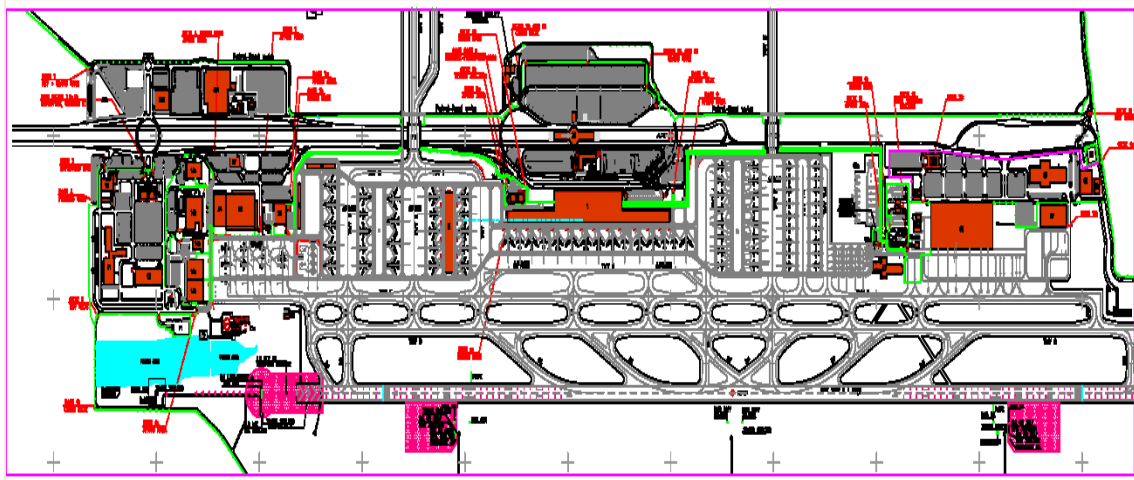




## Employee Screening and Perimeter Security



*Athens International Airport Perimeter*

**Client Name:** Athens International Airport

**Date Started:** December 2005

**Date Completed:** July 2006

Athens International Airport (AIA) retained New Age Security Solutions (NASS) and TransSolutions to develop security plans to implement new European Union (EU) employee screening regulations. TransSolutions' primary effort on this project included conducting simulation analysis to test the security protocols and layouts developed by NASS to evaluate the feasibility and cost of their implementation and the resulting impact on airport employees and operations.

Regulation No. 2320/2002 of the EU established common rules for civil aviation security, and Commission Regulation No. 1138/2004 defines any area of an airport where airport staff contacts screened passengers and baggage as a "critical area." The regulation requires that within 5 years, over 3 phases, airport staff entering the critical area must be screened:

- Phase 1, effective 1 July 2004, covers airport terminal buildings.
- Phases 2 (2007) and 3 (2009) cover the areas of the apron next to aircraft and baggage handling areas requiring screening of airport staff and all vehicles.

NASS benchmarked studies to identify appropriate protocols at five EU airports: Heathrow International Airport, London Luton International Airport, Munich International Airport, Zurich International Airport, and Copenhagen International Airport. Based upon these studies, the resulting implementation plan at AIA was to establish:

- Employee-only security screening checkpoints
  - 9 in the Main Terminal Building
  - 2 in the Satellite Terminal
- Three vehicle checkpoints at the entrances to the critical area

The implementation approach to the EU regulation is diverse. At AIA, 100% screening of employees/vehicle entering critical area required significant modification to the culture/operations of airport staff. Computer simulation was useful in refining the vehicle screening protocol and layouts based on vehicle queuing and analysis of current operations assisted in quantifying employee/vehicle trips and developing future trip volumes.