7

Security at airports

(cf. ICAO Annex 17 – Security,

ICAO Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference, Doc. 8973)

7.1

General

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.1.1 ACI strongly condemns all acts of unlawful interference with civil aviation wherever they may occur, and by whomever they may be perpetrated, particularly where they result in the injury, loss of life or abduction of passengers, crew members, ground personnel and others.	
7.1.2 ACI calls on States to intensify their efforts to eradicate such unlawful acts by complying fully with the specifications of Annex 17 to the Chicago Convention, and by concluding appropriate multilateral or bilateral agreements for the extradition or submission of the offender to the competent authorities for prosecution.	*Should any State be unwilling to comply with the basic requirements of civil aviation security or cooperate with other States in bringing the criminals to justice, all other States should impose appropriate sanctions on that State.* *Where ICAO Annex 17 standards are not fully implemented, any party who becomes aware of such non-compliance should advise his own State of the shortcomings, so that appropriate steps can be taken, including additional security measures at receiving airports. Those States should also bring any shortcomings to the attention of the deficient State and ICAO.*
7.1.3 Aviation security measures should be risk based.	*Historically, aviation security regulators have adopted a reactive approach to security. When there has been a new type of attack or threat, the regulators have responded by applying additional measures. When viewed holistically the current set of measures lack a consistent rationale.* *There is a growing realization that the industry cannot sustain the continued addition of layers of measures. A risk management approach to aviation security is urgently required.* *Aviation security measures may have an adverse effect on system capacity and facilitation. The requirements made by governments in this context should therefore realistically match the assessed risk.*

Governments must also consider the implications for existing airport facilities when introducing new security measures and work closely with airports to determine the most appropriate and practical solutions. Older terminal buildings were not designed for current levels of security and additional security measures may be difficult and expensive to implement.

7.2

States' responsibility for aviation security

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.2.1 States have the unequivocal responsibility to protect their citizens from acts of terrorism or other acts of unlawful interference against civil aviation.	*When international or national regulations call for more stringent security at airports, such measures should be developed in full consultation and coordination with airport operators, airlines and other segments of the industry. Airlines and airport operators should provide the supporting facilities required by the security services. It is the States' unequivocal responsibility, however, to safeguard civil aviation against acts of unlawful interference and to ensure the implementation of security measures at airports pursuant to the Standards of ICAO. ACI endorses ICAO resolutions on aviation security and will continue to cooperate to the maximum extent possible with ICAO and other international organizations in this vital area. ACI fully supports ICAO's programme of universal, mandatory security audits of States' aviation security programmes and of airport compliance with Annex 17.*
	A number of States have instituted security measures beyond the Standards and Recommended Practices contained in ICAO Annex 17. Some of the measures affect existing bilateral aviation agreements and cause legal difficulties because of their extra-territorial applicability. In advance of enacting such measures, prior consultation by governments with airport and airline operators can alert governments to some of the complications arising from extra-territorial measures.
7.2.2 It is the responsibility of States to undertake the formal threat assessment. The level of threat should be kept under review at all times.	*It is crucially important for the level of threat to be identified and met with appropriate measures, it is equally important for this assessment to be monitored on a continuing basis to ensure that measures do not remain in force unnecessarily. This requires regular consultation among all parties involved in international civil aviation, including airport operators, the airlines and the appropriate State agencies.*
	Lack of constant review of the level of threat will prevent necessary adjustments to security measures and could lead to an over extension of resources, thus diminishing their effectiveness. This could in turn destroy the long-term economic sustainability of civil aviation, damaging the service offered to the public whom the special procedures are intended to protect.

7.2.3   ACI urges law enforcement agencies to share intelligence with each other and, when such intelligence concerns a threat to civil aviation, that the threat information be promptly shared with the airport operators concerned.

7.2.4   The provision and cost of aviation security needs to be borne by the State from general revenues and not from taxes and user charges.

The funding of aviation security is a controversial topic. While some States do contribute substantial sums towards the cost of aviation security, many do not. The 'user pays' principle is often put forward as a reason by such governments but this is often shown to be inconsistent with the same government's approach to protecting other forms of public transport or the protection of public buildings and monuments.

