



FACILITATION (FAL) DIVISION — TWELFTH SESSION

Cairo, Egypt, 22 March to 2 April 2004

- Agenda Item 5: Modernizing airport facilities and service delivery systems**
5.1: Revision of Annex 9, Chapter 6

**SECURITY CONSIDERATIONS RELATED TO SURFACE ACCESS TO
THE AIRPORT**

(Presented by the United States)

1. BACKGROUND

1.1 This paper presents the issues related to airport layout for ground transportation and security considerations when new construction or major renovation of airport is being planned.

1.2 Annex 9, Chapter 6, Recommended Practices 6.13, 6.13.1, 6.16 and Standard 6.30.1 are all related with regard to the location of ground transportation and ease of accessibility for all users of the airport terminal.

1.3 Typically the design layout of the public side of the terminal area involves roadways designed to bring ground transportation immediately in front of the terminal to minimize the distance and time required to gain access.

1.4 The public nature of this area has associated with it the security concerns that persons and vehicles in this area are unscreened and may pose a threat to the people and facility in that proximity.

1.5 Terrorist attacks on airport terminal public areas are part of the history of terrorism directed at aviation.

**2. UNITED STATES ACTIVITY RELATED TO PUBLIC
AREA PROTECTION**

2.1 The threat of an abandoned parked vehicle in front of a terminal, typically at curbside, is addressed by law enforcement presence, prohibition of unattended vehicles and towing of vehicle found in violation of the orders.

2.2 The use of advanced CCTV video analysis techniques are being evaluated to perform the function of detecting the presence of vehicles that remain stationary for a specified period, constituting an alert of a possible threat situation. This technology offers a potential savings in manpower to enforce this practice.

2.3 Research and Development activities are focusing on the more fundamental approach to the problem by looking at architectural consideration and alternative transportation schemes that will eliminate the threat by keeping all public vehicles sufficiently far away from terminal buildings and area of large congregations of passengers. This involves a whole new approach to roadway layout and must be accompanied by a comprehensive method of providing prompt, convenient and efficient access to ground transportation and other necessary services.

2.4 Threats related to suicide bombers (not in vehicles) or abandoned objects containing bombs in public areas of airport terminal can be countered by the concept of a "sterile terminal". In this approach, screening of all those entering the terminal is located prior to entering or upon entry into the terminal building. Effective screening of all persons and their possessions for bombs and other weapons significantly mitigates the threat of attacks against passengers congregated in the terminal complex. This concept can be developed independently, or in conjunction with the concept in 2.3 above.

3. OPPORTUNITIES TO DESIGN SECURITY WITH FACILITATION

3.1 The construction of a new airport or an entire terminal complex is the ideal opportunity to design these enhanced security concepts into the architectural plans. The requirement to seriously consider these concepts must be stated at the very beginning of the design process to avoid costly redesign activity.

3.2 New construction opportunities are relatively few compared to the number of existing facilities. However, major renovation activities provide an opportunity to consider incorporating novel security concepts if the design team is given the opportunity from the outset.

3.3 In all cases, the design and layout that enables the enhanced security must be ever mindful of the equally important considerations of assuring rapid and reliable ground transportation, easy and speedy access to the terminal, and convenient baggage check-in facilities.

3.4 Long-term strategic plans for airport growth, expansion and evolution should be updated to include consideration of security driven requirements so that all planning activities stemming from the strategic plan are able to incorporate these considerations from the very beginning of the design process.

4. ACTION BY THE DIVISION

4.1 The Division is invited to note the information provided and recommend inclusion of appropriate sections in ICAO guidance material.

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