

ECAC Common Evaluation Process (CEP) of security equipment

Interview with **Julien Levet**
*Deputy-head of security measures department,
 French Directorate General of Civil Aviation*



Julien Levet (DGCA France) chaired the ECAC Common Evaluation Process of security equipment (CEP) from December 2017 to April 2018. ECAC News asked him to present this Programme he has taken a part in for one year.

What is the main objective of the CEP and how is it organised?

The objective of the CEP is to support the 44 ECAC Member States in their certification or approval of aviation security equipment at the national level.

The CEP is organised as follows:

- Seven participating test centres (HOCAST and DSTL in the United Kingdom, Fraunhofer ICT and the Federal Police Technology Center in Germany, TNO in the Netherlands, STAC in France, INTA in Spain) have been nominated by their States as test centres able to carry out the CEP tests.
- The CEP Management Group consists of five contributing authorities – France, Germany, Netherlands, Spain and the United Kingdom – which have designated CEP test centres. The group is completed by the test centres themselves and the ECAC Secretariat. The CEP Man-

agement Group manages the CEP by undertaking, among others, the allocation of equipment to test centres and the endorsement of test reports. The role of the group is to define the procedures of the CEP before their submission to Directors General for approval and to monitor the implementation of the CEP tests. It holds four meetings a year.

- The ECAC Secretariat is in charge of the administration of the CEP and supports the activities of the CEP Management Group. In addition, the ECAC Secretariat verifies the accuracy of test reports provided by participating test centres, issues the 'closing letters' (i.e. the document sent to the manufacturer specifying whether an ECAC/EU performance standard has been met) at the end of the CEP procedure and maintains a list of endorsed configurations on the ECAC website.



Meeting of the CEP Management Group, November 2017.

How does the programme work?

Aviation security equipment manufacturers who wish their configuration to be tested against the performance standards of one of the CEP equipment types submit a request through the ECAC Secretariat for coordination. The CEP Management Group then assigns the request a test centre. For fairness reasons, the manufacturer cannot decide which test centre will carry out the CEP tests.

Once the slot is allocated, the centre performs the test at the time agreed with the manufacturer. The test report is reviewed and endorsed by the CEP Management Group. Further to the endorsement, a closing letter is issued by the ECAC Secretariat to the manufacturer to indicate whether the system, with the tested configuration and Concept of Operation (CONOPS), meets a performance standard.

Whilst the tests of new configurations are known as 'full tests', other processes are in place to run specific tests, such as Simulator Re-Tests (SRTs) designed for detection algorithm changes only. Such flexibility means that the manufacturer can minimise both time spent testing and incurred costs, by avoiding a new full test.

The CEP Management Group has also put in place a Configuration Change Management (CCM) tool to track the different types of changes which can be made to critical elements and which indicates whether a new full test or SRT may be required accordingly.

The performance standards specified in ECAC Doc 30, Part II (13th edition/May 2010) are identical to the standards in the EU regulations currently in force.

What equipment types are covered by the CEP?

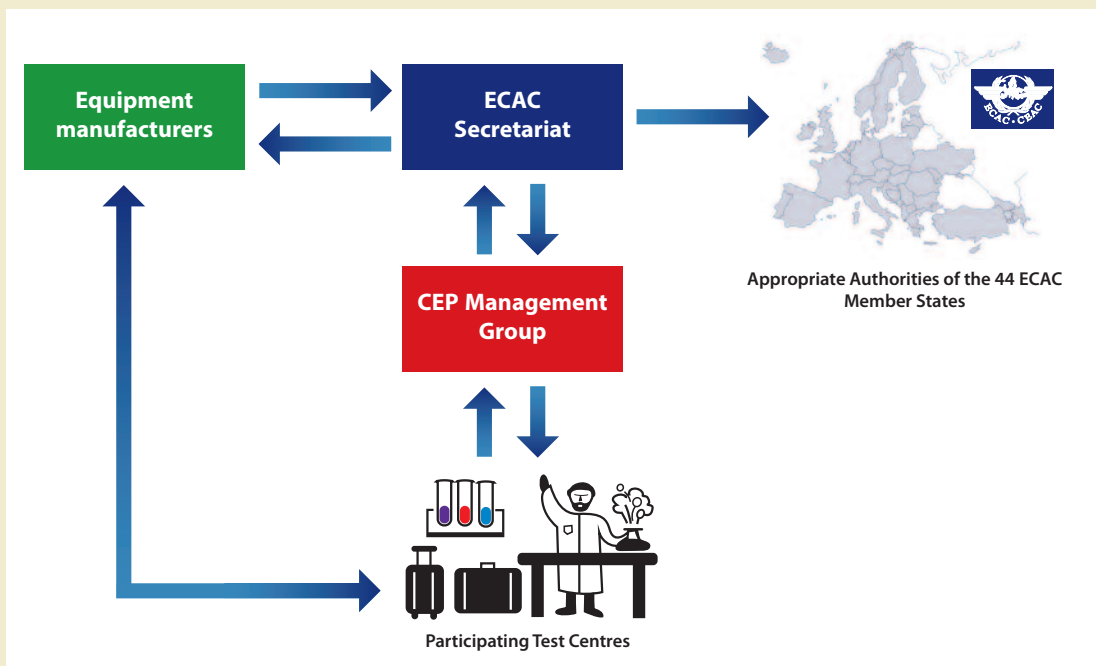
The CEP currently applies to the following different categories of security equipment:

