FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

Agenda Item 2:   **Facilitation and security of travel documents and border control formalities**
    2.5:   **Implementation of aviation security**

IMPLEMENTATION OF AVIATION SECURITY

(Presented by Pakistan)

1.   Ways and means to reduce congestion at the departure control points need to be identified not only to facilitate the passengers, crew members, functionaries and visitors, but also to ensure secure and smooth functioning of the aviation industry in the prevailing high threat environment. These objectives can be achieved by addressing the following areas:

a) **Guidance to passengers**. Notices and leaflets should be prominently displayed highlighting the security procedures/restrictions as well as announcement be arranged at suitable intervals to educate passengers.

b) **Specialized equipment**. Utilization of' modern equipment will provide assistance in improving quality of both security and facilitation.

c) **Individual and continuous traffic flow**. Airlines/operators should take effective measures to ensure passengers are reporting at security checks individually instead of in groups, to avoid congestion.

d) **Secure transportation of baggage**. The strapping/sealing of checked baggage should be made mandatory for all domestic/international airlines so that the possibility of tampering with hold baggage may be avoided.

e) **Space limitations**. The departure control points, because of limited space, remain overly congested during operational hours, a situation which contradicts the norms of security. As a result, an adequate amount of screening equipment cannot be installed. Hence the equipment remains overly committed and security staff hurriedly process the required security checks. New airport terminals need to be constructed, or existing ones expanded.

f) **Separate entrances/channels**. There should be separate land side entrances for the passengers, crew members, functionaries, and visitors. This will reduce congestion at entrances. Similarly, different channels for the passengers and staff/crew should be marked at security check points.

g) **Configuration of terminal building**. This plays a pivotal role in streamlining the passengers' flow, affecting security implementation. Terminal buildings should be designed so as to avoid funnelling of passengers' movement. The check-in area, departure lounge, and boarding bridges should be arranged for each flight operation in a perforated configuration.

h) **Trickle check-in and boarding**. Airlines normally start check-in of passengers more or less 2-3 hours before scheduled departure time which results in accumulation of passengers in this limited period and affects security. Trickle check-in and boarding of passengers should be arranged where possible, providing more reporting time to passengers.

i) **Handling of unruly passengers**. The overall responsibility for handling such passengers rests with the concerned airline. However, in cases of rowdy/unruly passengers, necessary assistance to the airline should be provided by an appropriate security agency. Procedures may include:

  1) Airlines should immediately notify the number and nationality of such passenger(s) to concerned security authorities along with a written request.

  2) Senior representative of airline should accompany security authorities and provide required assistance/facilities.

  3) On apprehension and subsequent prosecution process, the concerned airline should be made responsible for pursuing the case as plaintiff/claimant.

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