7.2.4a   When measures to enhance security at airports are funded through a tax or charge on the passenger, such charges must be directly related to the cost of the service provided and should be administered according to ICAO principles on charging found in ICAO Doc. 9082/6. Any taxes or charges of this nature should be fully transparent to the passenger

7.2.5   It is the responsibility of States to protect aircraft operating in or through airspace over the territory of that States. This includes mitigation against the risk of attack by Man Portable Air Defence Systems (MANPADS) and Surface-to-Air Missiles (SAMs) against aircraft operating at vulnerable altitudes, particularly during the takeoff and landing phases at airports in that State.

7.2.5a   Airports should not be responsible for protecting aircraft operations against MANPADS attack launched from outside the airport perimeter.

7.3

Airport security programmes

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.3.1 An airport security programme needs to be established at each airport.	*Guidance on the structure and content of an airport security programme is provided in the ICAO Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference, Doc. 8973.*
7.3.2 An authority at each airport needs to be designated with responsibility for coordinating airport security measures.	
7.3.3 An airport security committee needs to be established to advise on the development and implementation of security measures at each airport.	

7.4

Quality control of airport security programmes

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.4.1 Airports need to implement and maintain quality controls in their airport security programmes to determine compliance with and to validate the effectiveness of the programme.	**7.4.1a** Audits, tests, survey and inspections should be carried out on a regular basis to verify compliance with regulatory requirements and performance objectives set in the airport security programme.
	7.4.1b Persons conducting audits, tests, survey and inspections should be properly trained and have the necessary authority to carry out these activities and enforce corrective actions.
	7.4.1c A process should be established to record and analyse the results of these quality control activities. Deficiencies should be identified, analysed and corrected, as part of a continual improvement process. A Total Quality Management System or Security Management System (SeMS) should be implemented to enhance the security culture throughout the airport and to effectively monitor and assess the effectiveness of the implementation of security measures

7.4.2 Aviation security staff need to be carefully selected and properly trained and supervised to ensure that they are consistently able to carry out their duties in a highly proficient manner.

The highest priority must be given to the quality of security staff and their professional training, including regular refresher training and proficiency training on new equipment and techniques. Particular attention should be paid to commitment and motivation, bearing in mind the pressures involved in carrying out work that is often by its nature very repetitive. Even higher standards must be applied to the selection and training of those selected to fill supervisory positions, who must be capable of assuming the considerable responsibilities involved.

7.4.2a States should ensure that staff recruited for civil aviation security duties have clearly defined job descriptions and be trained to a level of proficiency which will enable them to perform their assigned tasks and have knowledge and understanding of the threats to civil aviation. Those responsible for training such staff should verify that the requisite standards have been attained.

7.4.2b Induction training for screening staff should comprise a combination of classroom and practical instruction utilizing equipment and techniques in use at the airport where the screeners will be employed. Induction training should be followed by a period of on-site training.

The selection of security screening staff should be based on systematic, objective and fair means of testing that ensure that candidates have the right aptitude for the task. Competency should be maintained and enhanced through additional in-service training and regular performance review.

7.4.2c Refresher training at frequent intervals should be provided. This training should be aimed at improving techniques, knowledge and motivation. Staff should be recertified in respect of their proficiency following refresher training.

7.4.2d Separate supervisory training programmes should be established. These programmes should include "supervisory skills". Training personnel should be qualified instructors.

7.4.2e Persons implementing security controls should be subject to background checks and selection procedures.

