the security training department in 1995 and the ICAO ASTC director of Toulouse in 2010. He has participated to the development of multiple programmes such as the very first French computer-based training course, and the French security inspector programme. In 2013, he successfully contributed to the development of the French National Screener Certification Programme implemented by ENAC today. Christophe is now the Head of the Continuous Training Development programme at the Ecole Nationale de l'Aviation Civile (ENAC) in Toulouse France, where he is in charge of the promotion and the coordination of the continuous training at the ENAC. The ENAC is one of 28 certified ICAO Aviation Security Training Centers (ASTCs) established around the world.



## Nina Brooks

Nina Brooks, Director, Borders and Security, is an aviation industry expert specializing in Aviation and Border Security. She is passionate about innovation and process improvement and is dedicated to helping both private and public sector clients. From defining security checkpoint improvements, to customs, immigration, and cyber security, Nina has delivered many projects and provided advocacy on behalf of the aviation industry. She has a background in program management, project management, regulatory and government affairs, business and systems analysis and design, and has worked for a major airline and trade association prior to joining InterVISTAS.



## Vladimir Chertok

Vladimir Chertok, Deputy Director of the Federal Authority for Transport Oversight, Ministry of Transport of the Russian Federation. Graduated from the Moscow Aviation Institute (MAI). For more than 30 years Mr. Chertok had been involved in in-flight and on-ground certification tests of practically all types of aircraft and equipment for the purposes of flight safety and aviation security. Since then he has occupied, for more than 12 years, various managing positions in the Ministry of Transport of the Russian Federation in the field of aviation and transport security. Mr. Chertok is a designated

# SPEAKER BIOGRAPHIES

## Vladimir Chertok (Cont.)

member of the ICAO Aviation Security Panel from the Russian Federation. He is a National Aviation Security Coordinator for the Russian Federation.



## Gary Coward

Gary Coward, Chairman Redline Aviation Security Limited, is a strategic consultant and non-executive director operating in the defence, aerospace and security sectors. He assumed the role of Chairman of Redline Aviation Security in March 2013 on retirement from the British Army after 39 years in uniform.

In his military career he commanded at all levels in the Army Air Corps, led the Joint Helicopter Command, was responsible for Joint Training & Development and latterly was the Chief of Materiel (Land) and Quartermaster General.



## Marie-Claire Dissler

Marie-Claire Dissler, Director of the French civil aviation technical center (STAC), 47, is graduated engineer of the "Ecole Polytechnique"(X87) and of the French civil aviation academy (ENAC), promoted in 1992. She has been occupying a first position as a responsible for economic studies at French civil aviation authority, in the service of European and international economic coordination, before taking on the responsibilities of office manager to the Sub-Directorate of Economic Research and Forecasting, at the french air transport directorate in 1994. In 1998, she was assigned to the engineering department of the Air Navigation technical service (STNA) in Toulouse, as head of the pole in charge of the development of monitoring equipment. Marie-Claire Dissler went back to ENAC in 2004 as head of the air traffic management department. In 2007, she joined the Civil Aviation Southeast regional directorate, where she was in charge of the department responsible for supervisory and regulation in this region. Since the 1st of September 2012, Marie-Claire Dissler is the director of the French civil aviation technical center (STAC).

# SPEAKER BIOGRAPHIES



## François Dubuisson

François Dubuisson, French Civil Aviation Authority, 24, engineer from the french national school of civil aviation (ENAC) graduated in 2013 and currently the program manager for security innovations at the Security and Defence department of the French civil aviation authority (DGAC). He also studied, during his scholarship, transportation system management at the University of Austin, Texas. He is mainly in charge of a major program led by DGAC which aims to innovate passengers' screening in France.

Moreover, he is in charge of the national coordination of technical, regulatory and oversight experts in security equipment, including Explosives Detection Dogs. He is also a member of the ECAC Explosives Detection Dogs study group. He also takes part in a French task force on "How a security system could be driven by security objectives?".



## Frédéric Fuso

Frédéric Fuso, works at the French civil aviation technical center (STAC), is a Civil engineer and graduated in architecture by the French government, Frederic FUSO, 43, started his career in public buildings design, including architectural and urban planning, then as a specialist of structures and stress analysis. After being a project manager for specific investment projects of the French Ministry of Defense, he joined in the French Civil Aviation technical center (STAC) the 1st of September 2008, where he's been conducting studies related to the safety of aircraft movements and airport planning. He is involved in the field of airport security since the 1st of November 2013. He's now head of "Vision" project for STAC, project aiming at promoting innovative methods for the checkpoint screening of passengers and their luggage, while maintaining a high level of safety, improving passenger comfort, and controlling costs.



