



Home Office

Department for
Transport

Airport Security Planning Quick Guide



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Welcome

This summary tells you what you need to know about the legal requirements involved in airport security planning.

The framework for airport security planning is set out in the Aviation Security Act 1982 (as amended by the Policing and Crime Act 2009). The framework helps people who work on airport security to work together effectively.

Underlying the whole framework are the following principles:

- **Security** – fundamental to the framework
- **Collaboration and joint accountability** – between those organisations with a stake in creating a secure airport
- **Transparency** – why different organisations carry out different functions at airports and what resources are needed to do so
- **Flexibility and proportionality** – to allow for arrangements to be tailored to local circumstances
- **A bottom-up approach** – the security measures at airports, including any policing, should be based on a proper assessment of the risk

Who needs to know about this?

The framework applies at those airports in the UK which are subject to the National Aviation Security Programme (NASP). You may need to know about it if you are involved in airport security issues with:

- An airport operator
- The police, including Special Branch
- An airline, cargo, catering, retailers, car parks, air traffic control, and any other organisation operating at an airport
- A police authority
- UK Border Agency (UKBA)
- Serious and Organised Crime Agency (SOCA)

You may be asked to be a regular member of one of the groups involved in the framework's process, or to contribute occasionally, or you may be affected by security measures agreed locally through this process.

What does the framework do?

The framework, which came into force in January 2010:

- builds on existing arrangements and MATRA¹ methodology at airports;
- ensures that all UK airports subject to the NASP agree a local Airport Security Plan (ASP) with their key stakeholders, based on an agreed multi-agency threat and risk assessment; and

1 MATRA is the Multi-Agency Threat and Risk Assessment methodology which is used at many airports to assess risk

- ensures that, where it is agreed that a dedicated policing presence is required at an airport, the airport operator pays.

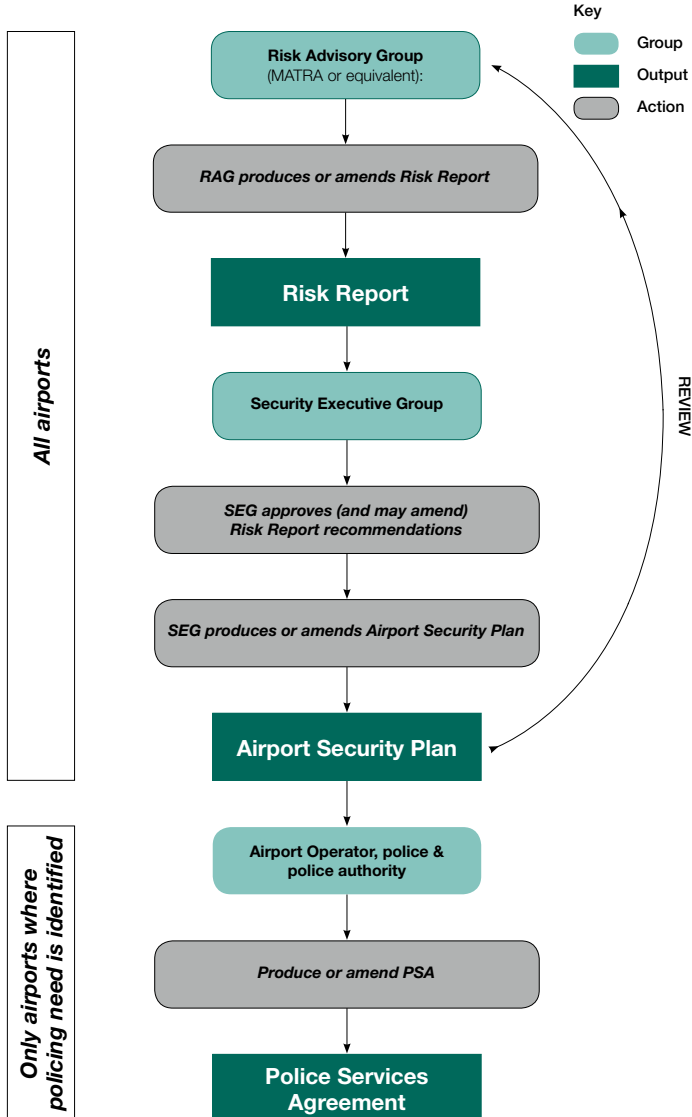
What's new?

The framework builds on arrangements which are already working well at many airports, strengthening them and introducing some new elements:

- A Risk Report and ASP identifying security measures to be taken must be produced, and an ASP must be agreed unanimously.
- It removes the old system of “designation”, under which only nine airports were required to pay for dedicated policing and policing at all other airports was funded by the taxpayer. It replaces it with a fairer system whereby the airport operator pays for any dedicated policing need identified in the ASP.
- The stages of airport security planning are split between different groups to ensure the effective delivery of the security measures, with a senior-level group holding overall responsibility for delivery.
- Where there is unanimous agreement that a person or organisation undertakes a security measure, that person or organisation is under a legal duty to comply.
- It introduces a new dispute resolution mechanism to be used where parties cannot agree an ASP or Police Service Agreement.

How does the framework work?

Airport Security Planning Cycle



Step by step

1. A **Risk Advisory Group** (RAG) brings together security practitioners at the airport, including representatives of the airport manager and local chief officer of police. This will replace the existing MATRA group.
2. The RAG's function is to produce a **Risk Report**, assessing each threat to the security of the airport. The RAG then makes recommendations about the security measures that should be taken, or continue to be taken.
3. The **Security Executive Group** (SEG) brings together people who have the authority to take decisions about the security measures that should be put in place. It includes senior representatives from the airport operator, the local police force, the local police authority and airlines operating at the airport.
4. Using the Risk Report as a starting point, the SEG unanimously agrees an **Airport Security Plan** (ASP), detailing what security measures will be put in place and which organisation is responsible for the delivery of each measure.
5. If the ASP identifies a need for a dedicated policing presence at the airport, the airport operator, local police force and local police authority agree a **Police Services Agreement** (PSA), setting out the level of policing required and how much the operator will pay.
6. The Risk Report, ASP and PSA should be regularly reviewed, and amended if necessary.

More information

Detailed guidance on the framework is available from the Department for Transport. There will be copies of the guidance held by the police and airport operator at your local airport too.

For more information contact:

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