7.5

Preventive security measures

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.5.1 Measures need to be established to prevent prohibited articles such as weapons, explosives or any other dangerous devices, articles or substances, the carriage and bearing of which is not authorized, and which may be used to commit an act of unlawful interference, from being introduced by any means whatsoever on board an aircraft engaged in civil aviation.	*This is the objective of the preventive security measures as stipulated in ICAO Annex 17, Standard 4.1.*

7.6

Measures relating to access control

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.6.1 Access to airside areas at airports needs to be controlled to prevent unauthorized entry.	**7.6.1a** Security restricted areas should be established at each airport. The separation between restricted areas and other areas should be clearly defined. The zoning of restricted areas should be introduced to reduce unauthorized staff movement within the airport whilst maintaining a practical and auditable system for access control. *The number of zones will depend on the size and structure of the airport but zoning into many sub-areas may be counter-productive in terms of manageability. An automated system that allows access according to zones on an airport identification card may assist in ensuring that staff can only access the areas to which they are authorized.*
7.6.2 An airport permit or identification system needs to be established in respect of persons and vehicles to prevent unauthorized access. The identity of the bearer and the validity of the permit needs to	**7.6.2a** People who are not authorized or appear not to be authorized to be in the area should be challenged and, if their presence cannot be satisfactorily explained, should be reported to the appropriate law enforcement authority.

be verified before access is allowed.

7.6.3   Background checks need to be conducted by the relevant government authorities on persons other than passengers granted unescorted access to security restricted areas.

7.6.3a   Persons (such as visitors) who have not undergone background checks should be escorted at all times within the security restricted area.

7.6.3b   Persons issued with airport permits or identification cards should be subject to periodic background re-checks by the relevant government authorities.

Ideally, vetting should be continuous and ongoing in order to manage the risk of unlawful interference by authorized persons.

7.6.3c   The issue of identity documents (IDs) should be restricted to those who genuinely need to enter the restricted area. IDs should have a specific period of validity, and the bearers should wear them visibly at all times in restricted areas.

7.6.4   As a minimum, a proportion of persons other than passengers being granted access to security restricted areas, together with items carried, need to be screened.

Screening methods may include those applicable to passengers, but alternative solutions such as random use of explosive trace detection only for staff and crew may provide a solution that is both more efficient and more relevant to the threat from explosives.

7.7

Measures relating to aircraft

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.7.1 Commercial air transport operators are responsible for implementing security measures to protect their aircraft and the persons and articles transported on them.	*This includes the implementation of access controls to their aircraft, conducting security checks of aircraft, ensuring the disembarking passengers do not leave items on board aircraft and securing the cockpit, which are required in ICAO Annex 17.*

7.8

Measures relating to passengers and their cabin baggage

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.8.1 Passengers and their cabin baggage need to be screened prior to boarding an aircraft departing from a security restricted area. This applies equally to transfer passengers, unless the alternative arrangements described in ICAO Annex 17, Standard 4.4.2 are implemented.	*ICAO Annex 17, Standard 4.4.2 provides that transfer passengers and their cabin baggage may be exempt from screening at the transfer airport if there is a validation process and procedures are continuously implemented, in collaboration with the other contracting state where appropriate, to ensure that such passengers and their cabin baggage have been screened to an appropriate level at the point of origin and subsequently protected from unauthorized interference from the point of screening at the originating airport to the departing aircraft at the transfer airport.*
	7.8.1a Passengers who arouse suspicion through their behaviour or after being questioned should be subjected, together with their baggage, to more detailed inspection.
	ACI advocates a strategy for improving the pre-departure screening process which involves improving the process itself (making it less predictable and by using profiling or selection techniques to allow more resources to be focused on passengers that pose the greater risk), implementing human factors best practices and increasing the use of explosive detection equipment in the process. Further information is available from ACI World.
7.8.2 Measures need to be implemented to protect passengers and their cabin baggage that have been screened from unauthorized interference from the point of screening until they board their aircraft. If mixing or contact does take place, the passengers concerned and their cabin baggage need to be re-screened before boarding an aircraft.	**7.8.2a** Where practicable, passengers that have been screened should be segregated physically by walls or barriers.
	7.8.2b Where this is not practicable, manual controls (using staff) should be used to achieve the objective.
	7.8.2c Where physical segregation of arriving and departing passengers is not a feature of the airport design, the seating areas in piers should be designed/arranged so as to reduce the opportunity of items being left by arriving passengers for those who are departing. However, this may not be a concern if boarding gate screening is employed.