## Diana Hardmeier

Diana Hardmeier, Director Center for Adaptive Security Research and Applications (CASRA), has more than 10 years of professional experience in human factors research in aviation security. Before becoming director of CASRA in 2009,

# SPEAKER BIOGRAPHIES

## Diana Hardmeier (Cont.)

she worked for nearly three years at Zurich State Police Airport Division and was responsible for the development, deployment and supervision of quality control measures for airport security control processes involving about 700 airport security officers. During her employment at the University of Zurich, Dr. Hardmeier was project manager and responsible for certification and competency assessment. She received her doctoral degree with the title "Aviation Security Resource Management: A psychological Approach To Pre-Employment and Training Procedures" in 2008.



## Patricia Hayes

Patricia Hayes, Fellow of the Chartered Institute of Highways and Transportation and was appointed Director General of Aviation in the UK Department for Transport in August 2013. She is responsible for all aspects of domestic and international aviation policy, including aviation security. She is a member of the ECAC co-ordinating committee. Tricia first joined the Department for Transport in 1987, since when she has worked on almost all modes of transport, including rail, road, aviation and sustainable travel issues. At Director level, she has held a variety of roles principally on roads and motoring issues. She has also been responsible for freight and logistics policy, and has led the Department's relationship with Transport for London.

Her previous aviation experience included a three-year spell on loan to the FCO to run the Transport desk in the British Embassy in Washington. She has also held posts in Ministerial Private Offices, and spent two years working with Jonathon Porritt setting up the multi-sectoral Sustainable Development Commission. Tricia is originally from Northern Ireland, and is married with three children.



## Florin Hungerbuehler

Florin Hungerbuehler is a Security Inspector with the Federal Office of Civil Aviation (FOCA) in Switzerland. His primary field of responsibility covers aviation security measures at Swiss airports. He is also representing the FOCA in national and international working groups, conferences and seminars. Having worked many years for the Swiss national carrier, he joined the FOCA in 2002 as a traffic rights specialist and project leader.

# SPEAKER BIOGRAPHIES

## Florin Hungerbuehler (Cont.)

In 2006, he moved to the Security Section of FOCA as a Quality Control Manager responsible for the implementation and enhancement of the National Civil Aviation Security Quality Control Programme. He also initiated and developed the covert testing regime and was responsible for the national screener certification programme developed in collaboration with the University of Zurich.

From 2009 to 2012, he was seconded by the Swiss administration to ICAO as a Senior Official working as an Audit Team Leader in the framework of the USAP programme.



## Christophe Hurter

Christophe Hurter, University of Toulouse, CAA France, is an associate professor at the Interactive computing laboratory (LII) of the French Civil Aviation University (ENAC) in Toulouse, France. In 2010, he got his PhD in Computer Science from the University of Toulouse. He is also associate researcher at the research center for the French military Air Force (CReA), Salon de Provence, France. His research interests cover information visualization and human-computer Interaction, particularly the visualization of multivariate data in space and time, the design of scalable visual interfaces and the development of pixel based rendering techniques.

## Matthew James

Matthew James' role in the UK Department for Transport is to deliver the research programme for aviation security, with particular responsibility for passenger and cabin baggage screening. This involves commissioning research, evaluating and technically reviewing the results, and providing strategic direction to future research requirements. In this role he also provides technical advice and direction to the policy teams and the aviation Industry, including airports, airlines and equipment manufacturers.

International Representation:

- Chair of the ECAC Technical Task Force (TTF)
- UK Member of the ICAO Working Group on Technology (WGTech)
- UK Member of the ICAO International Explosives Technical Commission (IETC)

# SPEAKER BIOGRAPHIES



## Trevor Jones

Trevor Jones, Manager Security Policy & Regulation, Qantas Airways Ltd has Group wide accountability for developing aviation security policy and maintaining the Group's statutory security documentation. Trevor is responsible for promoting and safeguarding Qantas' interests in its interactions with governments at the Commonwealth, State and International level and with external agencies, industry associations and individuals involved in aviation security, border security, compliance policy and regulation development and review.

Trevor engages at the strategic level with a range of governments, agencies, industry associations such as the Australian Office of Transport Security, US Transportation Security Administration, UK Department for Transport and Civil Aviation Authority, the International Civil Aviation Organisation, the International Air Transport Association and the Asia Pacific Airline Association. Trevor is currently chairing the IATA Single Air Carrier Security Programme project under the auspices of ICAO. Trevor is a member of a number of industry working groups and committees.

Trevor has over thirty years aviation experience at progressively higher levels of line, corporate, national and international management responsibilities. This includes eleven years of line operational management experience at Sydney (Kingsford Smith) Airport, six years policy development, compliance and corporate governance including five years of international policy development at the Corporate Office of the Australian Federal Airports Corporation (FAC). During this time Trevor was responsible for developing and promulgating aviation safety operational policy and programs across Australia largest 22 airports. Trevor was also a member of the ACI World Operational Committee for five years.

