SMART SECURITY

# Next Generation Passenger Screening

ADSA-12
Boston, 12-May-15

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Project Manager. IATA

"elevator pitch"

Through a combination of advanced screening technologies, process innovation and the introduction of risk-based concepts, it is entirely possible to achieve significant improvements in security effectiveness, operational efficiency and passenger experience at security checkpoints
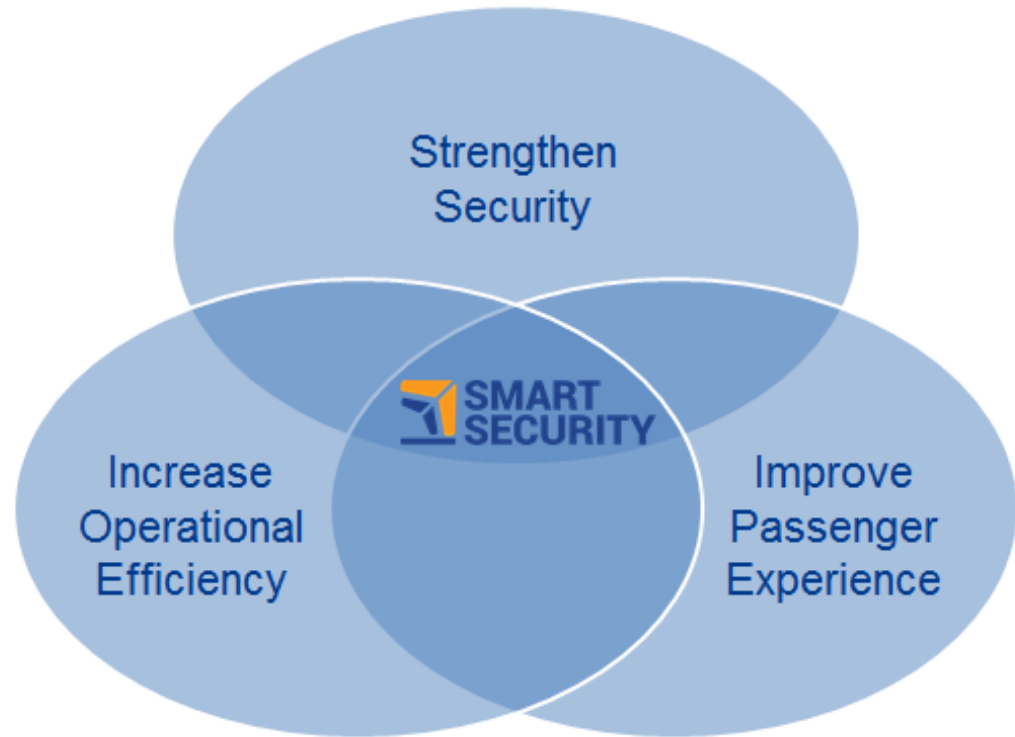
Smart Security

A joint IATA – ACI program

"Smart Security envisions an improved journey from curb to airside, where passengers proceed through security checkpoints with minimal inconvenience, where security resources are allocated based on risk, and where airport facilities can be optimized"