7.8.3   Where transit operations take place at an airport, measures need to be established to protect transit passengers' cabin baggage from unauthorized interference and to protect the integrity of the security of the airport of transit.

7.8.4   The use of carefully defined individual passenger assessments, based on internationally accepted standards (as incorporated into national legislation), as an element of risk analysis, may be to facilitate the identification of individuals who may pose a threat to the safety and security of civil aviation.

7.8.4a   Processes should be developed to facilitate the movement of passengers who, through appropriate risk assessment, are deemed to pose a low security risk in order to permit more effective use of resources.

Aviation security measures have traditionally focused on detecting weapons and similar prohibited items rather than to identify persons with malicious intent. There is growing recognition, of the importance of the need for security staff, law enforcement personnel and airport staff in general to be more conscious of the behaviour of persons around them. It is therefore useful to include behaviour detection and questioning techniques in the training of security staff, as well as a general knowledge about suspicious behaviours and vigilance for all airport staff.

7.8.5   States need to address the risk from explosives in liquid, aerosol or gel form, by implementing the restrictions (on the carriage of liquids, aerosols and gels in cabin baggage) and the associated measures recommended by ICAO in its State Letters of 1 December 2006, 30 March 2007 and 6 July 2007.

7.8.5a   States should fully implement the ICAO recommended measures, which provide a framework for States to recognize measures undertaken in other States to protect the supply chain for travel retail items and the Security Tamper Evident Bag (STEB).

These are considered to be interim measures pending the implementation of equipment which can routinely screen for liquids, aerosol and gel based explosives.

7.8.5b   Airports should ensure that clear signage is displayed and information is provided to passengers in advance of the security checkpoint in order to prepare them for security screening, including restrictions on liquids and gels in hand baggage.

Airports could consider preparation zones in advance of screening to assist passengers with correctly organizing liquids and gels.

7.9

Measures relating to hold baggage

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.9.1 Measures need to be implemented to ensure that originating hold baggage is screened prior to being loaded onto an aircraft engaged in commercial air transport operations from a security restricted area.	*Guidance is provided in the ICAO Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference, Doc. 8973.*
7.9.2 Measures need to be taken to ensure that all hold baggage to be carried on a commercial aircraft is protected from unauthorized interference from the point it is screened or accepted into the care of the carrier, whichever is earlier, until departure of the aircraft on which it is being carried. If the integrity of hold baggage is jeopardized, the hold baggage needs to be re-screened before being placed on board an aircraft.	**7.9.2a** Baggage handling systems and make-up areas should be protected and access restricted to authorized staff, in order to prevent pilferage, interference with items of baggage and the introduction of unauthorized items of baggage. Such areas should normally form part of the security restricted area.
7.9.3 Transfer hold baggage needs to be screened prior to being loaded onto an aircraft engaged in commercial air transport operations, unless the alternative arrangements stipulated in ICAO Annex 17, Standard 4.5.4 are implemented.	*ICAO Annex 17, Standard 4.5.4 provides that transfer hold baggage may be exempt from screening at the transfer airport if there is a validation process and procedures are continuously implemented, in collaboration with the other contracting state where appropriate, to ensure that such hold baggage have been screened at the point of origin and subsequently protected from unauthorized interference from the originating airport to the departing aircraft at the transfer airport.*
7.9.4 The commercial air transport operator is normally responsible for ensuring that only items of hold baggage which have been individually identified as accompanied or	*Computerized baggage reconciliation systems are normally used to perform these measures and to produce a baggage manifest.*

unaccompanied, screened to the appropriate standard and accepted for carriage on that flight by the air carrier, are transported.   All such baggage should be recorded as meeting these criteria and authorized for carriage on the flight.

As the prospect of criminals or terrorists willing to commit suicide while perpetrating an act against civil aviation becomes a real possibility, the limitations of the positive passenger to bag match are obvious. Therefore, while still of considerable value in preventing a Lockerbie type of scenario in which a device is introduced onto an aircraft unaccompanied by a passenger, should never be considered as a substitute for 100 percent screening of checked baggage.