Trevor holds a Bachelor of Social Science (Economics) and a Master of Policy degree from the University of NSW and is currently a part time Senior Lecturer in Aviation Security (School of Aviation) at the same university.



## Siim Kallas

Siim Kallas has been an active participant in the restoration of Estonian statehood and has served in Estonia as Prime Minister, Minister of Finance, Minister of Foreign Affairs and President of the Central Bank. He has been elected to the Estonian Parliament three times. He also held the position of the Chairman of the Reform Party since the party's creation in 1994 until November 2004, after which he became the Honorary Chairman of the party. Since November 2004, Mr Kallas is a Vice-President of the European Commission in charge of Administration, Audit and Anti-fraud.

Mr Siim Kallas graduated cum laude from the Finance and Credit Department of the University of Tartu in 1972. He continued his studies as a post-graduate student until 1975 and is now a Visiting Professor at the University of Tartu.

In January 2010, Mr Kallas was appointed as Vice-President of the European Commission in charge of Transportation.

# SPEAKER BIOGRAPHIES



## Poppy Khoza (Gugulethu N.B. Khoza)

Poppy Khoza (Gugulethu N.B. Khoza) has over 15 years' experience in the field of aviation and now holds the position of the Director of Civil Aviation, having worked in various management portfolios. She has 10 years' experience in senior management with her academic progression being largely in strategic business administration, coupled with aviation specific training. Her experience encompasses both the industry and the Regulator.

Ms Khoza serves in various aviation structures nationally and internationally as a member. She was appointed as Vice Chairman of the ICAO Aviation Security Panel for two consecutive years and also co-chairs the ICAO AvSec Panel Working Group on Air Cargo Security. She is the recipient of a Meritorious Award as South Africa's Most Influential Woman in Business and Government. She is also a 2014 finalist in Africa's Most Influential Women in Business and Government. She is passionate about meaningful change and aspires to provide good leadership in the aviation sector in the interests of aviation safety of security.



## Philipp Kriegbaum

Philipp Kriegbaum, a former Criminal Investigation Officer, has acted in the field of Aviation Security at Frankfurt Airport for more than 20 years, with both the local regulatory body and the airport operator, Fraport AG. He has been certified as an ECAC Aviation Security Auditor as well as an ECAC Aviation Security Manager. In his company's Corporate Safety and Security Department, he is Vice President, Security- and Quality Management. In this role, he manages the relationship with legislative bodies on both national and international levels, and he is responsible for the Service Center Airport Supplies. Philipp Kriegbaum holds a diploma in public administration, and he is Fraport's representative in industry associations such as the ACI EUROPE Aviation Security Committee and the ACI WORLD Security Standing Committee of which he is the immediate past chairman.



## Bonnie Kudrick

Bonnie Kudrick holds an M.S. in Psychology with emphasis in Human Factors (HF) and has had fourteen years of progressive experience in Human Factors. As a subject matter expert, she provides support for policy, guidance and oversight of new programs to define the human element into systems acquisition process. She brings with her direct



# SPEAKER BIOGRAPHIES

## Bonnie Kudrick (Cont.)

experience in all facets of experimental design aimed at optimizing human performance, knowledge and experience in the fundamental theories, concepts, and current-state-of-the art research, as well as technology development in the broad areas of human systems integration (HSI), psychology, human factors engineering and technology, and cognitive science, including but not limited to, human decision-making, HSI engineering design, intelligent systems, training, performance support, human-computer interaction, user needs analyses, and HSI modeling and simulation with the goal of optimizing human performance. Ms. Kudrick has extensive experience in the development of Concept of Operations and Operational Requirements documentation for passenger, checked baggage and cargo screening programs at the Department of Homeland Security, Transportation Security Administration.



## Wayne Liepmann

Wayne Liepmann is an Associate Partner, with IBM Global Business Services, working with a variety of Public Safety clients on large-scale system integration projects. Wayne specializes in areas concerning entity resolution, risk assessment, cloud solutions, and security. He has leveraged IBM's WATSON technology - which is now in use with a very forward-looking client. Wayne is an IBM, and Open Group Master Certified, IT Architect. He holds an MBA from the Schulich School of Business and a Bachelor of Economics from Queen's University in Kingston, Ontario. He lives happily in Ottawa with his wife and daughter and plays center with his pick-up hockey team.



