

ACI North America

16 -10-2018

Amsterdam Airport Schiphol

Schiphol

Welcome!

Aviation Security

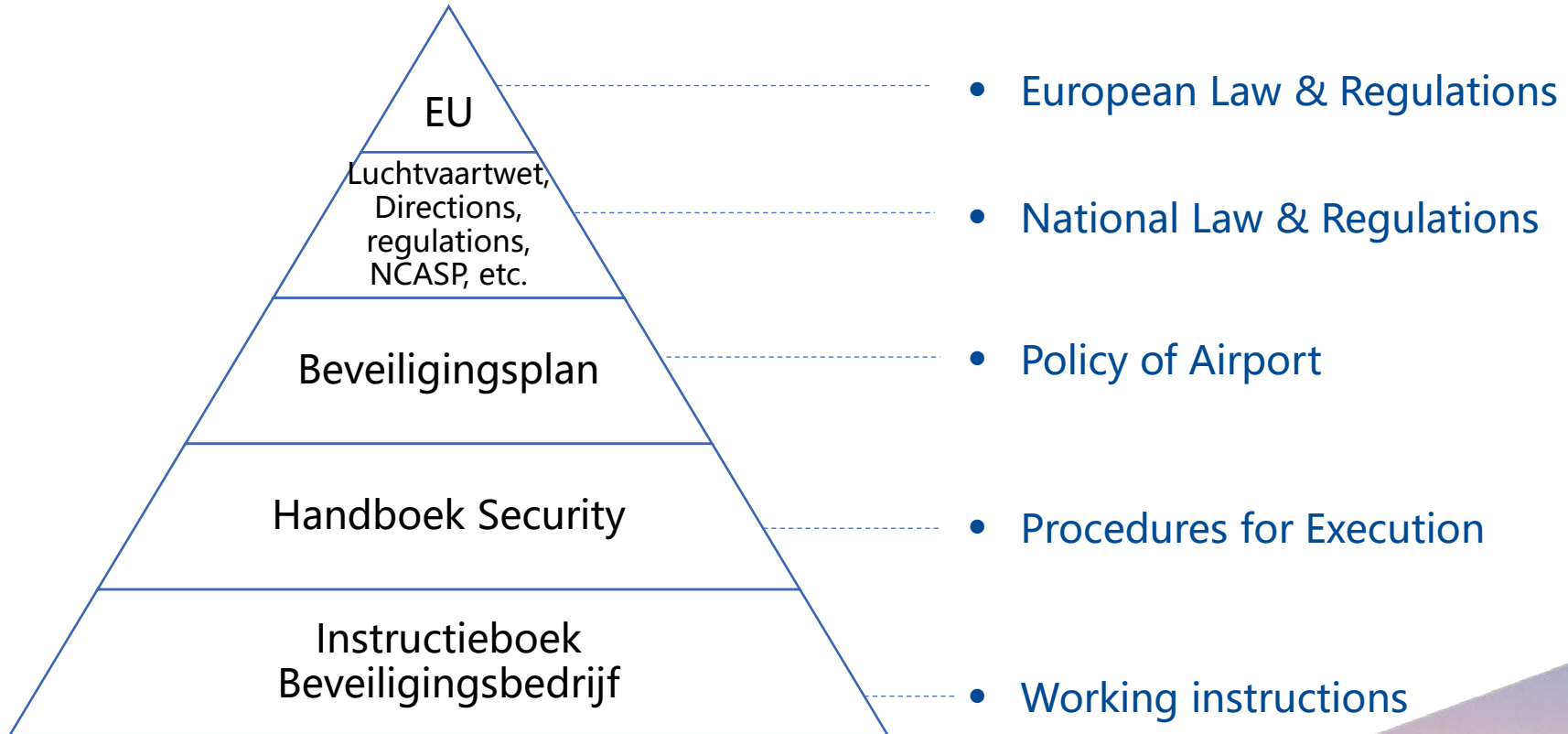
**Schiphol
Security**

EDS CB & TSA EA

Aviation Security in the Netherlands

Schiphol

Laws & Regulations



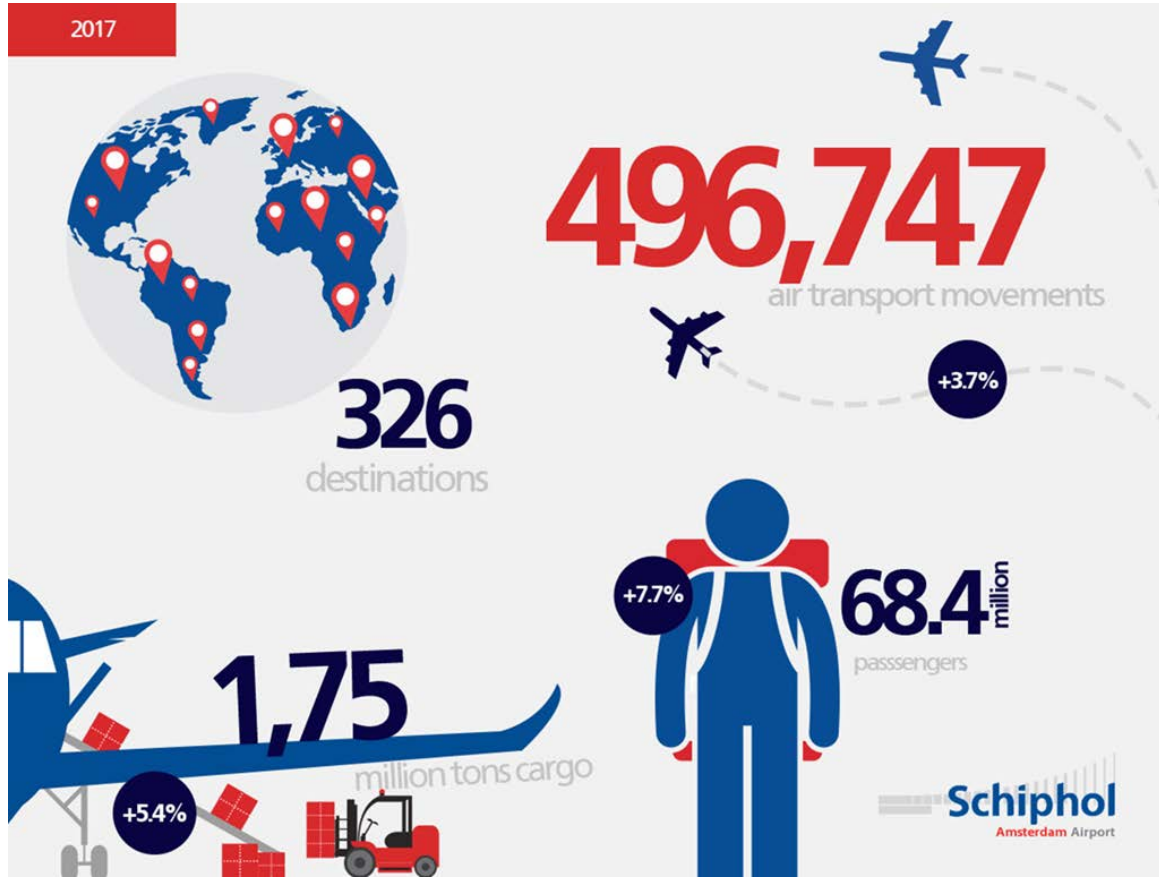
Responsibilities

- Responsibility lies with **Minister of Justice & Security**
 - Setting norms for security level at Dutch airports
- Royal Police (**KMar**)
 - Supervision of compliancy ('Handhaving en Toezicht')
 - Police tasks
- **Airport Schiphol** (Safety, Security & Environment)
 - Responsible for security execution, also additional measures for airlines !
 - Supervision of security companies
- **Security Companies**
 - G4S
 - I-Sec
 - Securitas
 - SDBV
 - P.I.

