ECAC Behaviour Detection Study Group

Interview with **Carmen Feijoo**

First Corporal of the Spanish Guardia Civil at the Fiscal and Airport Unit of the Command, and chair of the ECAC Behaviour Detection Study Group

The Behaviour Detection Study Group (BDSG) develops guidance material and best practices on behaviour detection (BD) in aviation security for the benefit of all ECAC Member States, as well as supporting those States wishing to establish their own BD programme. Carmen Feijoo, who has been chairing the study group since February 2018, answers a few questions for ECAC News on some of the latest issues the group has been dealing with.

1. What is the BDSG?

The BDSG brings together all those ECAC Member States that have already developed programmes of this nature. It is currently made up of participants from nine ECAC Member States, plus the United States and New Zealand as guests (observers).

One of the characteristics of the group is the confluence of people with different expert knowledge and backgrounds, such as scientific (psychology, criminology, etc.), operational (from State forces and airport managers) and regulatory (personnel from civil aviation authorities). This convergence is enriching and allows three perspectives to be brought together.

2. What are the BDSG's objectives?

The group was created a decade ago, with the following objectives:

- to develop guidance material and best practices on BD in the field of aviation security;
- to support Member States wishing to establish their own BD programme;
- to exchange information on the implementation of BD programmes, research and development initiatives, best practices, etc.; and
- to collaborate in international fora.

3. What are the BDSG's most important achievements as it marks its 10th anniversary?

As the largest forum of States with programmes of this nature, the BDSG remains in a unique position to optimise BD approaches and advise competent authorities on innovative developments in this field with potential application to the aviation security environment. In addition, the BDSG serves as a platform for scientific cooperation between experts.

Through collaboration, the BDSG has developed common guidance material and tools aimed at influencing international dialogue on BD techniques, and enhancing existing national capabilities as well as the quality of BD programmes.

The ECAC Behaviour Detection Model Programme (BDMP) and relevant research and development initiatives carried out by BDSG members and observers continue to contribute to a more successful implementation of these techniques at airports around the world. The BDSG has developed guidance material on the use of BD that offers numerous deployment options in a range of environments including landside, airside and security checkpoints. In addition, BD could be adapted for different purposes, such as enhancing patrol and surveillance operations, improving security culture and reducing insider risk vulnerabilities.

4. What are the advantages of using BD applied to civil aviation?

BD can be deployed anywhere in the airport (e.g. central screening areas, check-in counters, boarding gates, etc.) and could therefore be considered as a suitable tool to enhance security in public areas. In fact, ICAO Doc 8973 considers that passenger waiting times provide the ideal opportunity to apply unpredictable measures such as BD.

Further advantages of this technique are its potential for improvement and flexibility, allowing it to be combined with other strategies aimed at deterring those who may pose a threat to civil aviation, and in turn raising awareness and engagement of both employees and airport users.

The primary objective of implementing a national BD programme at airports is to reduce the risk of terrorist attack by detecting, deterring and/or disrupting suspicious activities that may pose a threat to civil aviation.

In addition, BD is aimed at detecting, deterring and stopping other criminal activities within an airport (e.g. smuggling of people, drugs, money, theft, etc.). The