

ADVANCED AIR MOBILITY

Conference 2024



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Vertiport security and facilitation *A Risk-based approach*



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Food for thoughts from ICAO annex 9

Coordination between facilitation and aviation security

Art 1.6.1 ICAO recommends that there be close coordination between national programmes for facilitation and aviation security.
A security risk-based approach is necessary in order to support the new AAM industry.

Designated custom vertiports

Article 10 of the Chicago Convention requires all aircraft entering "... the territory of a contracting State shall... land at an airport designated by that State for the purpose of customs and other examination. On departure from the territory of a contracting State, such aircraft shall depart from a similarly designated customs airport."

ICAO publishes particulars of all **designated customs airports**, including those designated under Article 10 of the Chicago Convention, in a publication called Aeronautical Information Services Provided by States (Doc 7383).

May be necessary to introduce the concept of "designated custom vertiport" for cross border operations when the vertiports area located near country borders?

FAL Programme

**National FAL programme to be update in order to consider AAM
May be necessary to introduce the concept of "vertiport FAL programme"?**



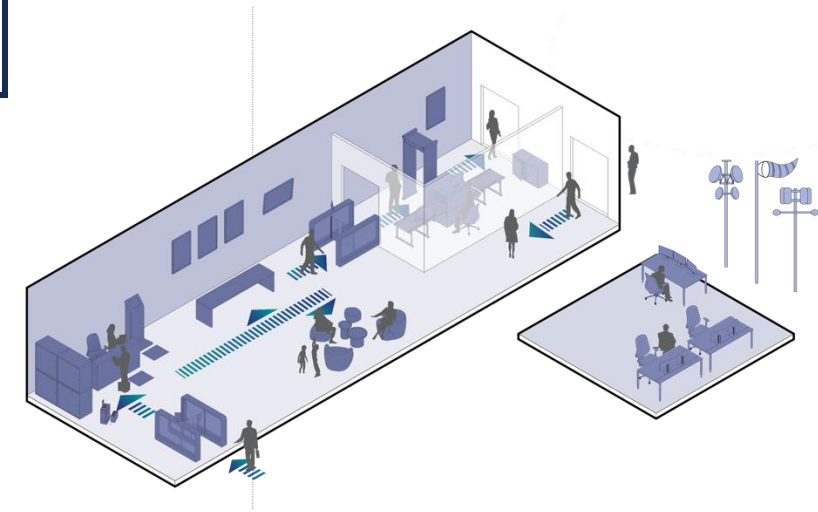
European & Italian regulatory context

EU regulation

- *Document RMT.0230, Issue 3.0* - In the absence of specific European rules or guidelines, Member States are responsible for implementing **physical, cyber, and airspace security measures** for vertiports, unless the operations originate or terminate within an airport.
- *Regulation (EC) 1254/2009* permits Member States to apply alternative security measures in **minor airports or restricted areas** (low-traffic zones), ensuring adequate protection through a risk-based approach.

Italian regulation *ENAC VCA regulation (art 44)*

- The vertiport manager develops the "Vertiport Safety and Security Program" containing the measures identified through specific risk assessment and implemented through consequent risk management
- The vertiport manager is responsible for the implementation of all the measures contained in the Vertiport Safety Program and for preventing unauthorized access to flight infrastructures, installations subject to explosion or fire hazards and any other areas of the vertiport that are not otherwise controlled by the VCA operator through the use of security personnel, surveillance systems, physical barriers or other means.





Vertiports in airports – initial use cases passengers and luggage flow

The passenger and luggage flow was studied in order to enable direct connections at FCO airport between conventional flights and eVTOL flights from/to Rome city vertiport.



Passenger with hand luggage only	Pax arriving at FCO from an international airport located in a country or departing from FCO towards one country:			
	Schengen & EU	Schengen & Extra EU	Extra Schengen & EU	Extra Schengen & Extra EU
Custom checks	✓	✓	✓	✓
Border checks			✓	✓
Security checks		✓		✓

In case of hold luggage	YES		NO	
	ARRIVING	Custom checks required at airport	Collect luggages at airport arrival carousel	Custom checks at airport arrivals area
DEPARTING	In the vertiport there is no personnel available representing the carrier for the onward flight; beyond the problem of transporting luggage in the hold of the plane, it is therefore necessary to consider the issue of checking in the hold luggage which must be carried out at the airport.			

✓ Between EU countries, custom checks are required in case of special products or big quantities of specific items only



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