Security at Amsterdam Airport Schiphol

Schiphol

Facts & Figures Schiphol Group - 2017



Security Department

Security Operations:

- Scope: operational / tactical
- 24hour direction of security operation
- Management of security companies
- Security Control Centre
- Badge Centre

Security Policy:

- Scope: strategic
- Policy making
- Process development and optimizations
- Contract management
- Capacity management
- R&D

Security Quality & Compliance:

- Independent check on quality
- Mystery guests
- Complaints

Responsibilities of the airport

The Airport operator is responsible for:

Ch 1: Airport

Ch 2: Designated zones incl. staff screening

Ch 3: Aircraft security

Ch 4: Passengers and hand baggage

Ch 5: Hold baggage

Ch 6: Cargo and mail

Ch 7: Company mail and materials of airlines

Ch 8: Inflight supplies

Ch 9: Airport supplies

Ch 10: In-flight security

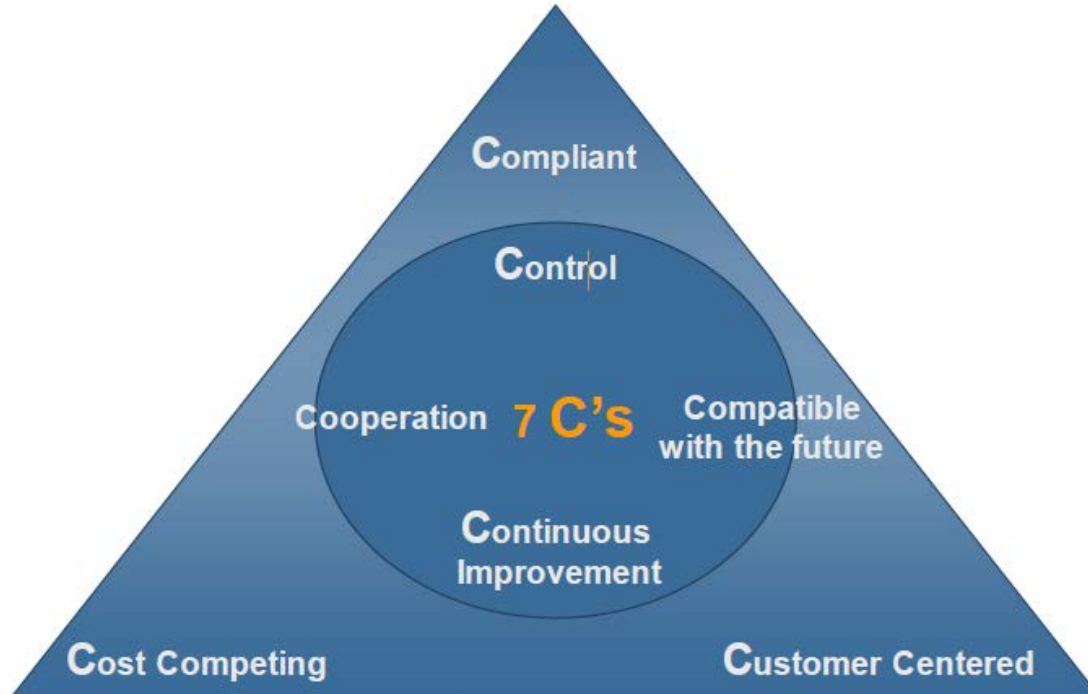
Ch 11: Recruitment & training

Ch 12: Equipment

Additional National Regulations:

On national level further detailed in the NCASP (Aviation law, orders, etc.), e.g. High Risk Flight additional measures

Main focus: Compliancy, Customer & Costs



Division of Security lots

Lot 1 (I-SEC)

- Passenger and hand baggage check departure filter 1 & 2
- Staff check in departure filter Crew Centre
- Specials

Lot 2 (G4S)

