International Civil Aviation Organization

WORKING PAPER

ICAO HIGH LEVEL CONFERENCE ON AVIATION SECURITY

Montréal, 12 to 14 September 2012

Agenda Item 8: Driving technology developments and innovation

AVIATION SECURITY

(Presented by the European Union and its Member States[1] and by the other Member States[2] of the
European Civil Aviation Conference)

SUMMARY
This working paper on aviation security considers pertinent issues to Agenda Item 8: Driving technology developments and innovation. This item was considered by the Aviation Security Panel at its last meeting in March 2012 which has facilitated and advised upon the way forward.
Action by the High-level Conference on Aviation Security is in paragraph 2.

1.   **INTRODUCTION**

1.1   Technology and innovation in aviation security is an indispensable weapon against terrorism. Today, operators are increasingly looking at reliable, accurate and efficient technological solutions for their detection, deterrent, and automation qualities.

1.2   With regard to liquid explosives, ICAO Member States have a responsibility to take action to address that threat, and in that respect, international obligations should be clarified, as necessary, to ensure that security controls, such as restrictions or screening, conceived by ICAO are implemented to mitigate that threat. In order to return to the situation before 2006 when the restrictions first came into effect, and thus allow passengers to travel with benign liquids but whilst being able to detect liquid explosives, a technological solution is required. With the increased availability of equipment for screening cabin baggage for liquid explosives – tested to meet standards set in various jurisdictions – and following increased operational experience with the deployment of such equipment at airports, ICAO Member States should move towards deploying such equipment.

1.3   There is significant added value in sharing best practices and in exchanging information on security technologies. It is important because exchanging such practices and information helps

---

[1] Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom.
[2] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, and Ukraine.

governments and operators to better address existing and future threats. Furthermore, best practices and new technologies are essential for ensuring that threats are mitigated and that passengers and cargo are facilitated in their travel.

1.4   ICAO can provide a platform to exchange information on the screening technologies that States have approved for use in their jurisdictions, as well as information on experience in employing screening technologies in the airport environment. Such information exchanges can, in the first instance, provide assurances to ICAO Member States concerning the performance of such technologies from both the technical and operational standpoints. In the second instance, they can contribute to the deployment of technologies that can be acknowledged as equivalent in terms of their security value for addressing given threats and thus pave the way for achieving mutual recognition between States in this area, both in terms of recognising performance standards and the corresponding certification processes. Harmonisation of such standards and development of common certification processes can serve as further tools.

1.5   ICAO can also be the place for exchanging information on new and innovative aviation security measures, which may include differentiating security controls in accordance with a risk-based approach, and for exchanging information on facilitation and operational impacts. It is in this way that innovative measures can be discussed and taken forward with regard to the future of security policy; for example, when developing security controls for passengers, consideration can be given, on the one hand, to the use of technologies such as security scanners, and on the other hand, to the use of techniques such as unpredictability and behaviour detection. Technologies and techniques should be fully compatible with fundamental rights, in particular the right to privacy and protection of personal data. Furthermore, technology manufacturers and end users can be brought together to engage in designing security solutions that are suited to the operational environment and the evolving needs of the authorities and the air transport industry.

2.   ACTION BY THE CONFERENCE

2.1   The Conference is invited to:

    a) encourage ICAO Member States to work towards mutual recognition of security technologies;

    b) urge ICAO Member States to address the threat from liquid explosives by implementing security controls, and where possible, to do this with technological means; and

    c) encourage the work of ICAO to develop innovative techniques for passenger security and on cargo screening taking into account the various types of cargo and airport supplies.

— END —