

The background of the slide is a close-up, slightly blurred image of the Kenyan national flag. The flag features a black triangle at the top, a white triangle at the bottom, and a red triangle in the center. A white border separates the black and red triangles, and a green triangle is visible at the bottom right. The flag is shown waving, with highlights and shadows on its fabric.

Emerging Threats to Civil Aviation: Landside Security

Measures undertaken by Kenya
Government

Background

- The terrorist attacks in the landside area of Brussels Airport on 22 March 2016 and Istanbul Airport on 28 June 2016,
- Has brought aviation security sharply into focus from all aviation stakeholders, governments and the media.
- Ensuring the security of the traveling public is a top priority for Kenya.

Measures on the Ground

- Kenya Civil Aviation Security Regulations focus on the airside and landside areas (non-public and public areas of airports accessible to the travelling and non travelling public.
- These regulations are designed to prevent(number them) unlawful interference within Kenya air transport system.
- Landside areas (airport areas accessible to the general public) are subject to general security regulations enacted by our Government .



Measures on the Ground

- Kenya has implemented the requirements of landside security by introducing vehicle screening on entry to the airport, conducted by the National Police Service.
- Landside permit system has been established.
- Security Vetting is also conducted for landside permit applicants(introduced in 2014)
- . The departure halls of the airport have security controls complete with surveillance systems



Scope, responsibilities, threats & vulnerabilities

- The appropriate authority has defined “landside.” To include areas of mass gathering inside or close to the terminal, where there is a regular concentration of people.



Scope, responsibilities, threats & vulnerabilities

- There is collaboration with the appropriate authority responsible for civil aviation security matters and other security agencies to conduct risk and vulnerability assessment of Airports to determine if any adjustments to current security measures are warranted.
- This requirement is contained in our National Civil Aviation Security programme that allocate responsibilities to state agencies



Scope, responsibilities, threats & vulnerabilities

- Engagement with the National and Airport Security Committees on appropriate measures to implement on specific threat scenarios.



Scope, responsibilities, threats & vulnerabilities

- Responsibilities for each measure and the interfaces between each stakeholder involved has been defined in the National Security programme and the responsibility for landside lies with the airport but the National Police Service implements the security measures.
- Threat information between the National Police Service, intelligence agencies, the Appropriate Authority and the airport is shared based on an established mechanism.



Enhanced Security Measures

- Additional vehicle security inspection checkpoint has been established at the entrance of Jomo Kenyatta International Airport and Moi international airport to mitigate the threat on vehicle borne improvised explosives devices and armed assault (attacks)



Primary screening Yard for vehicles



Enhanced Security Measures

- Random, unpredictable checks during high risk situations has been implemented to provide an additional element of deterrence and detection.



Deterrence structures

- Metal barriers and bollards are being used to prevent drive-in attacks
- The separation of vehicle drop-off and pickup areas from the terminal building
- Relocation of vehicle parking close to the terminal building to open areas further from the buildings
- Management of crowds around the landside areas to reduce gatherings of meeters and greeters has been implemented.



Deterrence structures

- Security considerations have been taken into account for Access areas such as balconies, terraces or windows that open, close to the terminal building where an active shooter or bomber might have access to crowded public areas by enhancement of patrols and CCTV surveillance.



Physical measures & process design

- CCTV has been Implemented as a means of surveillance of public areas in conjunction with National Police Service.
- There is collaboration with stakeholders (Airlines, and ground handling agents) to reduce queues and congregations of people and also provide options to passengers by use of self-service options and distribution of check-in desks and opening up of additional screening points during peak hours



Airport Workers & passenger awareness & communication

- There is a continuous reminder through the public address system to passengers and visitors to be vigilant and report unattended baggage or suspicious behavior.
- Security awareness training is provided for all Airport workers (both airport and non-airport employees, including those not involved directly in security) to recognize suspicious behavior, and provide a simple and quick means to report it.



Patrols and surveillance

- There are regular patrols of public areas by airport security, police (overt and covert) or other law enforcement agencies, as a means of detection and deterrence.
- utilize detection dogs for effective detection of explosives on both the Airside and landside



- THANK YOU