## Peter Liu

Peter Liu is a Specialist Leader with Deloitte Consulting LLP. He has spent a successful career developing innovative concepts at technology startups such as Yurie Systems (sold to Alcatel-Lucent) and a number of agencies across the United States federal government. With a degree in Electrical Engineering and a Masters in Management from the University of Maryland, Mr. Liu specializes in systems engineering concepts for complex systems in national security agencies. At Deloitte Consulting over the past eight years he has brought that expertise to consulting for transportation security at TSA. As a subject matter expert, and specialist leader of Deloitte consulting teams in aviation security, Mr. Liu has been involved in the risk and systems analysis of new security programs at TSA. He has consulted to the development of numerous programs across TSA including behavior analysis, new screening equipment, changes to security processes, compliance inspections, air cargo security policies, pre-screening programs and new programs for innovation and applied science. He has been involved in the development of a number of specialized tools and modeling systems for security analysis.

# SPEAKER BIOGRAPHIES

## Ron Louwerse



Ron Louwerse, Director Safety, Security & Environment, Schiphol Group is responsible for the policy on and the implementation of Aviation Security, Acces Control, Company Security and Information Security. Includes contract management, contacts with (inter)national government agencies, private security companies and technical development companies. He has direct responsibility for 140 employees, and 3500 full time equivalent outsourced staff.

Ron is also responsible for Safety & Environment policy on safety and environmental issues, and for the Airport Fire Brigade.

## Ralph Markert



Ralph Markert has been an officer with Germany's Bundeskriminalamt for more than 25 years and joined INTERPOL in 2006 as a seconded Criminal Intelligence Officer in the Trafficking in Human Beings Sub-Directorate. As a Project Manager, he was responsible for the international implementation of INTERPOL databases at borders. He has since been appointed Assistant Director of the International Partnerships and Development Directorate, charged with the development of the INTERPOL I-Checkit Programme, a security tool that aims to strengthen global security and protect key infrastructure.

Special Commendatins and Awards: In 1999, the German Ministry of Interior officially commended Mr. Markert for his innovative work linked to a special analysis on "Cooperation of security agencies at the international airport of Frankfurt am Main". He was awarded the title "professor ad honorem" in 2004 by the Police Academy of Buenos Aires/Argentina for his teaching work in the area of modern forms of crime and European police structure. He consequently received a special commendation from the German Ministry of Interior in recognition of his contribution to the improvement of cooperation between the security services of Argentina and the Federal Republic of Germany.

## Andrew McClumpha



Andrew McClumpha, Director, McClumpha Associates Ltd, has over 25 years' experience in aviation and transport security. He has worked with airports, airlines, transport infrastructure groups, security regulators, and government

# SPEAKER BIOGRAPHIES

## Andrew McClumpha (Cont.)

agencies to help achieve the highest operational standards of aviation security. His expertise lies in human factors, organisational effectiveness, and operational analysis. He has been responsible for developing and delivering guidance and solutions for the security industry on recruitment, selection, training, operational performance management and security technology optimisation.

He wrote the updated human factors guidance for ICAO Security Manual as well as providing improved human factor guidance for IATA's Security Manual. He is Chairman of the International Transport Security Human Factors Technical Advisory Group (InterTAG), and a member of both the Airports Council International, World Security Standing Committee (ACI WSSC) and the European Aviation Security Committee. He is a Chartered Psychologist and an Associate Fellow of the British Psychological Society.



## Francis Morgan

Francis Morgan joined Heathrow Airport as Security Director in November 2013 from global law firm DLA Piper LLP where he was Director, Government Relations and Trade. Previously he worked as a senior civil servant in both the British Civil Service and European Commission, most recently holding posts as Head of International Aviation and Safety at the UK Department for Transport and aviation policy advisor to the European Commissioner for Transport.

During 15 years in Brussels he worked on a range of international and European aviation issues, including the EU-US Open Skies negotiations, as well as spending time as an EU negotiator in WTO negotiations on trade in services. He graduated from the University of Wales in Cardiff.



## Johnnie Müller

Johnnie Müller has served as Head of Security at Copenhagen Airports A/S since 2006. He is responsible for all Security functions and staffing at the airport with 971 employees and an OPEX of +440 MDKK and CAPEX varying between 60 and 250 MDKK. Johnnie has introduced new management structures to the department and during his time at the Airport, Security has won the Skytrax Award for Best Security Processing twice – in 2013 and 2014.

Johnnie has served as Chairman of ACI Europe Security Committee since 2014 and will hold this position until 2016: he was Vice Chairman from 2011 – 2013. From 1996 to 2006 Johnnie worked for DHL Express. Throughout his employment, he advanced from being a bike courier to Customer Care Manager to Head of Customer Service and then Nordic Customer Service Director. During his time at DHL Johnnie especially focused on restructuring, streamlining as well as modernizing management methods to improve customer service levels.

# SPEAKER BIOGRAPHIES



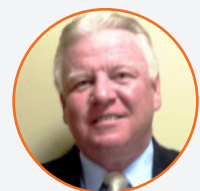
## Paul Murphy

Paul Murphy is a Principal Consultant in GHD, one of the world's leading professional services companies operating in the global markets of water, energy and resources, environment, property and buildings and transportation.