- Passenger and hand baggage check departure filter 3 & 4
- Passenger and hand baggage check transfer filter 1 & 2

Lot 3 (G4S): Hold baggage screening

Lot 4 (I-SEC): Staff and goods check Schiphol centrum

Lot 5 (I-SEC): Staff and goods check periphery and check cargo area's

Lot 6 (Securitas): Surveillance in SRA

Lot 7 (SDBV): Surveillance in public area

Lot 8 (P.I.): High Risk Flight security



Departure and transfer filters

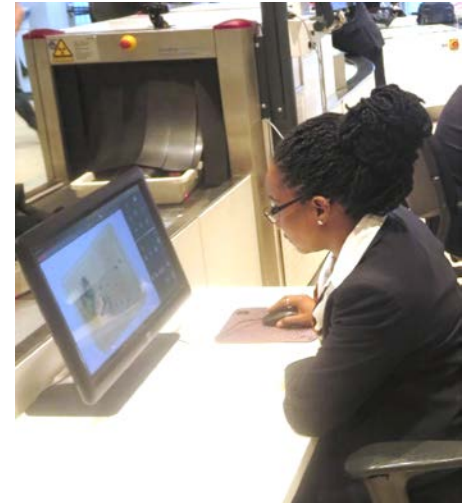
Security scan



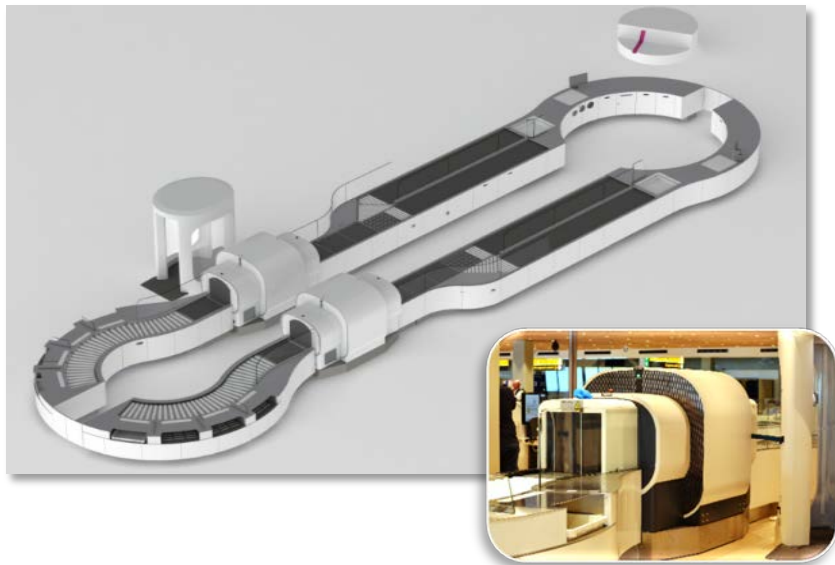
Logistics



Remote screening



Innovation in filters



National Coordinator for Security and
Counterterrorism
Ministry of Security and Justice



Schiphol



Translated in every detail

Architecture



Communication



Staff



Process



Innovation

EDS CB

Schiphol

EDS CB:

CT-system for Cabin
Bags

- Background
- Implementation
 - Why?
 - Opportunities
 - Dutch legislative options
 - What?
 - Trials
 - Where?
 - Planning
- First results

Background EDS CB at Schiphol

- Start of research and development since 2012
 - Challenge to introduce technique in smaller format
 - Challenge to make use of technology with moving objects
 - Less time to create image, but quality must be high
 - Many different shapes and forms of objects
- Start of 3D trials in 2015
- Schiphol is frontrunner with 3D-technology for Cabin Bags and internationally acknowledged as test bed
 - Multiple types of machines (suppliers) are tested at Schiphol

Implementation | | Why?

