International Civil Aviation Organization

HLCAS-IP/15
20/8/12

INFORMATION PAPER

HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)

Montréal, 12 to 14 September 2012

Agenda Item 8: Driving technology developments and innovation

STATUS OF LIQUIDS, AEROSOLS, AND GELS (LAGS) SCREENING IN THE UNITED STATES OF AMERICA

(Presented by the United States of America)

1. INTRODUCTION

1.1 Since 2006, the United States has instituted restrictions on the amount of liquids, aerosols, and gels (LAGs) allowed in cabin baggage on all flights, domestic and international. The restrictions were meant to be temporary; however, because of the continuing threat posed by LAGs to civil aviation, these restrictions will remain in place until a sufficient technological solution has been developed. Such a technological solution must both effectively mitigate the threat posed by LAGs and complement the existing security system, while also taking into account passenger facilitation and ease of travel concerns.

1.2 The United States has been working to develop a solution that would allow the lifting of the current restrictions on LAGs in cabin baggage while meeting the needs of security and facilitation. Recognizing the importance of collaboration in this endeavour, the United States has been working with industry stakeholders and other Contracting States to develop a technology and risk-based security solution; sharing requirements, best practices, and lessons learned to the extent possible.

2. CURRENT STATUS OF U.S. LAGS POLICY

2.1 In the United States, a roadmap has been developed, in collaboration with other partners, to help guide efforts to lift the current restrictions on the carriage of LAGs through a risk-based implementation of appropriate technological solutions.

2.2 The United States will continue collaborative efforts to find a comprehensive risk-based security solution that will facilitate the lifting of the current LAGs restrictions as soon as practical, while maintaining security and facilitating the movement of passengers and commerce in international civil aviation. As technology continues to develop, so should efforts to identify the best technological solutions to better address the threat and mitigate the associated risks posed by LAGs.

2.3 The United States intends to introduce LAGs screening in a phased approach that ensures the maintenance of the necessary high level of security as well as operational feasibility. This phased approach to introducing LAGs screening procedures will allow the United States to monitor the technology implemented from both a security and facilitation standpoint, and to communicate the changing policies to key stakeholders and the travelling public in a measured and controlled manner, so as to minimize confusion and ensure compliance. The initiation of the phased approach and graduation

through subsequent phases will only occur when there is sufficient confidence in the screening capabilities of the equipment and the operational capacity to support its implementation, and without signification disruption to the flow of passengers and property through the system, which will be assessed by the U.S. Transportation Security Administration (TSA).

2.3.1 The first phase would involve lifting current restrictions on LAGs that are packed in Security Tamper-Evident Bags (STEBs) and LAGs that are to be used in-flight for medical purposes or specific dietary requirements; these are to be screened following risk-based screening parameters.

2.3.2 The second phase would involve the screening of clear liquids in clear bottles contingent upon an assessment and determination by TSA that it would be operationally feasible in light of available technology while ensuring the requisite level of security.

2.3.3 The third phase would involve the screening of all LAGs contingent upon an assessment and determination by TSA that it would be operationally feasible in light of available technology while ensuring the requisite level of security.

2.4 The United States recognizes that the lifting of current LAGs restrictions requires an internationally coordinated approach and consensus on all areas of the process, including screening parameters, communication to stakeholders and the travelling public, and other key issues. The United States supports the role of ICAO and the work conducted by the ICAO Secretariat Study Group on the Carriage and Screening of LAGs to promote this dialogue and work towards the necessary consensus. To the extent possible, the United States intends to share and contribute in such discussions with respect to technology, risk-based screening measures, and best practices for the implementation and deployment of this program over time.

3. ACTION BY THE HIGH-LEVEL CONFERENCE ON AVIATION SECURITY

3.1 The HLCAS is invited to:

a) take note of the information provided in the Paper; and

b) encourage States to take appropriate measures to effectively mitigate the continuing threat posed by LAGs to international civil aviation, and to actively contribute to the ongoing dialogue concerning the future of LAGs restrictions and the efficacy of appropriate screening technologies and related operational processes for LAGs screening.

— END —