Paul has more than 20 years' experience in the management of a wide variety of infrastructure, defence and security projects across a range of sectors; including aviation, maritime and surface transportation and has qualifications in Engineering, Technology and Security, including completion of the ICAO AvSec PMC.

Over the past 10 years, Paul has contributed significantly to the development of standards and thought in the area of transport security, particularly in the application of security technology in the transport environment, having completed projects for the Australian Government on security technology in mass transit, current and emerging technology and front of house security matters.

Paul is an innovation advocate for GHD for last 5 years and is passionate about how organisations and sectors can utilise innovation to advance their objectives. Paul regularly contributes to the development of standards, policy and guidance materials within the security and engineering profession. He represents Australia at the International Standards Organisation (ISO –TC223) Technical Committee 223 – Societal Security and is currently the Chair of Standards Australia Technical Committee – MB-021.



## Joseph S. Paresi

Joseph (Joe) Paresi is the Chairman and Chief Executive Officer of Integrated Defense and Security Solutions, IDSS, founded in early 2012 by a team of experienced security experts including co-founder Mr. Bernard Gordon, former Chairman and CEO of Analogic Corporation (Nasdaq: ALOG) and Dr. Douglas Boyd, founder of InVision Technologies, Inc. (Nasdaq: INVN). L-3 and InVision are credited with deploying over 2400 TSA Certified Explosive Detection Systems as well as the ProVision Body Scanners. In addition, Dr. James Connelly, formerly of L-3 S&DS and the TSA Laboratory Staff, is the IDSS Chief Technology Officer.

IDSS main focus is on providing advanced technology solutions for security checkpoints. The IDSS marquis product, the DETECT™ 1000 Checkpoint Explosive Detection System, is the most advanced checkpoint scanner ever developed and is presently in the TSA Qualification process at the TSA Technical Center in Atlantic City, New Jersey.

# SPEAKER BIOGRAPHIES

## Joseph S. Paresi (Cont.)

Prior to IDSS, Mr. Paresi was the Co-founder and Executive Vice President of L-1 Identity Solutions, Inc. (NYSE:ID), a leading supplier of credentialing systems and multi-biometric solutions as well as subject matter expertise to agencies within the U.S. Directorate for National Intelligence (DNI). Prior to L-1, Mr. Paresi was part of the founding team of L-3 Communications, Inc. (NYSE: LLL) and served as Corporate Officer and Vice President of Product Development as well as President of L-3 Security & Detection Systems until 2005. During his tenure, Mr. Paresi was responsible for developing and deploying a number of advanced defense and security products, including the eXaminer 3DX 6000 EDS. Prior to L-3 Communications, Mr. Paresi served as Corporate Director of Technology for Lockheed Martin and Loral Corporations, respectfully.

Mr. Paresi holds a Bachelor and Master's Degree in Electrical Engineering from Manhattan College, a Program Management Degree from the Defense Systems Management College, a Master's in Business Administration from Pace University and Top Secret/Special Compartmental Information (TS/SCI) clearance with the Defense and Intelligence Communities.



## José María Peral Pecharromán

José María Peral Pecharromán, European Civil Aviation Conference (ECAC) - Aeronautical engineer and with a Master in International Business Management, José María Peral Pecharromán started his career in the Defence sector, first as a test engineer for the Spanish Army and later in EADS Defence & Security (currently Cassidian) working in the Eurofighter Programme.

In 2008 he joined the Dirección General de Aviación Civil (DGAC), where he worked in the inspection branch, the Spanish Civil Aviation Agency for Safety and Security (AESA) as an Aviation Security Inspector also tasked with the development and implementation of the National Civil Aviation Security Programme and related regulations. Promoted to Head of Security and Facilitation Division in AESA in September 2009, he represented Spain in several international and European fora.

On 28 April 2014, he joined the ECAC Secretariat as Aviation Security Technical Officer and is currently in charge of the ECAC Common Evaluation Process (CEP) of security equipment and secretary of the ECAC Technical Task Force (TTF) and the ECAC CEP Management Group (CEP-MG).

# SPEAKER BIOGRAPHIES



## Guido Peetermans

Guido Peetermans is responsible for the Smart Security program, a joint initiative of IATA and ACI. In collaboration with regulators, screening authorities, airports, airlines, solution providers and members of the research community, the program aims to provide a roadmap for passenger-friendly security checkpoints at airports, while strengthening security and improving operational efficiency.

Prior to joining IATA in 2005, Guido held several senior management positions in international computer software and consulting companies on both sides of the Atlantic, with a focus on human performance and organizational change management. Guido holds a Master degree in Law and a Master Degree in Information Systems from the University of Antwerp, Belgium.