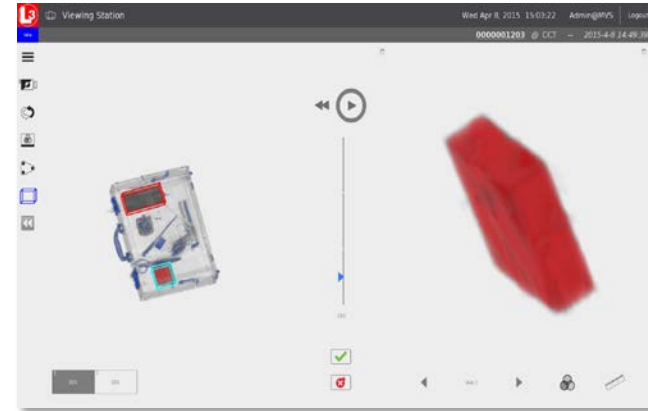
Necessity

- Directive from Dutch Ministry of Justice & Safety (NCTV)

Opportunity

- Futureproof system – algorithm adaptable to new threats
- C3 Conops – Laptops and LAG can stay in bag
- Our present X-ray systems are outdated

- ✓ **Higher efficiency at checkpoint** – more passengers per minute
- ✓ **Increase of passenger satisfaction** – less divesting by passenger



Implementation | Opportunities



FUTURE PROOF

If threats change adjust only settings or software

Future legislation (e.g. LAG's) & threats

THROUGHPUT/ COSTS

Create step change for divesting/reclaim

Higher throughput & savings OPEX

Number of passengers per agent

CUSTOMER EXPERIENCE

Laptops & LAG's in bag
Less divestiture & reclaim

Faster passenger process

SAFER AIRPORT

Automated detection highest threats in cabin baggage

Automated detection other threats; fire arms & guns?

Netherland's legislative options

EDS FOR CB
MULTI-VIEW OR CT **AUTO DETECTION**
EXPLOSIVES



C1



C2



C3



RANDOM EDS

Implementation | | What?

- International testbed for CT
- 4 Suppliers
- 3 installed at Schiphol (Transfer checkpoint E-F)
- We have chosen L3 Communications because of C3.

CT-TECHNOLOGY			
			
System available	System Operational	System Operational	System Integration
Certification: No	Certification: C1/C2; C3 pending	Certification: C1/C2; C3 pending	Certification: C1/C2; C3 pending
Integration at Spl planned Jan 2018	Integration at Spl Nov 2015	Integration at Spl March 2017	Integration at Spl Sept 2017

