JOINT BRIEFING

AVIATION SECURITY: 10 YEARS ON FROM 9/11

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In the 10 years since the terrorist attacks of 11 September 2001, aviation security standards in Europe – and worldwide – have been raised to unprecedented levels. This means passengers are better protected now than they have ever been, preserving aviation's status as the safest form of transport.

Over the last decade multiple layers of stringent security measures and increased vigilance have successfully averted a number of subsequent threats. But, while a huge amount of progress has undoubtedly been made, the challenge now is maintaining the highest levels of security, while minimising the hassle factor for passengers and safeguarding the efficiency of the aviation system.

Today Europe's security regime continues to evolve. Passenger safety and security will always be the industry's number one priority. Vigilance remains more important than ever.

KEY FACTS: ADDITIONAL SECURITY MEASURES SINCE 9/11

- Stricter limits on access to the airside zone of airports
- 100% staff screening at ALL airports which handle commercial flights, including extensive background checks on new personnel
- More detailed screening of passengers, as well as cabin and hold baggage, including a renewed focus on liquids and non-metallic threats
- The fitting of armoured cockpit doors and the ruling that they should be locked at all times during the flight

Furthermore, EU Member States retain the authority to add 'national, more stringent security measures' depending on the specific terrorist risk in their country.

KEY FACTS: MAIN SECURITY INCIDENTS AND ATTEMPTS SINCE 9/11

NYC/Washington/Penn	11/09/2001	September 11 terror attacks
Paris-Miami (in-flight)	22/12/2001	Shoe bomber
Russia (in-flight)	24/08/2004	Aircraft suicide bombings
London	10/08/2006	Liquid explosives plot
Madrid	30/12/2006	Barajas airport attack
Glasgow	30/06/2007	Drive-in airport attack
Amsterdam-Detroit (in-flight)	25/12/2009	Underpants bomber
Yemen-Chicago	29/10/2010	Cartridge plot
Moscow	24/01/2011	Moscow airport bombing

KEY SECURITY NEWS ITEMS SINCE 9/11

Liquid explosives: In August 2006, UK authorities prevented a terrorist plot targeting transatlantic flights using liquid explosives. This led to restrictions on the amount of liquids, aerosols and gels (LAGs) that passengers are allowed to bring on-board. These rules now apply in the EU, USA and other states. The EU is aiming to completely remove these liquids restrictions from 29 April 2013, based on advances in liquids screening technology.

Screening technologies: New security scanners are being trialled at a small number of European airports. This technology is used to improve the detection of dangerous non-metallic items, such as suspicious or hidden objects carried by passengers.

Passenger data: With greater focus on intelligence-based security, passenger name record (PNR) data has increasingly come under the spotlight. A new European PNR framework, which will establish how this will be handled in the future, is being discussed by the European Commission, Parliament and Council.

COST BURDEN

Before 9/11, security accounted for 5-8% of operating costs for European airports. With the various additional layers of security, today that figure is 29%. In some cases, these costs are partly passed on to the airlines, and ultimately passengers. Ultimately the threat is against States, not specific airlines or airports. Yet, Europe is the only world region where the industry shoulders most of the cost burden.

This expenditure has been channelled into creating screening facilities capable of handling many millions of passengers annually, equipping them with high-technology machines and staffing them with increased workforces. Today 41% of airport staff is employed in security-related tasks.

In the years following 9/11, a vast amount of resources has been deployed with the aim of enhancing security, although air transport users are often inconvenienced as the industry strives to meet its obligations and comply with security regulations. In the future, these resources should be more effectively focused on people who pose a genuine threat.

THE INTERNATIONAL DIMENSION

9/11 and subsequent incidents have clearly illustrated the need for a globally coherent approach to security. Sensitised by the events of 9/11, the USA in particular has escalated requirements, both for screening and for passenger information. But the absence of a fully joined up approach has created duplication, slowed down responsiveness and added extra layers of complexity to passenger journeys.

Europe is pursuing a 'one-stop' security concept, where a passenger or cargo consignment deemed 'safe' at any EU airport continues to be regarded as 'safe' throughout the journey. Generally, the EU has confidence in the US system to deliver safe passengers and cargo to Europe, but the US authorities do not necessarily reciprocate, often imposing additional requirements at short notice. This needs to be addressed.

THE FUTURE

Airports, airlines and security technology companies are constantly looking for ways to strengthen aviation security, while minimising inconvenience for passengers.

Furthermore, with demand for air services expected to nearly double by 2030 and new threats likely to emerge, there is a vital need to develop quicker, more effective and extremely flexible screening processes.

With this in mind, ACI EUROPE and AEA are working together on a project called **'Better Security'**, which aims to reform and streamline aviation security in the future.

The project is still at an early stage, but key concepts include:

- **Focus on dangerous intent, not dangerous objects**
  Closer international co-operation and data sharing should be used to strengthen the effectiveness of passenger profiling, flagging suspicious individuals.

- **Be proactive, not responsive**
  Security controls should be highly unpredictable, but consistently adhered to, and based on effectiveness, not on past events.

- **Further develop technology**
  State-of-the-art technologies must be developed to maintain rigidly-high security levels, while minimising passenger disruption.

ABOUT:

ACI EUROPE is the voice of Europe's airports, representing more than 400 airports in 46 European countries. It is also the European region of Airports Council International (ACI), the only worldwide professional association of airport operators. ACI EUROPE's member airports handle 90% of commercial air traffic in Europe, welcoming nearly one and half billion passengers each year.

The **Association of European Airlines (AEA)** brings together 36 European established scheduled network carriers. These collectively carry 377 million passengers and 6 million tonnes of cargo each year, operating 2,800 aircraft serving 630 destinations in 163 countries with 12,000 flights a day. They provide around 392,000 jobs directly, and generate a total turnover of €82 billion.

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