



WORKING PAPER

ASSEMBLY — 39TH SESSION

Montréal, 27 September – 7 October 2016

EXECUTIVE COMMITTEE

Agenda Item 16: Aviation Security — Policy

SECURITY MEASURES FOR THE LANDSIDE AREAS OF AIRPORTS

(Presented by the Russian Federation)

EXECUTIVE SUMMARY

This working paper contains information regarding security in the landside areas of airports and provides the Russian Federation's experience in this field.

Action: The Assembly is invited to:

- a) Take note of the contents of this working paper;
- b) Support the ICAO Council's decision to upgrade to the level of Standards, the Recommendations of paragraphs 4.8.1 and 4.8.2 of Annex 17 — *Security — Safeguarding International Civil Aviation Against Acts of Unlawful Interference* regarding security in the landside areas of airports;
- c) Agree to the adoption of a new Standard 4.8.3, which regulates the equipping of entrances to the landside areas of airports with equipment in order to conduct the preliminary screening of all persons entering the terminal facilities; and
- d) Concur with the need to develop guidance on security in the landside areas of airports with a view to its inclusion in the *Aviation Security Manual* (Doc 8973), taking into account the experience of the Russian Federation in this field.

<i>Strategic objectives:</i>	This working paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	Through the States' own resources.
<i>References:</i>	Annex 17 — <i>Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference</i> Doc 8973 — <i>Aviation Security Manual</i> C-WP/14499

¹ Russian version provided by the Russian Federation

1. INTRODUCTION

1.1 Terrorism, in any form, has become one of the most dangerous socio-political and moral issues in its scope of unpredictability and consequences, which humanity has had to face in the 21st century. Acts of terrorism are increasingly threatening the security of many countries and their citizens, resulting in enormous political, economic and moral losses, exerting strong psychological pressure on large concentrations of populations and taking the lives of innocent people.

1.2 On 22 March 2016, two explosions qualified as terrorist acts occurred in the landside area of the international airport of Brussels, Belgium, and claimed 17 lives. A large number of people in the landside area suffered injuries of varying degrees of severity. A suicide bomber was responsible for triggering one of the explosive devices.

1.3 The Belgian authorities reacted promptly to the terrorist attacks in the airport – they declared a fourth level of threat, stepped up military patrols, border control, and adopted special security measures for public transport, including civil aviation.

1.4 Tight security measures were adopted at all the airports of European States, including the Russian Federation, who knows first-hand the meaning of a terrorist threat.

1.5 On 28 July 2016, terrorist acts were carried out in the landside area of Ataturk Airport in Istanbul, Turkey, claiming the lives of 44 people. About 240 people received injuries of varying severity. Suicide bombers who had infiltrated into the airport's international and domestic terminals had triggered the explosive devices.

1.6 A terrorist act, similar to the terrorist acts at the airports in Belgium and Turkey, also took place in Russia. On 24 January 2011, in the international arrivals' landside area of Domodedovo Airport, a suicide bomber carried out an explosion. As a result, 36 people were killed and more than 130 were wounded.

1.7 Thus, we take note of the sharp recent increase in the number and severity of the consequences of terrorist acts committed by suicide bombers.

2. THE RUSSIAN FEDERATION'S EXPERIENCE IN THE FIELD OF SECURITY IN THE LANDSIDE AREAS OF AIRPORTS

2.1 Terrorist acts are most likely to occur in an airport's landside area since this area is freely accessible not only by passengers, but by those meeting and seeing them off, including potential terrorists. In terms of causing destruction to a large number of people, the landside area of an airport is the most attractive place to carry out a terrorist act.

2.2 The only way to ensure the reliability of air travel and the security of thousands of passengers arriving at the airport daily is to have an efficient and well-functioning security system, which is also present in the landside area of the airport.

2.3 In accordance with the requirements of the Federal Aviation Regulations of the Russian Federation "*Requirements for aviation security in airports*," and Order № 40 of the Ministry of Transport of Russia "*Requirements for transport security, taking into account the levels of security for different categories of transport facilities and means of transport by air*," provision is made for checkpoints

equipped with X-ray television installations, stationary and hand-held metal detectors and explosive detectors to screen passengers, their carry-ons and baggage, other persons at the entrances to terminals of international airports and airports of federal significance. Preliminary screening using technical screening devices is required for all persons entering the terminal facilities, as well as their personal effects.

2.4 In order to avoid congestion and to save time during airport screening procedures at airport entrances, a procedure has been adopted, whereby the workload for one screening checkpoint must not exceed 180 passengers per hour. All persons are notified in advance that all electronic devices (computers, tablets, photo-video equipment) and other items subject to manual and visual screening must be placed in their belongings in such a way so as to ensure their easy removal. Entrance to the terminal facilities is monitored around the clock using video cameras and software/hardware systems with high functionality.

2.5 The coordination of security operations in the landside areas of airports among the appropriate State authorities of the Russian Federation is carried out in accordance with the Federal Law № 16 *"On Transport Security"* and the Order of the Russian Ministry of Transport № 212 *"On the Approval of the Procedure for Training Transport Security Forces"*.

2.6 In order to reduce the risk and prevent potential acts of unlawful interference, the following is being carried out: categorization of airports, assessment of their vulnerability and the aviation authorities' approval of airport transport security plans containing the designation of landside areas and the set of measures related to technical and physical security, in accordance with the Order of the Ministry of Transport of Russia № 40 *"Requirements to ensure transport safety, taking into account the levels of security for different categories of transport infrastructure and means of transport by air"*.

2.7 Regarding the international requirements concerning security in the landside areas of airports, the Russian Federation supports the ICAO Council's Working Paper C-WP/14499 with respect to upgrading the Recommendations of paragraphs 4.8.1 and 4.8.2 of Annex 17 - *Security - Safeguarding International Civil aviation against Acts of Unlawful Interference* to the level of Standards, and presents for consideration a draft for Standard 4.8.3 in relation to equipping the entrance to the landside areas of airports with screening equipment in order to conduct the preliminary screening of passengers, service personnel and other persons entering the terminal facilities.

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APPENDIX

4.8 Measures relating to the landside

4.8.1 ~~Recommendation~~.— Each Contracting State shall ensure that security measures in landside areas are established to mitigate the risk of and to prevent possible acts of unlawful interference in accordance with national and local risk assessments carried out by the relevant authorities.

4.8.2 ~~Recommendation~~.— Each Contracting State shall ensure coordination of landside security measures between relevant departments, agencies, other organizations of the State, and other entities, and identify appropriate responsibilities in its national civil aviation security programme.

4.8.3 Each Contracting State shall place at the entrance to the landside areas X-ray equipment, stationary and hand-held metal detectors, as well as explosives detectors for the preliminary screening of all persons entering the terminal facilities.

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