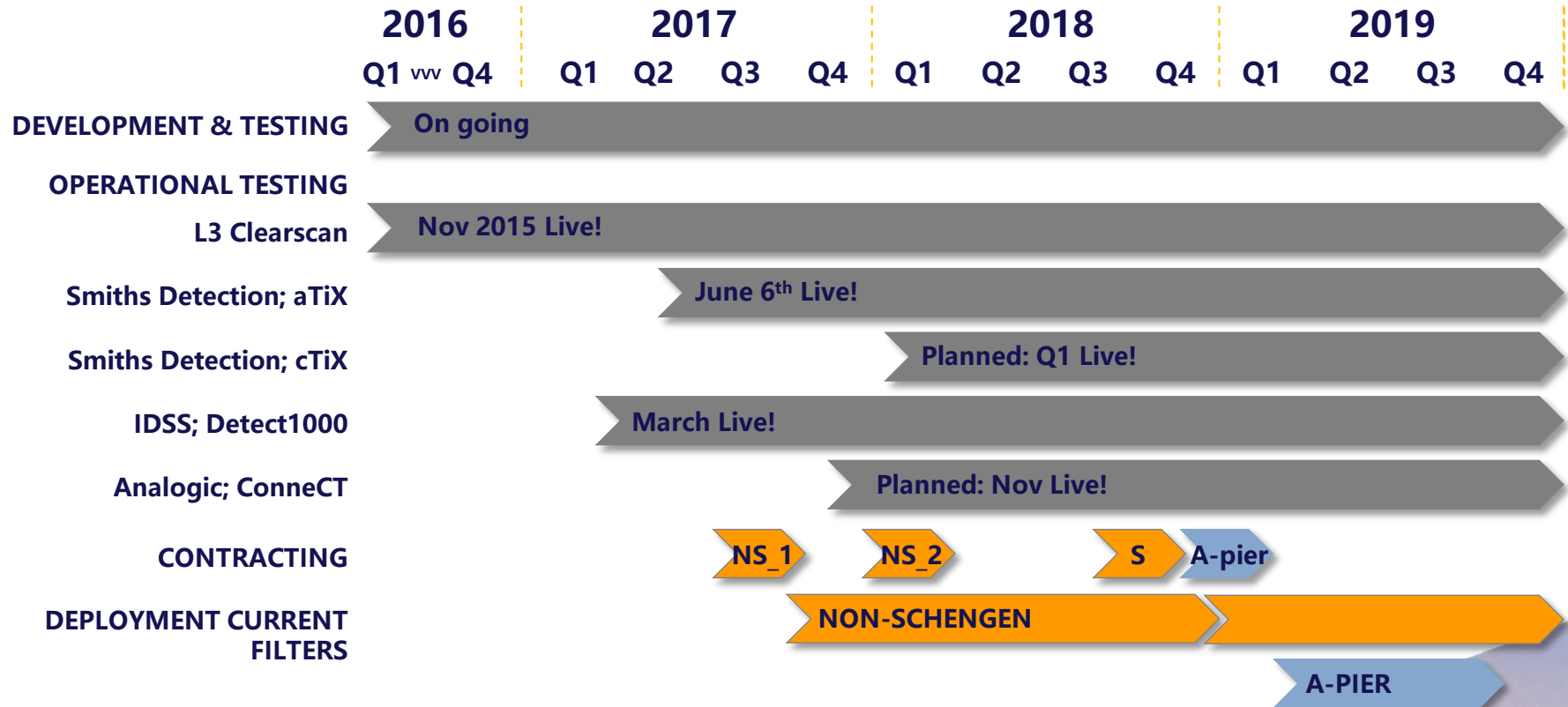
Trials

- 1. Trial and create EDS solution for Dutch Aviation Security (NCTV – Schiphol – KLM)**
 1. Test different equipment
 2. Test and develop different CONOPS/ Algos C1-C3, C4
 3. Create e.g.:
 1. Lower FAR; supply manufacturers image set for machine learning
 2. Better Image quality/capabilities
 1. Find threat objects more easily
 2. Bring down decision time
 3. 3D training capabilities
 4. Open standards like DICOS
 5. Further automation
- 2. Purchase best EDS solution**
- 3. Deploy solution for Amsterdam Airport Schiphol**

Implementation | | Where

- Every airport in the Netherlands (also RTH, Eindhoven, Lelystad, Groningen)
- Speed of implementation depends on size of airport
- Two phases at Schiphol:
 1. 2018: Non-Schengen (international) checkpoints Departure 2 & 3
 - Transfer E-F & G-H
 - VIP
 2. 2019: Schengen checkpoints
 - Departure 1 & 4

