



**WORKING PAPER**

**HIGH-LEVEL CONFERENCE ON AVIATION SECURITY (HLCAS)**

**Montréal, 12 to 14 September 2012**

**Agenda Item 9: Any other business**

**RECOGNIZING LANDSIDE SECURITY AS A PRIORITY**

(Presented by France)

**SUMMARY**

This paper presents the French position, which identifies landside security of airports as a priority, and raises certain consequences of this strategic focus in terms of public policy.

**Action:** The Conference is invited to support the actions proposed in paragraph 2.

**1. INTRODUCTION**

1.1 France identifies landside security of airports as a priority. This position is justified firstly by the imperative of security (cf. the working paper presented during the Twenty-third Meeting of the Aviation Security Panel (AVSECP) in March 2012 under reference AVSECP/23-WP/27, “Protection of Airport Public Areas”), as the effectiveness of the security measures implemented from 2001 may have increased the attractiveness of so-called ‘public’ areas to commit acts of terrorism. This priority, as highlighted in the working paper submitted to this conference and titled “Refocusing security policies on the passenger”, also results from the comprehensive approach which must be applied to passenger experience and satisfaction, as well as to the resulting requirements for the authorities in terms of security, quality of service, and economic utility.

**2. DISCUSSION**

2.1 France therefore considers that current international standards should reflect this priority more, even if the March 2011 Ninth Edition of Annex 17 marked a turning point by mentioning landside security in itself for the first time, through Recommended Practice 4.8, according to which “*Each Contracting State should ensure that security measures in landside areas are established to mitigate possible threats of acts of unlawful interference in accordance with a risk assessment carried out by the relevant authorities.*”

2.2 In terms of organizing public policies, landside security involves issues of interagency coordination as well as airport governance: the same issue of coordination but at the local level and with the necessary involvement of actors which are not only public but also private.

---

<sup>1</sup> English version prepared by France

2.3           Insofar as the delimitation of the landside area is subject to the appreciation of the authorities, the definition of its perimeter is another essential prerequisite. The French authorities consider that the international standards, including Chapter 11 of the *Aviation Security Manual* (Doc 8973 — Restricted), focused on perimeter protection and on airside security, could set a basic definition of the landside area of airports.

### 3.       **CONCLUSION**

3.1           The Conference is invited to:

- a) recognize landside security as a priority of public civil aviation security policies;
- b) enshrine this objective in the final documents of the Conference and in any other declaration adopted by the international community in aviation security under ICAO in future; and
- c) entrust work on the assessment of specific landside threats and the definition of policy items on the protection of landside zones to the ICAO Secretariat and the Aviation Security Panel experts.

— END —