



NATIONAL SAFE SKIES ALLIANCE

Program for Applied Research in Airport Security

PARAS 0032 Project Summary

Project Title:	Enhancing Security of Cargo Operations at Airports		
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BACKGROUND

Movement of cargo is a valued revenue stream for both air carriers and airports. Ensuring safe, secure, and efficient cargo operations requires coordination of responsibilities among multiple stakeholders.

Airports are ultimately responsible for the security of their facilities, but this can be complicated by the fact that many airports have tenant-controlled facilities, including cargo. Such facilities can, in essence, become part of the airport's perimeter and provide access points inside the facility from public areas to restricted areas. The age and location of these facilities may impact the ability to use access control systems that are typically used in other areas of the airport, and any physical access barriers must be balanced with efficient movement of cargo. Additionally, while cargo facilities have a line of demarcation to indicate the transition into regulated areas (usually in the form of a painted yellow line on the floor), many airports would like additional measures or alternatives that provide more control and accountability.

Based on ICAO Annex 17 Security 4.6 standard, starting June 30, 2021 all air cargo in the United States must be screened to detect the presence of concealed explosive devices prior to being placed on any type of commercial aircraft for transport. Congress authorized the use of third-party canine (3PK9) providers as an efficient and effective method for inspecting air cargo shipments, and directed TSA to develop the 3PK9 program through the TSA Modernization Act in 2018. Subsequently, the 3PK9 program is an emerging service for the air cargo industry, without precedents for regulators or operators to use for guidance. There are few available resources to assist airport operators in understanding how the 3PK9 program is structured or which organizations/entities have responsibilities for certification, implementation, training, compliance, airport communication/coordination, and other activities associated with the program.

Regardless of the screening method, an alarm/alert may reach a high enough level of danger or concern that the airport and law enforcement agencies must be notified to assist. Planning and coordination is needed to ensure established protocols for these instances are sufficient and well communicated to all involved stakeholders to avoid confusion or mistakes.

Considering these complexities, a comprehensive resource is needed to help airports and their associated stakeholders make well-informed decisions to ensure secure and efficient cargo operations.

OBJECTIVE

The objective of this research is to provide guidance that will assist airports in working collaboratively with cargo stakeholders to ensure enhanced security while maintaining efficient operations. At a minimum, the document should include:

- Physical security and access control considerations:
 - Access control to nonregulated and regulated areas
 - Employee screening
 - Strategies and alternatives for demarcation line (i.e. yellow line) accountability and control
 - Potential technology solutions
 - Analysis (i.e., modeling or time study) of physical layout and movement options to determine impact to traffic and operations
- 3PK9 considerations:
 - Overview of stakeholders and their responsibilities
 - Stakeholder education and communication strategies
 - Certification standards
 - 3PK9 operating agreement components
 - Interagency K9 coordination and de-confliction
 - Operating footprint
 - Training aid control and accountability
- Communication strategies and alarm response protocols
- Administrative and enforcement strategies (i.e., contract language, airport rules and regulations)

The resulting guidance should be comprehensive so that airports of all sizes and resource levels can benefit.