7.9.4a   Procedures should be established, which should include a security risk assessment, to deal with unidentified baggage.

This refers to unidentified hold baggage, normally inside the security restricted area.   Such baggage may have lost its baggage tag and have no other means of identifying the owner.

7.10

Measures relating to cargo, mail and other goods

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.10.1 Security controls need to be applied to cargo and mail, prior to their being loaded onto aircraft engaged in passenger commercial air transport operations.	*Guidance is provided in the ICAO Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference, Doc. 8973.* States should combine resources in a co-operative manner to share information and research and develop harmonized measures to ensure the safe and secure carriage of cargo, courier, express parcels and mail worldwide without impeding the flow of traffic.
7.10.2 Cargo and mail that is to be carried on a passenger commercial aircraft requires protection from unauthorized interference from the point security controls are applied until the departure of the aircraft.	*This is normally the responsibility of the commercial air transport operator or its agents.*
7.10.3 Where the security controls involve a process of regulated agents, such agents should be approved and subjected to appropriate oversight by the aviation security regulatory authority.	
7.10.4 Catering stores and supplies intended for carriage on passenger commercial flights need to be subjected to appropriate security controls and thereafter protected until loaded onto the aircraft. This responsibility should normally rest with the commercial air transport operator.	**7.10.4a** These measures should apply equally to all suppliers to minimize the risk of items intended for acts of unlawful interference being delivered clandestinely on board aircraft. **7.10.4b** Screening should be conducted at access points to and throughout restricted areas while minimizing operational impact. This may be random screening, or achieved through a secure supply chain if the goods are protected from unauthorized interference.

7.10.4c The transfer of goods should be adequately supervised.

7.10.4d Random searches of goods carried by any person, including crew, should be implemented.

7.10.4e There should be pre-flight checks to ensure that no weapons or other dangerous devices have been placed on board.

Particular attention should be paid to aircraft that have been left unattended for a prolonged period or overnight or are undergoing maintenance, which should be secured or otherwise protected to prevent unauthorized access.

7.11

Measures relating to special categories of passengers

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.11.1 It is the responsibility of governments to ensure that legislation is in place to enable the arrest and prosecution of unruly passengers.	*The problem of unruly passengers is serious. While the main risk is faced in-flight where such persons may endanger the safety of the flight, there is also a risk to persons in the terminal when passengers become unruly (typically because they are drunk).*
	7.11.1a Airports should ensure that procedures are established for such incidents (usually requiring the Police intervention), that staff are trained appropriately and that these procedures are practised.
	7.11.1b Unruly passengers often display erratic behaviour prior to boarding the aircraft, and this behaviour may come to the attention of ground personnel anywhere between the car park and the boarding area.
	7.11.1c Airport employees have an obligation to notify airline and law enforcement personnel when they observe a passenger who appears to be disruptive, inebriated or agitated. The ultimate responsibility for determining the passenger's fitness to board rests with the airline.
7.11.2 Persons travelling under judicial and administrative control may present a higher risk than normal passengers. It is the	*Persons who are under judicial or administrative control (e.g., deportees, prisoners, etc.) present a higher risk than normal passengers. Governments need to work with airports and commercial air transport operators to establish procedures covering advance notification of travel, access arrangements to the security*

responsibility of governments to ensure that procedures at the airport are formalized with the airport operators and the commercial air transport operators.   Governments should also ensure that their agencies strictly implement these procedures.

restricted area, additional screening requirements, guard or escort requirements and coordination. Governments should also ensure that their control authorities strictly implement these procedures.

7.11.3   It is the responsibility of governments to establish and enforce a policy in respect of the carriage of weapons at the airport and on board aircraft by law enforcement officers and other authorized persons. Where this is permitted, procedures need to be established to ensure that these weapons are under proper control, while the aircraft is on the ground or such officers are undergoing arrival or departure processing.

Sky marshals, armed crew members and bodyguards can create a risk to airport security and can cause disruption if they arrive at the airport without prior arrangement with the appropriate law enforcement and airport security.   For example, there have been cases of armed cockpit crew disembarking from an aircraft during a turn-around operation and then having to go through screening, where the weapons are then discovered.