## John S. Pistole

John S. Pistole was sworn in as the Administrator of the Transportation Security Administration in July 2010. He leads a 60,000-strong workforce, the security operations of more than 450 airports throughout the United States, the Federal Air Marshal Service, and shared security for highways, railroads, ports, mass transit systems and pipelines.

Under his leadership, TSA will continue to transform as a risk-based, intelligence-driven counterterrorism agency dedicated to protecting our transportation systems.

Pistole came to TSA as a 26-year veteran of the FBI with extensive national security and counterterrorism experience. After the attacks of September 11, 2001, he was placed in charge of the FBI's counterterrorism program, eventually becoming the FBI's Executive Assistant Director for national security. In 2004, Pistole was named Deputy Director for the FBI.

He has led or been involved in several high profile investigations, including the attempted car bombing in Times Square on May 1, 2010; the December 25, 2009, attempted attack on Northwest Flight 253; the plot against New York City subways in 2009; the 2006 UK liquid explosives plot; the 2005 London Tube bombings; and the May 2003 suicide bombings of three housing compounds in Riyadh, Saudi Arabia.

Pistole began his career as a special agent with the FBI in 1983, serving in the Minneapolis and New York divisions before his promotion to supervisor in the organized crime section at FBI headquarters in Washington, D.C. In 1999,

# SPEAKER BIOGRAPHIES

## John S. Pistole (Cont.)

as Assistant Special Agent in Charge in Boston, he helped lead the investigation and recovery efforts of the Egypt Air Flight 990 crash off the coast of Rhode Island.

In 2007, Pistole received the Edward H. Levi Award for Outstanding Professionalism and Exemplary Integrity. He is a recipient of the 2005 Presidential Rank Award for Distinguished Executive.

Pistole practiced law for two years prior to joining the FBI. He is a graduate of Anderson University (Indiana) and Indiana University School of Law in Indianapolis. He is married and has two daughters.

## Eric Plaisant



Eric Plaisant is a Chief Superintendent (Commissaire divisionnaire) with the French National Police. He joined the force in 1984, after having completed a master in Law. He graduated from the Police Superior National Academy (ENSP) and served as police chief in different sensitive cities, as well as chief of a bureau in the central directorate of public safety.

In 1992, he graduated from the FBI National Academy (170th session). In 1997, he headed a judicial police division in Paris of two hundred police officers (in charge of miscellaneous and serious crimes), prior to being appointed two times as chief of a community policing district in Paris (three to five precincts, 1500 police officers).

In 2002, he was appointed by the general director of the national police as a special advisor for security affairs of the High official for defence and security of the Ministry of economy, finance and industry. He also headed the bureau of nuclear security, in charge of enforcing security measures for nuclear materials, sites and transports.

In September 2008, he served as senior counsellor in the new Delegation for foresight and strategy in the Ministry of interior. Since July 2009, he is in charge of security and defense affairs as an assistant director (sous-directeur de la sûreté et de la défense) in the French civil aviation Authority. Eric Plaisant is 54, and is married with two children.

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## Estelle Pochat



Estelle Pochat joined the French Civil Aviation Academy (ENAC) in 2000 as aviation security training designer, after completing a master in cognitive science and ergonomics at Toulouse University. From 2003 to 2006, she joined ICAO AVSEC ISD-security section as a security officer involved in AVSEC training development.

Back to ENAC, she is now managing the AVSEC human factors research activities. She was involved in the French behaviour detection programme project from 2008, establishing the core methodology and the training programme and following up with the operational implementation. She is a member of the steering group for national behaviour detection legislation and implementation, and participates in the ECAC behaviour detection subgroup and the ECAC training task force.

## John Romanowich



John Romanowich is the president and CEO of SightLogix, a leading smart camera supplier for outdoor security applications. Mr. Romanowich participated in developing the RTCA Standard for Airport Security (DO-230D) Perimeter Intrusion Detection Standards and currently serves as the Chairman of the Security Industry Association's (SIA) Perimeter Security Standards Committee.

He has two decades of success in building technology companies, having held management positions in video technologies with Intel, IBM and the Sarnoff Corporation. He also co-founded Pyramid Vision Technologies, a pioneer in intelligent video surveillance acquired by L3 Communications. For Mr. Romanowich's efforts within SIA, he received the "2011 Statesman Award," the highest honor given to one member each year.

## Oscar Anibal Rubio



Oscar Anibal Rubio is a Lieutenant in the Argentine Air Force Reserves, and holds a Law Degree from the University of Buenos Aires; specializing in Aeronautical Law, as well as International Law dealing with Armed Conflict and International Humanitarian Law.



# SPEAKER BIOGRAPHIES

## Oscar Anibal Rubio (Cont.)

Since 2001 he has been working as an Aviation Security Specialist with the Aviation Security Authority of the Republic of Argentina, serving as an Auditor and Instructor.