Planning | | Trials & Deployment



Status

01 July 2018

First results

Schiphol



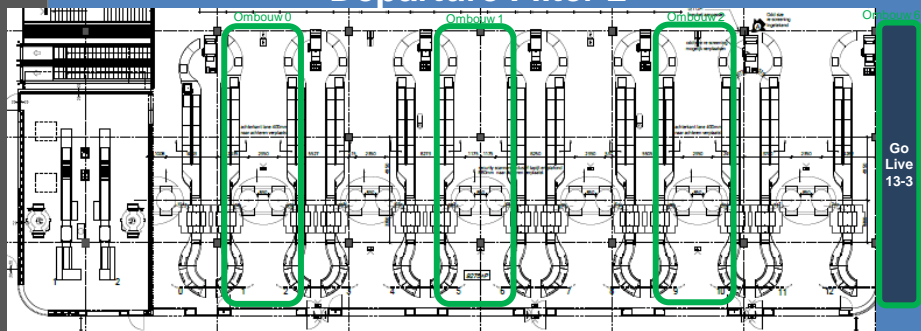
EDS for Cabin Baggage Deployment update

Monitoring performance & Risk Management

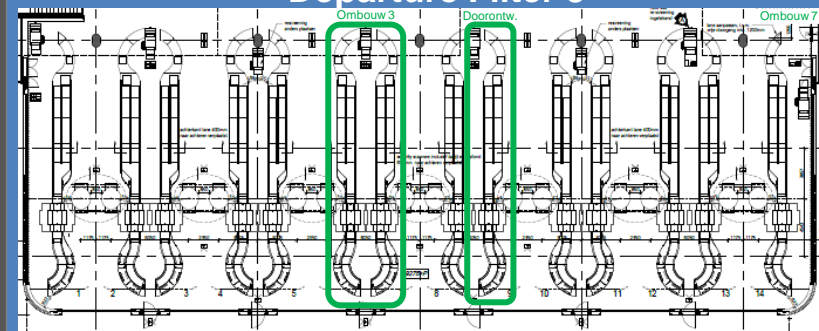
01.JUNE 2018
VERSION: 0.8.0

5. PROGRESS DEPLOYMENT (status 12-05)

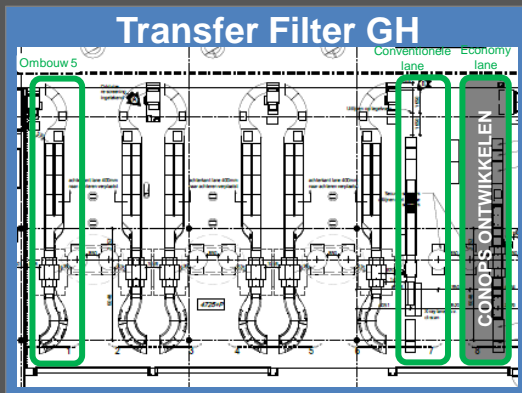
Departure Filter 2



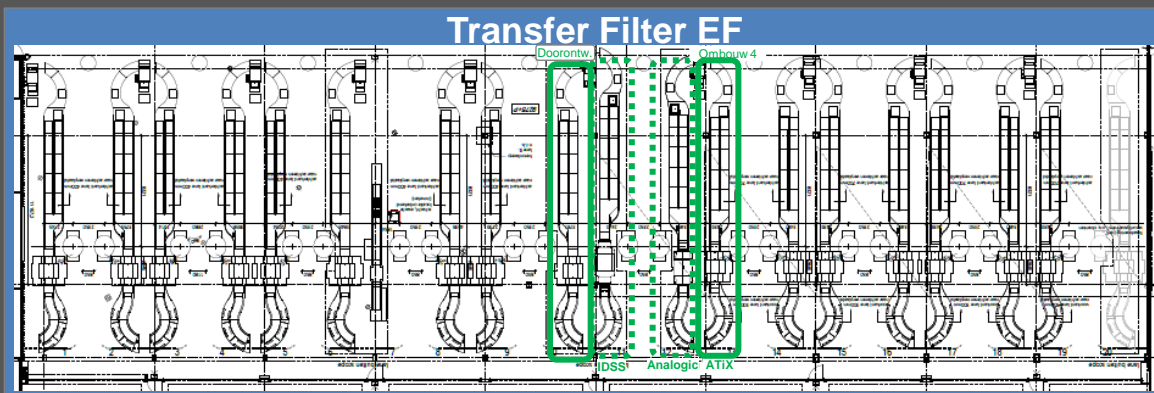
Departure Filter 3



Transfer Filter GH



Transfer Filter EF



PROGRESS DEPLOYMENT (concept)