Where there is screening of persons entering a security restricted area, the aviation security regulatory authority should establish a policy and procedure covering the screening of armed law enforcement personnel.

7.12

Public awareness of security

ACI POLICY

ACI RECOMMENDED PRACTICE / *COMMENT*

7.12.1   The understanding and cooperation of the travelling public is a prerequisite for effective aviation security.

Increasingly strict aviation security measures may cause congestion in airport terminals and add to the possibility of flight delays.   Passengers can advance their own interests and those of the civil aviation industry if they understand the general approach adopted by governments to prevent acts of unlawful interference. It is also of vital importance that they be made aware that they may become unwitting accomplices to the introduction of explosive devices onto an aircraft or into terminal facilities.

7.12.1a   Public awareness programmes by States and the air transport industry are needed to induce passengers to comply with aviation security requirements. Passengers should be advised:

- to pack their own bags;
- to be familiar with their contents

- to be familiar with items that may not be carried in hand baggage;
- to abide by liquids and gels restrictions and requirements
- to utilize baggage that does not enable surreptitious placement of weapons or explosive devices;
- not to carry any item for any other person without its contents having been examined; and
- not to leave their baggage unattended.

7.12.1b Employee awareness programmes are similarly indispensable to the secure operation of the airport. Airport operators should ensure that ground personnel and other airport employees who work both landside and airside are well briefed on security procedures and that they report suspicious objects and behaviour immediately to security personnel or law enforcement authorities.

7.13

One-stop security

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.13.1 ACI supports one-stop security which, by eliminating the need for redundant security checks at transfer stops, could speed the flow of transfer passengers and baggage to their ultimate destinations. States need to develop, either bilaterally or multilaterally, the criteria for the recognition of equivalence of security measures vis-à-vis other States.	*One-stop security - the concept that a passenger and his baggage undergo only one initial security check even on a journey involving multiple airport transfers - has a number of potential benefits for airport operators.* *ACI recognizes that the financial and logistical benefits of one-stop security, as well as improved customer service, multiply exponentially with each State that enters into a one stop security agreement based on the recognition of equivalency of its measures.* *However, one-stop security requires significant investment on the part of the airport to segregate those passengers who are subject to one stop security and do not need rescreening from those arriving from other locations. A cost-benefit analysis needs to be undertaken in each case to identify the number of passengers who would benefit from the arrangement and the practicality of making infrastructure changes – volumes may be insufficient in many cases.*

7.14

New technologies and processes

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.14.1 States and industry need to jointly consider the role of technology to address the new security threats to civil aviation.	**7.14.1a** The development of equipment that is routinely capable of screening for 'home made' explosives should be accorded top priority.

7.14.1b   Government should combine resources in a co-operative manner to share information, research and development costs for explosive detection technology and other technologies to enhance current systems of screening passengers and baggage.

7.14.1c   Airports, commercial air transport operators and regulatory authorities should jointly develop measures that would improve the flow of passengers and their baggage through security checkpoints. |

7.15

Contingency measures

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.15.1 States need to ensure that contingency and business continuity plans are developed in conjunction with airports (and other stakeholders) and resources are made available to safeguard airports and civil aviation operations.	
7.15.2 States need to ensure that authorized and suitably trained personnel are readily available for deployment at its airports to assist in dealing with suspected, or actual, cases of unlawful interference with civil aviation.	
7.15.3 Airports should develop their own contingency plans to dove-tail with the State plans. Staff need to be trained in these plans and procedures and the effectiveness of these plans should be verified through regular tests and exercises involving all relevant stakeholders.	*Airports should implement a business continuity management approach that comprises preventive measures, contingency measures and business recovery measures. Any incident, whether security related or not, has the potential to cause major disruption to normal airport operations. Airports need to plan to mitigate and manage such disruption.*