At a national level, along with his auditing and instructional responsibilities, he is responsible for the development and implementation of their integral risk management system and contributes to the drafting of aviation security Standards and Programmes.

He is also a certified ICAO Aviation Security Instructor (2007) and a Certified Universal Security Audit Programme (USAP) Auditor (2010). He has participated as an audit team member in one USAP audit and has regularly served as an instructor for ICAO, including most recently for the National Inspectors Course, the National Civil Aviation Security Quality Control Programme Workshop and the Risk Management Workshop.



## Florian Schmid

Florian Schmid graduated from the Zurich University of Teacher Education with a major in languages and history in 2009. Besides various positions in education, he worked for the Zurich State Police Security Control Division at Zurich Airport for more than four years. From 2010 to 2012 Florian Schmid was head of instruction at CASRA and since 2012, he is project manager of Systematic Threat Assessment (STA) at CASRA.

His team constantly evaluates current news and information from different sources in order to develop defense strategies based on the findings of applied research. Besides his professional activities, Florian Schmid serves in the Psychological-Pedagogical Service of the Swiss Armed Forces with the rank of an officer since 2007.



## Kevin Shum

Kevin Shum is the Deputy Secretary (International) at the Ministry of Transport, where he helps to oversee Singapore's policies in the aviation and maritime sectors.

Prior to this, he worked at the Ministry of Finance, where he was responsible for budget provisions and financing

# SPEAKER BIOGRAPHIES

## Kevin Shum (Cont.)

issues for the social sectors in Singapore: education, health, manpower, housing, social and family development. He has also worked at the Ministry of Community Development, Youth and Sports, the Singapore Workforce Development Agency, the Ministry of Manpower, the Ministry of Trade and Industry and International Enterprise Singapore.

He is a member of the Board of Directors for the Sentosa Development Corporation.

Kevin graduated from the National University of Singapore with a Bachelor of Social Sciences (Honours) in Economics; and Johns Hopkins University's School of Advanced International Studies, with a Masters in International Public Policy. He also studied at the Harvard Business School's General Management Program.

He received the Public Administration Medal (Silver) in 2011. He is 43 years old, and married with a 8-year old daughter.



## Alan Xavier Tan

As Vice President of Aerodrome Safety and Aviation Security at Changi Airport Group, Alan's responsibilities include directing, planning, coordinating activities of aviation security policies and compliance. He is also responsible for implementing security enhancement and developmental projects, managing the contracted security services, undertaking aviation security audits and inspection and promoting security culture & awareness. He constantly seeks improvements in security standards and had completed several trials of screening equipment and implemented the world first Fibre Bragg Grating (FBG) based Perimeter Intrusion Detection System at Changi.

Alan also oversees the Aerodrome Safety Unit and is responsible for Changi's Safety Management System. The unit aims to drive a strong safety culture and work closely with internal and external stakeholders to maintain the high safety standard of airport operations. He is currently Vice Chairman in ACI World Security Standing Committee. Prior to joining CAG, Alan was a senior police officer holding various key appointments in his 12 years with the Singapore Police Force.



## Jim Termini

Jim Termini is the Commercial Director for Redline Aviation Security Ltd (RAS), Jim has been one half of a driving force in introducing this company to the AVSEC industry both within the UK and Internationally. RAS is now the preferred AVSEC

# SPEAKER BIOGRAPHIES

## Jim Termini (Cont.)

training company within the UK and provides a substantial amount of training delivery on behalf of the UK government overseas.

Jim's experience within the aviation industry as a commercial pilot and with the British Army has equipped him to have specific AVSEC industry knowledge as well as commercial awareness of the need for robust security within an airport and airline operation.

Jim has spent much of his flying career interacting with company colleagues from countries such as Jordan, Iran, Syria and Lebanon; this has given him an excellent appreciation of regional variations and sensitivities.

Jim is a fully qualified Aviation Security Manager with a wealth of operational and regulatory experience and knowledge.

He also is a TAP Instructor (UK Foundation and British Institute of Learning and Development), providing him with the ability to fully appreciate learning and development within the industry.

Sitting as an observer to the ICAO Working Group for Guidance Material Jim offers operational viability and process to the assembled regulators.

## Angus Watt



Angus Watt, President and Chief Executive Officer (CEO) CATSA, joined CATSA in 2012 after a 37-year career with Canada's Air Force. During his military career, he trained as a pilot, flew Sea King helicopters and was a flight instructor. Mr. Watt served in many staff positions, mostly focused on coordinating and supervising current operations.

He also commanded at numerous levels, ultimately culminating as Chief of the Air Staff (Commander of Canada's Air Force). After his military service, he taught strategic leadership at the Canadian Forces College in Toronto for several years. Mr. Watt holds an MPA (Auburn) and an MBA (Ottawa).