- **Explosive detection systems (EDS)**, used for the hold baggage screening and integrated into the baggage handling system of the airport.
- **Liquid explosive detection systems (LEDS)**, used for liquids screening at checkpoint.
- **Security scanners (SSc)**, used for screening passengers at checkpoint.
- **Explosive trace detection (ETD) equipment**, used for screening passengers, baggage and cargo.
- **Metal detection equipment (MDE)**, used for screening cargo.
- **Explosive detection systems for cabin baggage (EDSCB)**, used for the screening of the cabin baggage at checkpoints.
- **Walk Through Metal Detection (WTMD)**, used for screening passengers at checkpoint.

When was the CEP developed, what is its background?

In 2006, Directors General of Civil Aviation of the ECAC region decided to elaborate a technical and legal framework for a Common Evaluation Process of security equipment (CEP) for aviation security.

They endorsed the principle that we should share our expertise by having joint testing of security equipment organised by ECAC in order to provide a common reference for national administrations, which are responsible for certifying that security equipment meets the technical specifications adopted at EU/ECAC level. It took several years to finalise this process, which entered into operation in 2010 with the first testing of explosive detection systems (EDS) for hold baggage screening.





Information session for manufacturers involved in the ECAC CEP, Paris, November 2017.

Through the years, this process has improved a lot and grown to apply to all aviation security equipment, with the exception of those types using x-ray technology, since it has no performance standards as the image is analysed by an x-ray operator.

The CEP is widely internationally recognised and often required as part of international tenders launched by States or airports for the purchase of new security equipment. All 44 Member States recognise the CEP as a basis of their national certification of equipment or as a prerequisite for the deployment of equipment at their airports. Most actually recognise ECAC closing letters in their national legislation.

What are the benefits for ECAC Member States?

The CEP is based on cooperation. It encourages Member States to exchange and compare views, techniques, methodology and information. It is a mutually beneficial mechanism and it contributes to improving the level of security in ECAC Member States. It is outcome-oriented, no matter the technology used. Individual countries can apply more stringent measures (MSMs, e.g. requiring both detection and identification, more threats, lower false alarm rates, no radioactive sources, etc.). It also enables the harmonisation of the evaluation of aviation security equipment in 44 countries. The process sets a platform for national certification, benefitting both Member States and manufacturers and delivering a common roadmap for detection performances.

The CEP provides a robust and flexible system for laboratory-standardised tests of aviation security equipment and results are recognised throughout ECAC Member States. The programme is expandable to new aviation security equipment categories, open to additional contributing authorities and test centres and recognised by States beyond the ECAC region, such as Australia, Canada and China.

And for security equipment manufacturers?

The CEP provides a clear and stable regulatory framework: this is paramount for the manufacturers, in the sense that they can make appropriate investments in the development of aviation security equipment.

Moreover, the programme allows access to the aviation security market in the 44 countries constituting the ECAC membership, a reference in the aviation security world and a roadmap of the aviation security market for the coming years.

The CEP works in close cooperation with the industry taking into account remarks or suggestions. This dialogue is essential. From a more formal point of view, the CEP organises a meeting with all stakeholders every year.

What are the next steps?

The CEP will continue to improve its mechanism for the benefit of the ECAC Member States and the industry. After walk-through metal detection (WTMD) in 2018, new extensions to the CEP will continue, for instance with explosive vapour detection (EVD) systems.

On a more personal aspect, what do you learn from this experience?

I am really impressed by the level of expertise and professionalism of the persons involved in the process. There is a real willingness to cooperate having in mind the common interest of all ECAC Member States. This cooperation is very unique and seen as an example by other regions in the world. An amazing job has been accomplished to improve the system to make it more effective. I am convinced this will be continued in the future under the chairmanship of my successor, Mr Uwe Richter (Germany). ■

Julien Levet is a legal expert within the French Directorate General of Civil Aviation. He graduated in international/European law and in political science. After six years as a legal consultant in the European and international legal department, and two as EU policy officer at the DGAC, he served for four years as a civil aviation attaché at the French Embassy in Moscow, Russian Federation. Since September 2016, he has been deputy head of the department of aviation security measures at the DGAC, where he contributes to managing the definition and implementation of the national aviation security policy. Mr Levet represents France in the European Commission's Aviation Security Committee.