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(AVSEC/FAL/RG/3)
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AVSEC/FAL/RG/3 — WP/19
30/05/13

Agenda Item 4: Aviation Security (AVSEC)

RISK-BASED SECURITY (RBS)

(Presented by United States)

SUMMARY

This paper presents an overview of Risk-Based Security (RBS) initiatives being piloted and/or implemented by the United States for passengers of civil aviation. The United States continues efforts to focus resources and improve the passenger experience at security checkpoints by applying intelligence-driven, risk-based security procedures and enhancing the use of technology. Under this risk-based approach, all passengers undergo physical screening, but resources are allocated according to risk. This approach allows the United States to deliver the most effective security in the most efficient manner, focusing resources on lesser known and higher risk populations.

Strategic Objectives	*This working paper is related to ICAO Strategic Objective B.*

1. Introduction

1.1 Since its inception, the Transportation Security Administration (TSA) has focused on enhancing aviation security while improving the passenger experience. To achieve this goal, TSA is evolving its application of intelligence-driven, risk-based security procedures and enhancing the use of technology through the Risk-Based Security (RBS) initiative. RBS is based on the following premises: the majority of airline passengers are low risk; TSA can better assess the flying population in terms of risk through voluntary submission of information; and behavior detection and interviewing techniques strengthen the security process. RBS allows TSA to prioritize allocation of limited screening resources according to risk by focusing on “unknowns” while expediting the screening process for known and trusted travellers.

1.2 TSA began testing RBS techniques at United States. airports in August 2011. RBS utilizes key methods such as pre-screening, real time threat assessments, random and unpredictable security measures, and physical screening of passengers and property to achieve a robust and more efficient security protocol. RBS is used to some degree at all United States airports and is comprised of various initiatives embedded in layers of aviation security, from pre-flight activities to physical security programs at the airport. In 2012, 8% of the 1.8 million passengers traveling per day in the United States enjoyed a level of facilitated travel through various RBS programs.

2. Discussion

2.1 RBS primarily focuses on identifying passengers who present a low risk to aviation security, by analyzing required passenger information in addition to voluntarily submitted personal information provided by participating passengers. RBS also incorporates real-time threat assessments, which include the use of explosives detection canines as well as behavior detection training for the entire field workforce across the country. Passengers who are determined to be low risk may then be eligible for expedited checkpoint screening. As of January 2013, almost 44 million passengers have participated in various RBS programs at passenger checkpoints. These passengers include voluntary participants as well as frequent flyers, trusted travellers, active duty military members, flight crewmembers, and passengers who are ages 75 and over and 12 and under.

2.2 The most visible RBS program is TSA Pre✓™, which has been implemented at 40 United States airports and allows eligible, pre-screened individuals to volunteer for expedited screening procedures. Currently, the program is available to United States citizens who are members of existing United States Customs and Border Protection (CBP) Trusted Traveller programs, including Global Entry, Secured Electronic Network for Travellers' Rapid Inspection (SENTRI – a United States -Mexico travel facilitation agreement), and NEXUS (a United States-Canada facilitation agreement, which also enables Canadian citizens to become eligible for TSA Pre✓™), as well as frequent flyers from five United States airlines. The newest passenger population to be included in Pre✓™ is active duty members of the United States Armed Forces who possess a valid, military-issued Common Access Card (CAC). Participating passengers must still undergo physical screening of their person and their accessible property; however, Pre✓™ expedited screening permits passengers to pass through the screening checkpoint without having to remove permitted liquids and laptops from carry-on baggage and having to take off their shoes, light outerwear/jackets, and belts. Pre✓™ approved passengers are not guaranteed expedited screening; TSA's principle of random and unpredictable screening may require that a passenger undergo additional screening protocols. TSA Pre✓™ continues to expand to include other groups and airline frequent flyer program members at additional United States airports as it becomes operationally feasible.

2.3 In 2011, TSA implemented new security screening protocols for children ages 12 and under and in March 2012, extended similar protocols to passengers ages 75 and over. These new procedures have reduced, though not eliminated, pat-downs that would have otherwise been conducted to resolve alarms. Passengers 12 and under and 75 and over are now allowed to leave their shoes on during screening, are permitted multiple passes through the metal detector and advanced imaging technology (AIT) devices, and may be subject to greater use of explosives trace detection (ETD) technology to clear any alarms. Passengers 12 and under are also eligible to use the TSA Pre✓™ lanes. Though all alarms still require resolution, these new procedures ensure effective security while allowing TSA to focus resources more effectively and improving the travel experience of low risk travellers.

2.4 TSA's Known Crewmember (KCM) program is part of the RBS initiative that enables transportation security officers to positively verify the identity and employment status of flight crewmembers and thereby offer them expedited screening procedures. Currently, nearly 40 United States airlines actively participate in the KCM program at nearly 30 United States airports. In July 2012, TSA approved the second stage of KCM, which offers more efficient screening to verified flight attendants employed by United States airlines. This additional population of crewmembers is becoming eligible for KCM as it becomes operationally feasible for air carriers.

2.5 The United States continues to identify ways to expand the number of travellers who may be eligible to participate in RBS programs in order to provide the most effective screening in the most efficient way possible. This includes the expansion of Pre✓™ eligibility to additional populations of low-risk passengers. While expedited screening facilitates individual passenger movement through the checkpoint, overall throughput efficiency requires that Pre✓™ lanes are adequately utilized, especially during peak hours. Accordingly, TSA is also considering how to merge various RBS programs to work cohesively and increase passenger throughput at dedicated Pre✓™ screening lanes.

3. Suggested Action

3.1 The Meeting is invited to note the information contained in this Paper.

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