

How has airport security developed over time, and how effective is it?

Questions/Key Points	Notes
<p>Airport security measures are largely reactionary. Measures are only put in place after incidents happen, like 9/11, the issues with liquid bombs, etc.</p> <p>Security might not be actually effective, but do we still need it regardless?</p> <p>Aviation security often draws concerns of racial and ethnic profiling. How do we combat this?</p>	<ul style="list-style-type: none"> ● Pre-9/11 <ul style="list-style-type: none"> ○ https://www.huffpost.com/entry/airports-before-911_n_57c85e17e4b078581f11a133 ○ Airports had security before 9/11, but it was done by private companies ○ Rules were much more lax, and blades could be brought onboard ○ Companions could go to the gate with you ● TSA <ul style="list-style-type: none"> ○ TSA policies are reactionary. New rules and screenings are put in place after things slip through the cracks ○ "Security theater" & effectiveness <ul style="list-style-type: none"> ■ https://www.theatlantic.com/national/archive/2014/01/tsa-business-security-theater-not-security/357599/ ■ https://www.vox.com/2016/5/17/11687014/tsa-against-airport-security ■ The TSA often doesn't even catch threats - 95% of attempts to sneak a weapon/bomb through security by penetration testers were successful ■ Levenson argues that the TSA being part of security theater is part of its purpose itself <ul style="list-style-type: none"> ● Creating a psychological sense of safety in passengers is important ● If terrorism is about creating fear, and TSA makes people <i>feel</i> safer, then it's somewhat successful (idk if I actually agree with this) ■ Hassles with airport security are so bad that some travelers actually opt to use other forms of transportation like trains or cars, which are less safe, which leads to more deaths ■ Matthews argues that TSA should be replaced by private companies with more lax policies since the current guidelines don't actually make planes safer. But this violates the psychological principle discussed in Levenson's article. ● ICAO standards <ul style="list-style-type: none"> ○ https://www.icao.int/Security/Pages/default.aspx ○ ICAO sets basic security standards and inspects internationally. If standards aren't up to par, passengers arriving on flights from those areas will usually be rescreened at a different airport. There was that period when Manila Airport wasn't up to standard so the TSA put notices up in airports. ● Ben Gurion Airport <ul style="list-style-type: none"> ○ https://www.cnn.com/travel/article/ben-gurion-worlds-safest-airport-tel-aviv/index.html ○ https://en.globes.co.il/en/article-tough-israeli-airport-security-can-be-insulting-1001287094 ○ TLV uses risk-based screening ○ All passengers are rated based on how high-risk they're determined to be, which raises profiling concerns (Arabs and Palestinians are more likely to be subjected to further questioning)

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	<ul style="list-style-type: none"> ○ Uses behavioral psychology and fancy stuff like that ○ Secondary security questions are often very uncomfortable for passengers ○ Obviously, Israel is at a higher risk for aviation security threats than most other parts of the world ● Profiling concerns <ul style="list-style-type: none"> ○ POC and Middle-eastern people are disproportionately selected for extra screening
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Summary

Airport security is a staple part of traveling on an airplane. It is mildly invasive, sometimes a nuisance, and its effectiveness is questionable, but the benefits largely outweigh the cost. The purpose of airport security is not only to find potential threats but to also create a sense of security for passengers.