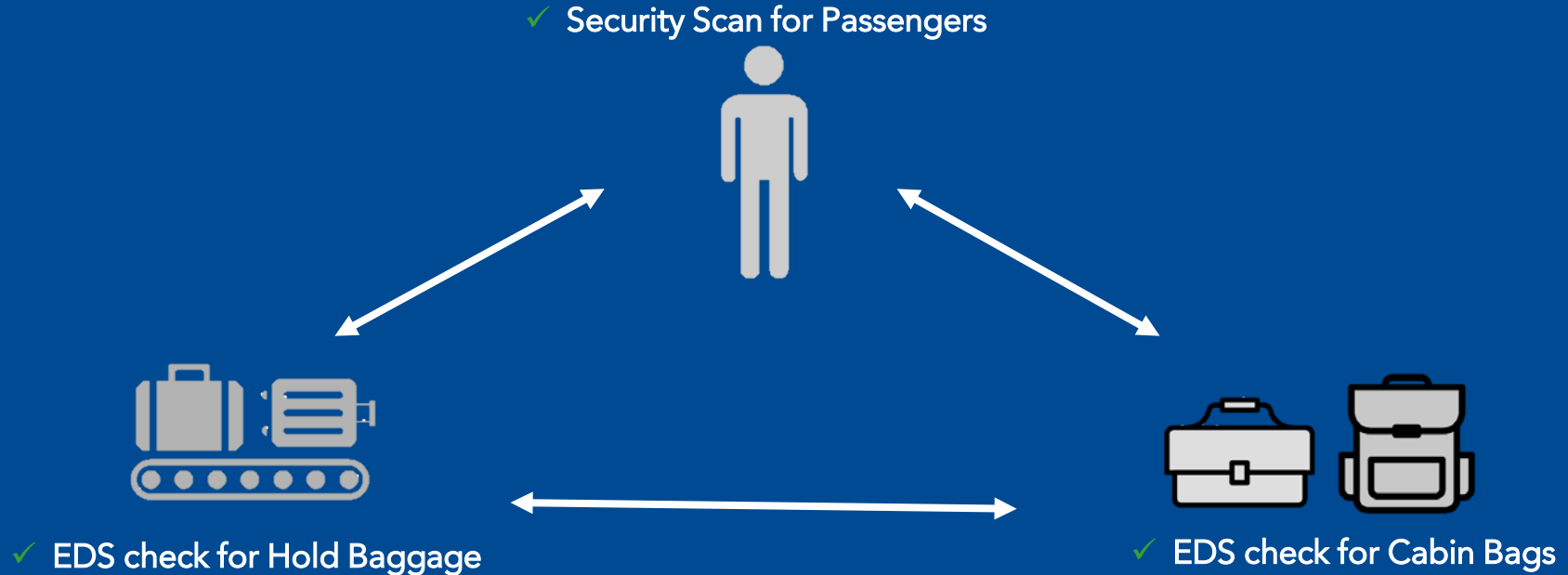
Critical Peak Operations 2018	VF2	VF3	EF	GH	Total
Spring holiday (14.02-26.02)	6	3	4	1	14
May holiday (16.04-07.05)	7	6	5	2	20
Summer holiday (05.07-31.08)	7	7	14	4	32
Fall holiday (11.10-22.10)	9	10	18	5	42
Christmas holiday (20.12-02.01)	13	14	19	6	52

TSA Emergency Amendment

Emergency Amendment

Schiphol

Summary of Alternative Procedure KLM a.o.



Nationaal Coördinator
Terrorismebestrijding en Veiligheid
Ministerie van Veiligheid en Justitie



Holistic approach for High Risk Flights (HRF)

- Approval from TSA for AP EA for location Schiphol.
- High level screening equipment instead of extra measures at gate.
- Deletement of HRF procedures as of January 2019.
- No extra security costs for HRF flights for all airlines.

Thank you !

Questions?

