RESOLUTION No. 4

A COMMON SENSE APPROACH TO LANDSIDE SECURITY

The Twenty-sixth ACI World Annual General Assembly:

Recognizing that globally, there is a real and present threat from terrorism, and aviation remains an attractive target, particularly because of its international character;

Recognizing that recent attacks in the public areas of Brussels-National and Istanbul Atatürk have again highlighted the vulnerability of public spaces at airports;

Recognizing the safety and security of the traveling public are top priorities for ACI and its member airports, and are essential for a sustainable worldwide aviation system;

Recognizing that airports already exercise best practice by taking threats seriously and applying a rigorous, comprehensive, multi-layered, risk-based approach that provides effective aviation security while delivering open, accessible and expeditious air transport services;

Noting that the ICAO Council has agreed two new Standards for inclusion in Annex 17 to the Chicago Convention with regard to landside security, aimed at ensuring that States put appropriate measures in place;

Noting that the two new standards do not identify the scope of “landside” nor do they propose specific measures;

Recognizing that some States may interpret these standards as a requirement for additional screening and may interpret “landside” very broadly rather than focusing on areas of mass gathering at airports; therefore,

The General Assembly resolves to:

a) Promote a common sense approach to landside security through close cooperation with States, regulators, local law enforcement and at ICAO
b) Contribute to the development of ICAO guidance material clearly defining best practices

c) Work with local regulators and existing security providers to identify a range of flexible measures that can be implemented as the threat environment dictates, such as explosive-detection equipment and dog teams, high visibility law enforcement patrols and behaviour detection

d) Work with local regulators to agree responsibilities and accountability for measures e) Highlight to regulators that additional screening at a terminal entrance increases risk by creating an additional bottleneck and moves the vulnerability to another location where it can less well managed

e) Urge regulators to implement a mechanism to share threat information between local law enforcement, intelligence agencies and security cleared airport staff

f) Promote mechanisms for collaboration between airports and national regulators to agree on a pragmatic definition of “landside”

g) Ensure a strong security culture including vigilance and reporting of suspicious behaviour for all persons working in the airport environment

h) Identify means to reduce queues and crowds and avoiding additional touchpoints or bottlenecks in the passenger process, working with airlines and other stakeholders

i) Urge ACI to continue to develop guidance material on landside security, and initiate, where possible, projects to reduce queues and crowds.

END