Introduction:

The aviation industry has always been target to global events; of particular significance is the fact that as a result of the 11th September, 2001, aviation security has taken on the highest importance.
The Hashemite Kingdom of Jordan, is aware of its commitment toward international civil aviation security regulations, and to ensure adequate governmental control and supervision are in place, The HKJ has developed a comprehensive National AVSEC Program in compliance with Annex 17.
The Civil Aviation Regulatory Commission is promoting security in civil aviation through the development of the legal framework, practices, procedures and material, technical and human resources to prevent, and where necessary, respond to acts of unlawful interference.

The proper implementation of the procedures addressed in the National Civil Aviation Security Program is sufficient to ensure the protection and safeguarding of passengers, crew, ground personnel, the general public and facilities of an airport serving international civil aviation, against acts of unlawful interference.
4.8.1 Each Contracting State shall ensure that landside areas are identified.

4.8.2 Each Contracting State shall ensure that security measures are established for landside areas to mitigate the risk of and to prevent possible acts of unlawful interference in accordance with risk assessments carried out by the relevant authorities or entities.

4.8.3 Each Contracting State shall ensure coordination of landside security measures in accordance with Standards 3.1.5, 3.2.2 and 3.2.3 between relevant departments, agencies, other organizations of the State, and other entities, and identify appropriate responsibilities for landside security in its national civil aviation security programme.
National Civil Aviation Security Program of Jordan

7.17 Landside Security / Areas open to the general public

7.17.1 Airport operators shall ensure that landside areas are identified.

7.17.2 Airport operators shall ensure that security measures are established for landside areas to enhance security at landside areas to include, but not limited to:
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7.17.2.1 Implementing some security measures on landside security checkpoints to identify persons and vehicles on random bases and the use of deterrence methods to match the type and level of threats
7.17.2.2 The use of CCTV
7.17.2.3 Activating overt and covert patrols
7.17.2.4 The use of K-9s and ETDs
7.17.2.5 The use of sufficient lighting
7.17.2.6 Security background screening of airport surrounding residence and investors
7.17.2.7 Mitigated measures of the use of Man-Portable Air-Defense System (MANPADS)
Capacity building and training on risk mitigation and deterrence methods at landside of airports:

✓ **Persons and Vehicles Checkpoints:**
Random search, K-9s, behavioral detection, targeting, and rapid response units presence.

✓ **Covert and Overt Operations:**
The continuous evaluation of the surrounding at the public area by both covert security personnel and armed security personnel (as armed intervention could be required at a certain point).
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✓ **CCTV Coverage for Effective Surveillance Operation:**
Behavioral detection, targeting, and random interviews of suspects.

✓ **Selective and Targeted Screening:**
Screening remains an efficient way of deterrence and having such selective screening can enhance the surprise element and lower efficiency of the “Dry Runs”. Focusing on the need of keeping areas non-congested and free movement of people to mitigate risk of active shooting at terminal entrance.
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✓ **Airports Design and Infrastructure**: Airport design, Control of access, vehicle speed control, parking, sufficient lighting, vehicle barriers, blast resistant glass, elimination of hiding space …etc.

✓ **Non-Security Staff Awareness and active announcements**: Staff security awareness remain one of the most important elements in detecting threats (Challenge others).
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✓ Customer Care Training:
Service of excellence by applying standards and maintaining efficient operations with customer service approach.