



# Consequences for Aviation Since 9/11

Message from ATAC CEO John McKenna

The anniversary of 9/11 was the subject of thousands of articles on the dramatic changes in the way aviation services are offered not only in Canada but worldwide. Many transport related industries have had to completely review their procedures to include a heightened security both in their structure and in their daily operations. Commercial aviation took a severe hit on that historic day and passengers felt it firsthand.

Our industry has had to comply to many new security measures imposed by the Government. Often precipitated to conform to US requests, these measures are costly and entirely paid for by the carriers and their passengers. Contrary to many G-8 countries where aviation security is considered an important element of national security and therefore largely paid for by government, the Canadian Government transfers that burden entirely to industry and passengers.

Although passengers and carriers willingly submit to these measures as they endorse the effort toward heightened security, the governments should strive for better security, not simply more security. With the experience gained by the authorities over the last decade, we expect that they are in a position to rethink aviation security because just adding measures isn't necessarily the best way to fight terrorism.

These major changes have had a significant impact on the public perception of air travel as they have imposed on carriers a new operational model. Some of these changes were brought in gradually whereas others, such as the body scanners, were rushed in following highly publicized incidents. The air transport industry and its passengers have had little choice but to accept them.

We all expect governments to adopt security policies which facilitate air travel for the ordinary citizens who pose no threat whatsoever and make up nearly 100% of our passengers. We should not forget, however, that historic acts of terrorism have occurred in Canada. Still fresh in our minds is Air India Flight 182, which in 1985 marked the first time that a 747 was blown up in flight, killing 319 people. Almost 40 years earlier, in 1949, a Quebec Airways DC-3 carrying 29 passengers and crew exploded a few minutes after takeoff, making it the first criminal related crash in the Western World.

What does the next decade hold? Terrorists will certainly adapt to the new environment but the experience gained by the authorities and carriers over the past ten years should lead to more sophisticated security using new technology based on sciences such as biometrics and the ensuing next generation of scanning equipment. Canadian carriers and the Government endeavor to work together to continue to offer air travel considered to be among the safest in the world.



700 - 255 Albert Street  
Ottawa, Ontario K1P 6A9  
Phone: (613) 233-7727  
Fax: (613) 230-8648  
Website: [www.atac.ca](http://www.atac.ca)

## SIGNIFICANT CHANGES

Numerous consequences arose from the measures imposed to increase aviation security. Here are what we believe to be the top eleven significant changes in the way commercial aviation services are offered today:

1. Cockpit Doors and walls have been reinforced to resist intrusions and crews no longer allow visitors in the cockpit;
2. Checked baggage screening was installed post 9/11 to assure passengers' checked bags are threat free;
3. Passengers are expected to show up two to three hours before their flights and submit to security lines and searches which can sometimes be very intimidating;
4. Before 9/11, aviation on board personnel were taught to cooperate with hijackers, they are now trained to resist them;
5. Full body scanners have been installed in all major airports to check for passenger-carried threatening articles;
6. Restrictions on liquids, aerosols and gels reduce the threat of liquid explosives. These products are allowed in very limited sizes and have even been banned at times;
7. The Sky Marshalls Program was established in September 2002 following an agreement between the RCMP and Transport Canada;
8. Passenger Protect establishes a No-Fly List which prohibits passengers who pose a threat from boarding a plane. This program has led to a lot of inconveniences for people who share their name with known offenders or suspected terrorists.
9. Non-Passenger Screening is practiced in Canada to ensure that employees working at airports are not carrying threatening objects;
10. Cargo Security - a new post 9/11 reform will bring greater assurance of cargo;
11. Restricted Area Identity Card was put in place in 2006. This is a new biometric identity card for employees authorized to access airport restricted areas.