



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SECOND AFRICA-INDIAN OCEAN (AFI) AVIATION SECURITY AND FACILITATION SYMPOSIUM

(Wednesday, 24 May 2017, Gaborone, Botswana)

SESSION 2: EMERGING THREATS

“LANDSIDE SECURITY”

(Presented by Cape Verde)

EXECUTIVE SUMMARY

This paper presents the most recent threats on land side areas of the airports and recommended countermeasures to mitigate the vulnerabilities according to the risk assessment carried out by relevant authorities or entities.

1. INTRODUCTION

1.1. The recent escalating of terrorist attacks on landside areas of airports (Brussels, Istanbul, Moscow) with cost of human life and with a negative impact on the aviation business worldwide demand for solid, consistent and urgent countermeasures, based on risk assessment carried out by relevant authorities, to mitigate vulnerabilities.

1.2. In this regard Annex 17 was amended (amendment 15) to inter alia incorporate measures relating to landside (Standards 4.8.1, 4.8.2 and 4.8.3).

2. RECENT TERRORIST ATTACKS ON LANSIDE

2017					
N/O	DATE	CATEGORY	AIRPORT	DEATHS	INJURIES
01	18-03-2017	Attempted Facility attack	Paris Orly airport	1	0
02	06-01-2017	Facility attack	Ted Stevens Anchorage Int. Airport	5	5

(unofficial)

2016					
N/O	DATE	CATEGORY	AIRPORT	DEATHS	INJURIES
01	22-03-2016	Facility attack	Brussels Airport	12	8
02	01-04-2016	Facility attack	Uberaba-Mario de Almeida Franco Airport	—	—
03	28-06-2016	Facility attack	Istambul Ataturk Airport	45	247
04	04-07-2016	Facility attack	Campina Grande airport	—	—
05	06-10-2016	Facility attack	Ourinhos – Airport - Brazil	—	—

3. THREATS SCENÁRIOS ON LAND SIDE

“The ICAO Aviation Security Risk Context Statement assesses **landside threats as medium-high, the second highest risk level and one of the highest threats to civil aviation**, as evident from the attacks at airports and other public areas in recent years.”

The threat can be materialized though:

- Vehicle-Borne Improvised Explosive Devices (VBIEDs) in public areas to include terminal
- IED in non-screened areas
- Person-Borne Improvised Explosive Devices (PBIED)
- Shooting in screened and non-screened terminal areas

4. RECOMMENDED CONTERMEASURES – DOC. 8973

The countermeasures to enhance land side security may vary from airport to airport within the state according to the local level of threat and risk assessment carried by relevant authority. Therefore, the one size fits all principle does not apply in this regard.

However, the landside security measures may include, but not limited to, the following, in order to detect, deter and mitigate the risk in landside areas:

- Design and infrastructural features necessary for the proper implementation of security measures to be integrated at the design stage.
- Vehicle control
- Limit the areas where large items can be disposed of or hidden and regularly check to prevent and deter the placement of explosive devices.
- Control the movement of the public through terminals.
- Implement appropriate security measures for landside facilities.
- Surveillance (CCTV and other means of surveillance)
- Effective emergency response
- Information sharing and coordination.
- Publicize security instructions to the general public.
- Address landside security matters during security awareness training
- Establish procedures in relation to landside public spectator areas.

5. GLOBAL CHALLENGES

The main challenges to aviation security worldwide are:

- Increasing threat of Terrorist attack to civil aviation.
- Effective and timely sharing of threat information among all stakeholders.
- Balance Security and facilitation.
- Security costs.
- Implementation of security measures according to the risk assessment.

- Effective implementation and common understanding of security standards worldwide.

6. ACTIONS:

A part from recommended countermeasures, states and airports may take into consideration the following:

- Establish a clear definition of land side.
- Establish at national level, the responsibilities on implementation of security measures on land side/public areas.
- Close coordination among law enforcement agencies and stakeholders.
- Periodically conduct a vulnerability assessment of the airport to determine adjustment in the current security measures.
- Establish a sound mechanism to share threat information between local law enforcement, intelligence agencies and security cleared airport staff.
- Develop a methodology on how to conduct risk assessments for landside