Project Title:	Companion Guide to U.S. Customs and Border Protection's *Airport Technical Design Standards*
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BACKGROUND

International passenger traffic is the fastest growing segment of commercial aviation. With passenger and cargo volumes increasing, FAA forecasts highlight continued growth in the coming 10 to 20 years, which will be fueled by tourism and new route possibilities.

Clearance into the United States depends on the availability of Federal Inspection Service (FIS) facilities operated by U.S. Customs and Border Protection (CBP). As a federal agency, CBP has been historically constrained by the availability of staffing resources and the ability to expand in new and existing locations. Creating efficient facilities that meet the variety of requirements for clearing international passengers is with the forecast of increased demand for international operations at airports.

CBP published *Airport Technical Design Standards* (ATDS) in 2006 and 2012, and anticipates a potential revision in the near future; however, the current document could better serve airports and stakeholders by:

- Becoming dynamic and flexible
- Responding to recent technology advances
- Accommodating various airport types, traffic frequencies, and passenger demographics
- Incorporating best practices and lessons learned
- Increasing guidance for interpreting the standards

Additional factors need to be considered by stakeholders in designing an FIS facility:

- <u>Significantly different risk levels among airports</u>: The fundamental requirements for facilities in the current standards are the same among airports of varying sizes, despite differing operating environments and passenger risk profiles.
- <u>Emerging areas of automation</u>: Changes have occurred in CBP processes to enable new fast-tracked processing methods, such as Automated Passport Control (APC), Mobile Passport Control (MPC), and Global Entry.
- <u>New opportunities for facilitation</u>: Innovations such as CBP's One-Stop and Express-Connect programs should be explored.

A guidance document would help airports incorporate these additional concepts, including lessons learned and best practices, to streamline the facility design process and save all parties time and money.

OBJECTIVE

This project will develop a practical guidance document that evaluates the current ATDS in order to identify best practices, lessons learned, and innovations for FIS facilities. The guidance document will:

- Provide solutions that meet the needs of various cargo and passenger traffic types, demand and volumes, and airport sizes
- Identify cost-effective alternatives for satisfying minimum requirements
- Identify best practices for improving the passenger experience, such as:
  - Restrooms
  - Food and beverage availability
  - Signage
  - Accommodations for passengers with reduced mobility and service animals
  - In-bound baggage control (refer to Airport Cooperative Research Program [ACRP] 61)
  - Innovative programs such as CBP's One-Stop and Express-Connect
  - FIS egress
- Identify the impact of current and potential technology innovations (e.g., APC, MPC, communication connectivity, and mobile solutions)
- Optimize facility footprint
- Identify opportunities for shared multi-use facilities
- Identify relevant best practices from other agencies, entities, and organizations
- Consider the impact of additional potential U.S. Exit Control requirements

While the ATDS will continue to evolve under the authority of CBP, this guidance document can assist stakeholders in working with CBP to revise the existing ATDS.