7.16

Landside Security

ACI POLICY	ACI RECOMMENDED PRACTICE / *COMMENT*
7.16.1 Design requirements, including architectural and infrastructural-related requirements necessary for the implementation of security measures need to be integrated into the design and construction of new facilities and alterations to existing facilities.	*Experience has shown that there may be many changes to the requirements of aviation security during the life of an airport terminal building.* **7.16.1a** Careful consideration should be given to all existing and foreseeable aspects of security at the beginning of the design process. States, airports and airline security experts should work together to achieve the best overall results. *It is essential to make provision for security systems, devices and requirements during the planning and design of a new facility if the security operations are to be cost-effective and efficient.* **7.16.1b** The design of new facilities should take account of: contingency plans to reduce the risk of lethal attacks at terminals; the segregation of those who have been subjected to security controls from those who have not; the screening of passengers and their carry-on baggage; the provision of special facilities for high-risk passengers/flights; the screening of checked and transfer baggage; and construction features to minimize secondary damage and injuries following an act of unlawful interference. *Different terminals in different States present individual problems. The mix of international and domestic traffic, the proportion of high-risk flights and the particular requirements of each State mean that there can be no common solution. Furthermore, the pattern of traffic usually changes considerably during the operating life of a facility.*
7.16.2 States should review and coordinate with airports to identify the appropriate landside measures that match their specific threat scenario.	*Airports should work with national regulators and local authorities, as appropriate, to conduct a vulnerability assessment of the airport to determine if any adjustment to current security measures is warranted.*
7.16.3 Airports should agree scope, responsibility and accountability for landside security measures with their regulator.	*Airports should collaborate with national regulators to agree on a definition of "landside." This might include areas of mass gathering inside or close to the terminal, where there is a regular concentration of people. A clear definition will be critical to defining the scope of measures and ensuring that the focus of measures is on genuinely high-risk areas, and not all property owned by the airport.*

7.16.4 Airports should consider infrastructure and airport design features to mitigate the threat from attack, especially when upgrading or developing new facilities .

7.16.4a Airports should consider in their infrastructure design:

o blast proofing;

o the use of materials to minimize damage (such as shatterproof glass);

o bollards, flowerpots and other structures to prevent drive-in attacks;

o the separation of vehicle drop-off and pickup points from the terminal entrance through use of a concourse or other pedestrianized area; and

o management of space to reduce gatherings of people.

7.16.4b Airports should reduce access areas (such as terraces) where an active shooter or bomber might have access to crowded public areas, and reduce areas where items can be hidden, such as opaque rubbish bins or concealed corners.

7.16.4c When new buildings are planned near the airport, airports should engage with local planning authorities to ensure that security considerations are taken into account, such as balconies, terraces or windows that open, close to the terminal building or overlooking the airport, especially aircraft aprons and critical infrastructure.

Airports should work with other stakeholders (airlines, regulators and ground handling agents) to identify ways of reducing queues and congregations of people, such as self-service options or better distribution of check-in desks at certain times of day.

Airports may consider CCTV or other means of surveillance of public areas in conjunction with law enforcement agencies (This may be the responsibility of local law enforcement).

7.16.5 States and airports should consider physical or procedural measures as appropriate to mitigate the risk of landside attack.

7.16.5a Locating an additional security inspection checkpoint to the entrance of the airport terminal (or outside of the terminal) may compromise the security of air travellers by having them congregate in large groups outside of the terminal building, thus moving the vulnerability elsewhere. Additional screening also adds inconvenience to passengers, and possibly creates hazardous conditions for passengers of reduced mobility or those with small children.

17.16.5b Random, unpredictable checks during high risk situations may provide an additional element of deterrence and detection and be more effective than permanent procedures applied to all passengers.

7.16.5c Airports should consider staff and passenger communications as a means of identifying suspicious behavior. This might include reminding passengers and visitors to be vigilant and report unattended baggage or suspicious behaviour and providing information, either through posters or PA announcements.

7.16.5d Airports should provide security awareness training for all staff (both airport and non-airport employees, including those not involved directly in security) to recognize suspicious behaviour, and provide a simple and quick means to report it. Consider a "see something, say something" campaign for both staff and passengers.