The International Air Transport Association (IATA) is the trade association for the world's airlines, representing some 250 airlines or 84% of total air traffic. We support many areas of aviation activity and help formulate industry policy on critical aviation issues.
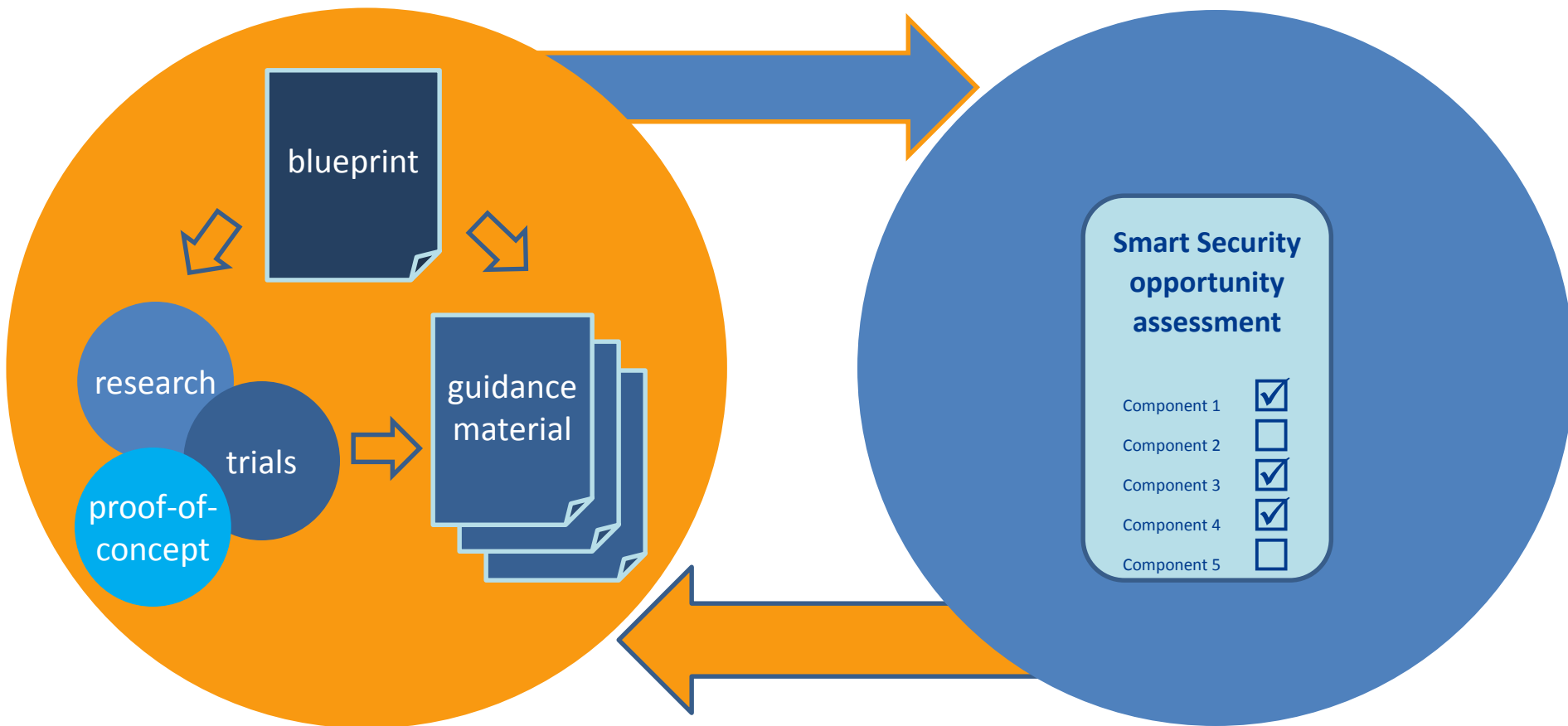
Airports Council International (ACI) is the only global trade association of the world's airports, representing airports interests with Governments and international organizations, developing standards, policies and recommended practices for airports, and providing information and training opportunities to raise standards around the world.
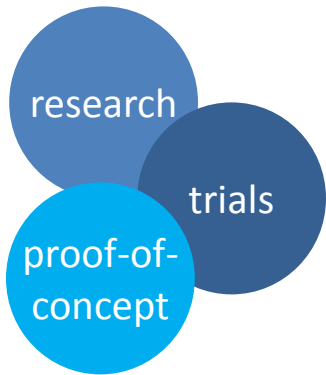
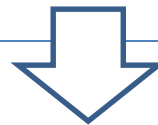# How we work

develop guidance material

facilitate wider implementation

Developing guidance material

research

trials

proof-of-concept

Schiphol Amsterdam Airport

Heathrow Making every journey better.

مطار حمد الدولي Hamad International Airport QATAR قطر

MELBOURNE AIRPORT

daa

+ other airport partners for specific component trials

Guidance material

Passenger Screening

Guidance material

Cabin Baggage Screening

Guidance material

Other Screening Measures

Guidance material

Centralized Image Processing

Guidance material

Staffing

Guidance material

Checkpoint Environment

Guidance material

Risk Based Differen-tiation

European perspective – regulation

- Passenger screening
  - Conventional model
  - Security scanners
  - New ETD requirements as of 1-Sep-15
- Cabin baggage screening
  - Conventional model
  - New ETD requirements as of 1-Mar-15
  - EDS
  - LAGs / LEDS
- Operational impact

European perspective – trends

- Risk-based passenger differentiation remains a difficult topic
  - Privacy and civil rights concerns
  - Individual States willing to experiment
- Leading airports are pushing the boundaries of operational efficiency
  - Centralized image processing
  - Innovative lane designs & automation
  - Decision automation (auto clear)
- Increased focus on customer service aspects and checkpoint environment

Parallel preparation and reclaim

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Lane automation

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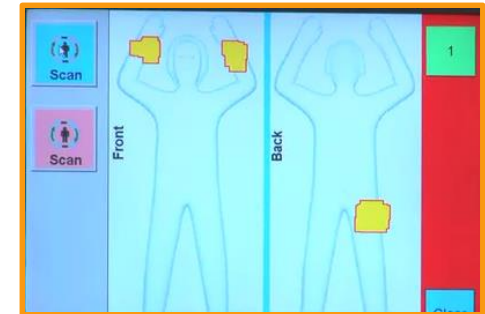# Centralized Image Processing

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Advanced cabin baggage screening

and decision automation

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Passenger security scanners

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Unpredictability & risk-based approaches

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Checkpoint environment

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Conclusions

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- It's as much about process and human factors as it is about technology

- The greatest benefits will come from an integrated solution

- It's not the new one-size-fits-all

- There's a lot we do right now, but we still have a long way to go in order to realize our vision

- Success will depend on collaboration between stakeholders

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This is just the beginning.
Work with us to deliver the future.

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