# SPEAKER BIOGRAPHIES

## Wang Weidong



Mr. Wang Weidong, Vice President of Nuctech Company Limited, has been with Nuctech since 1999, and is now in charge of both the global marketing and after-sales service of Nuctech.

With twenty years of management experience, Mr. Wang used to work as an engineer in the Guangdong Dayabay Nuclear Power Plant from July 1988 to Dec 1992 and a Deputy General Manager of Takasago Thermal Engineering Company from March 1993 to May 1998. He holds a bachelor degree in solid mechanics and a Master's degree in civil engineering structure engineering from Tsinghua University.

## Steve Wolff



Steve Wolff has 29 years experience developing & marketing advanced aviation security detection solutions based on X-ray, radio frequency and neutron inspection technologies. His 11-year-old consultancy helps companies with planning, development, trials, government access and outreach strategies. He recently was elected Vice Chair for the 2015 Gordon Research Conference.

He led a team that coauthored IATA's initial Checkpoint of the Future vision and serves on various advisory boards and as an expert witness in security technology lawsuits. Mr. Wolff was a cofounder of - and V.P., Marketing & Engineering for - InVision Technologies (now Morpho Detection) where he helped bring the successful CTX-5000 and other products to market.

## Fan Ying



Ms. Fan Ying, Deputy Director of Marketing Department, Security CT Center, NUCTECH Company Limited. Dedicating to the security field for more than eight years makes her an expert in security detection. She has participated in plenty of projects for container/vehicle screening projects in Europe. She has also directed the marketing and sales, starting from planning to implementing, of NUCTECH's liquid-inspection products in European countries and obtained remarkable achievements.

# SPEAKER BIOGRAPHIES

## Michael Rossell



Director – ICAO Relations, Airports Council International

Michael Rossell joined ACI World in 2012 where he is primarily responsible for developing relations with ICAO and other organisations on international civil aviation policy matters. In addition he is responsible for policy on emerging aviation security issues, in particular on the collaborative Smart Security project (with IATA) and on environmental protection.

From 2006 to 2012, he was the United Kingdom Permanent Representative and, in 2011/12, First Vice President of the ICAO Council. He has extensive experience of civil aviation regulation and policy making, in particular where these regulations and policies have a direct impact on the safe, secure and sustainable development of international air transport.

Previously, Michael was the UK Transport Attaché to the European Union (2003 to 2006) where he brokered European agreements on the legislative framework for Community action to improve air safety and on new rights for passengers with reduced mobility travelling by air. He has also represented the UK in taking forward policy on other aviation issues including market liberalisation, slots, insurance, security, safety and on environmental protection.

Michael has a BSc degree in Geology from Edinburgh University and Masters degrees from both Durham and Sheffield Universities. He was a Fulbright Fellow at the Hubert H Humphrey Institute for Public Policy at the University of Minnesota in 1994-95 where he studied the effect of the 1978 US deregulation of the aviation industry and considered how this might be a lesson for Europe.

## Domenic Bianchini



Domenic “Nick” Bianchini joined the Transportation Security Administration in September 2002. He currently serves as a Senior Technical Advisor in the Office of Security Capabilities. He previously served as the Division Director for the Mission Analysis (acting) and Checkpoint Technology Divisions. His experience includes supporting airports in the deployment, training, integration, and lifecycle management of aviation screening technology for over 15 years. His primary role is working with international partners to share best practices to enhance aviation security. He has held numerous industry and federal certifications including Cisco, Microsoft, DHS S&T Level III and Project Management Professional (PMP).

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## Nickolay Zakhryapin

Nickolay Zakhryapin, Deputy Minister of Transport of the Russian Federation, graduated from Moscow Technological Institute.

He attended the Russian Academy of State Service under the President of the Russian Federation with a specialization in the "State Regulation of Market Economy". Since 1986 he has occupied different engineering and managerial positions at different production enterprises and organizations. Since 2010 – Deputy Head of the Federal Air Transport Agency, Ministry of Transport of the Russian Federation. Since 2013 – Deputy Minister of Transport of the Russian Federation.

## Conclusions and Closing Remarks



## Jim Marriott

Jim Marriott is Deputy Director, Aviation Security and Facilitation, International Civil Aviation Organization (ICAO), based in Montreal. In this capacity since May 2010, he leads ICAO's activities in aviation security and facilitation policy and standards development, the Universal Security Audit Programme, international aviation security and facilitation assistance and capacity building, the ICAO Machine Readable Travel Documents / Traveller Identification Programme and the ICAO Public Key Directory.

During 25 years with Transport Canada, Jim occupied a variety of positions with increasing responsibility and complexity in the transportation security field. He played a major role in developing Canada's aviation, marine and surface transportation security programmes from 1985 until joining ICAO.