

Passenger Terminal EXPO 2010

23. 24. 25 MARCH 2010
BRUSSELS, BELGIUM

THE 16TH INTERNATIONAL CONFERENCE AND EXHIBITION FOR PASSENGER TERMINAL
DESIGN, MANAGEMENT, SECURITY AND TECHNOLOGY

AVIATION SECURITY



www.passengerterminal-expo.com

TUESDAY 23 MARCH 2010

AVIATION SECURITY:

European Commission – Aviation Security Policy

Welcome to the session and introduction – Conference Chair

Conference led by expert speakers from the European Commission to present the new legislative package on aviation security due in April 2010.

CHAIR: Brian Engle, Operations Manager, Delta Air Lines Inc, USA

CHAIR: Art Kosatka, CEO, TranSecure Inc, USA

09.00-09.30

Siim Kallas, Vice President, Commissioner for Transport, European Commission, Belgium

Aviation security: the way forward

09.30-10.30

Michaela Stroschneider, Deputy Head of Unit - Aviation Security, DG TREN, European Commission, Belgium

An expert speaker from the DG Transport will present on the following topics, followed by questions from the audience:

- The ban on liquids: European Commission's road map for change
- Introducing new security technologies: European case study – body scanners
- Europe's approach to enhancing air cargo security
- European aviation security requirements: changes in approach from 2010

10.30-11.00

REFRESHMENT BREAK

Expert speakers from the aviation security industry come together to discuss technology trials, regulations and the bottom line – costs.

11.00-12.00

Rick Kolodner, TSA Attaché & Representative to the EU, ECAC and Belgium, Belgium

Anne Marie Pellerin, TSA Attaché & Representative Paris, France

TSA perspective on airport screening and process

improvement

Followed by questions from the audience

12.00-12.30

Dominique Antonini, Director, AVS&C, Switzerland
Prevention not cure

12.30-13.00

Khaled Almazroui, General Manager, Department of Civil Aviation, Fujairah International Airport, UAE

Ensuring streamlined, effective cargo security
The presentation will cover the following topics:
growth of cargo tonnage movement at Fujairah International Airport; identifying challenges for airport management and cargo security issues at the airport; cargo security management actions and the task of the Security Action Group; cargo warehousing improvement; recognition of a successful outcome and awards through proper planning and preparation.

13.00-14.00

LUNCH in the delegate dining area of the exhibition hall

Part 2: Expert speakers from the aviation security industry come together to discuss technology trials, regulations and the bottom line – costs.

14.00-14.30

Mike Fazackerley, Director of Security & Customer Service, Manchester Airport, UK

X-ray trials at Manchester Airport's Terminal 2

14.30-15.00

Ronald Augustin, Deputy Senior Vice President, KLM Royal Dutch Airlines, Netherlands

Aviation security management: flexible and dynamic
The threat to civil aviation is still present. It has many faces and is changing identity all the time. Yet the baseline of aviation security is set by rules and regulations. Are they covering these threats? The presentation will give the audience a better view of the threats an airline is facing, and the impact of a set of regulations on daily operations.

15.00-15.30

Andy Blackwell, Head of Aviation Security, Virgin Atlantic Airways, UK

Maintaining security resilience in challenging threat

and economic conditions

As terrorists retain their unhealthy interest in civil aviation, and the industry faces some of the most challenging economic conditions in its history, Andy Blackwell, Head of Aviation Security with Virgin Atlantic, outlines the methods his company uses to deliver resilient yet affordable security. The presentation will give an overview of the primary security and financial challenges facing the aviation industry. It will also examine the issue of 'smart security', with examples of how security can be adapted to ensure resilience and affordability, plus tips for influencing financial decision makers involved in security spend.

15.30-15.50

REFRESHMENT BREAK

15.50-17.00

PANEL: How do we step up security in an industry that is losing billions?

- Is stepping it up truly called for on an international scale – does the threat/risk analysis support that?
- What are the results of new passenger screening trials – is it a necessary cost to upgrade current systems?
- All security is a non-revenue overhead cost – where could funding come from?
- Expensive equipment versus short lifecycle versus changing threat: where's the balance?
- Are ICAO and EU standards keeping pace with the perceived threat?
- Are member nations keeping up with the ICAO standards?
- Are TSA requirements hurting overall traffic to/from US?
- Are TSA requirements too costly or operationally intrusive for non-US airports?

Mike Fazackerley, Ronald Augustin, Andy Blackwell, Rick Kolodner, Anne Marie Pellerin

Rafi Ron, CEO, NASS - New Age Security Solutions, USA

Kristina Dores, Aerodrome Operations and SMS Expert, Ministry of Transport & Civil Aviation, Afghanistan

Fernando Cardoso Coelho, Head of Department, INAC - Portuguese CAA, Portugal

Rowan Fogarty, Head of Safety Security and Operational Compliance, Dublin Airport Authority, Eire

Virginie Allard, European Security & Facilitation Manager, IATA, Canada

17.00-19.30

Brussels South Charleroi Airport will be hosting the Passenger Terminal EXPO 2010 opening day exhibition hall party with drinks, canapés and excellent networking opportunities. Everyone is welcome!

17.45-18.45

Presenting the 2010 Skytrax WORLD AIRPORT AWARDS

THURSDAY 25 MARCH 2010

AVIATION SECURITY

Welcome to the session and introduction – Conference Chairs

The challenge facing airport operators today is how to maintain aviation security levels in cost-restrictive times. Balancing the complex aviation security regulatory framework with operational efficiency, and the threats and challenges of human capital with technological investment, is an ongoing process. Today's speakers aim to guide listeners through the security minefield using their experiences as a road map. Issues covered will include: how the actions of airlines and handlers to reduce costs and maintain low fares impact on the security process; implementation of automatic waiting time evaluation systems; protection against nuclear, biological or chemical weapons; cast simulation to support the design of a detailed security process; implementing a risk-based approach through SEMS; making one-stop security a reality; leveraging technology to reduce costs; and finding ways to free up resources for optimal use.

09.00-09.05

CHAIR: Brian Engle, Operations Manager, Delta Air Lines Inc, USA

CHAIR: Art Kosatka, CEO, TranSecure Inc, USA

09.05-09.35

Rafi Ron, CEO, NASS - New Age Security Solutions, USA

Terminal/airport security control centre: an integrated approach

09.35-10.05

Fernando Cardoso Coelho, Head of Department, INAC - Portuguese CAA, Portugal

Maintaining aviation security levels in cost-restrictive times

The presentation will discuss how to maintain aviation security levels in cost-restrictive times; the complex aviation security regulatory framework versus operational efficiency; threats and challenges of human capital versus technological investment; time to rethink aviation security rather than discuss it; creativity and innovation as a key factor. Security is important as long as it does not become a burden. The audience will learn how to solve this. They will also hear about the need to start rethinking aviation security; how to turn apparent security constraints and costs into benefits and profits; why we consider that investing in people is important but rarely assess the return on such investment; future aviation security challenges.

10.05-10.35

Virginie Allard, European Security & Facilitation Manager, IATA, Canada

The international dimension: IATA's security and facilitation activities

Security remains too often uncoordinated, redundant and costly. Today's economic climate demands that we strive to do more with less: improve efficiency and cut costs while still delivering high-quality security. The presentation will outline IATA's strategy for security and facilitation based on five pillars: implementing a risk-based approach through SEMS; making one-stop security a reality and removing duplicative security checks; working with all stakeholders; leveraging technology to reduce costs; and finding ways to free up resources for optimal use.

10.35-10.50

REFRESHMENT BREAK

10.50-11.20

Rowan Fogarty, Head of Safety Security and Operational Compliance, Dublin Airport Authority, Eire

Effective security in a low-cost environment

Rowan's presentation will outline the varied challenges faced in the provision of effective security in a low-cost environment, in a recession, when

passenger numbers suffer a sharp decline. He will outline how the actions of airlines and handlers to reduce costs and maintain low fares impact on the security process, and what actions can be taken in a regulated environment to mitigate these effects.

11.20-11.45

Jean-Claude Suquet, Deputy Head, Aéroports De Paris, France

Waiting time measurement before security controls in airports

Airport managers have to deal with passengers queuing at each step of the way to the aeroplanes. One of these steps under the terminal manager's authority concerns the waiting time before security and police controls. In order to improve passenger flow and to achieve passenger satisfaction by informing them they won't have to wait too long, automatic waiting time evaluation systems are necessary. ADP experimented with several types of instrumentation before adopting the concept that was actually extended to all terminals at Paris-Charles de Gaulle. The effects of passenger flow on security will also be addressed.

The audience will learn about the concept itself, the measurement principles, the sensors used, the process control, consistency and organisation as well as the tricky situations encountered and some solutions to deal with them. Emphasis will also be put on the specificity of each site and the impossibility of getting on-shelf solutions. A comparison between predicted and real flows will be presented.

11.45-12.15

Soichiro Yamamoto, Representative Director, Sentinel Techno Research Inc, Japan
Toki Udagawa, PhD Candidate, The University of Tokyo, Japan

Can we control airports and provide airport security?

The 9/11 attack in 2001 shocked the world. Since the incident, airport security has been much higher and stricter than ever before. You may not forget 9/11. On the other hand, do you know about the sarin gas attack on the Tokyo metropolitan subway in 1995? This attack occurred over 14 years ago, so even Japanese people have forgotten it. Today's terrorists attack our society by any means. As a last resort they can use NBC weapons if they want to. If an airport is

attacked by the weapons, we must be prepared for any situation to keep the airport secure.

Attendees will learn about the worst terrorist attack in Japan. The presentation will discuss how we prepare for NBC attacks, using the 1995 Tokyo sarin gas attack as an example. The attack targeted the subway, but we can use the information and do the simulation for a similar attack on an airport. The presentation will be useful for airport and airline staff who work in anti-terrorism teams in airports.

12.15-12.40

Uta Kohse, Senior Consultant, Airport Research Center GmbH, Germany

Enhanced security process design supported by simulation

Efficient security process design is quite a complex task. The overall process consists of several interdependent sub-processes, which are driven by various operational and infrastructure factors. Depending on the layout of the security setup but also on the staffing, the interaction of the passenger and baggage control processes should work in a balanced and synchronised way, with the goal to optimise the overall throughput under the given conditions. This presentation will demonstrate in a number of case studies how cast simulation supported the design of the detailed security process, by investigating and optimising different security setups.

The audience will get some interesting insights into the cause and effect of the different system parameters that drive the security process. Videos of animated 3D simulations will clearly show the impact of layout changes or operational changes on security process designs. Answers will be provided to questions such as: What is the effect of longer x-ray belts on throughput? What is the impact on numbers of staff, where to place staff in the process? What is the effect on throughput if one AMD per two x-rays is used instead of one AMD per x-ray? What is the consequence if the x-ray process or passenger inspection take longer than before?

12.40-13.10

PANEL: Can a more effortless security process for airports and passengers be achieved?

Rafi Ron, Fernando Cardoso Coelho, Virginie Allard, Rowan Fogarty