

FEDERAL INSPECTION SERVICE FACILITIES AT INTERNATIONAL AIRPORTS



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**SUBJECT : FEDERAL INSPECTION SERVICE FACILITIES
AT INTERNATIONAL AIRPORTS**

1. PURPOSE. This circular describes and illustrates recommended facilities for inspection of passengers, baggage, and cargo entering the United States through international airport terminals. The material is for the guidance of architect-engineers and others interested in the planning and design of these airport facilities.
2. REFERENCES. Appendix 3 contains a listing of selected references which are recommended as supplementary design guidance information.
3. HOW TO GET THIS PUBLICATION. Additional copies of this circular may be obtained from the Federal Aviation Agency, Printing Branch, HQ-438, Washington, D.C. 20553. Identify the circular by number and title and indicate number of copies needed.


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Airports Service

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CHAPTER 1. INTRODUCTION

1. **PURPOSE.** Governmental procedures applicable to the clearance of passengers, baggage, and cargo arriving at international airports are the outgrowth of United States law, administrative regulations, and experience. The statutory requirements for inspection of passengers, baggage, and cargo influence the layout of the international facilities.
 - a. This advisory circular contains guidance material concerning design of airport terminal building facilities to accommodate the Federal inspection services (FIS) for the inspection of international traffic. The physical characteristics of the FIS are discussed and delineated in terms of passenger and baggage flow and terminal buildings space utilization. Inspection facilities at international airports are required in order to carry out the responsibilities of the Public Health Service of the Department of Health, Education, and Welfare; the Bureau of Customs of the Department of the Treasury; the Immigration and Naturalization Service of the Department of Justice; and the Agricultural Research Service of the Department of Agriculture.
 - b. Enplaning international traffic is handled at the same passenger service counters (check-in) as enplaning domestic traffic. Therefore, the design guidance material for such passenger conveniences as ticket counters, waiting rooms, eating facilities, and restrooms, which is contained in the Federal Aviation Agency (FAA) publication, Airport Terminal Buildings, is not duplicated in this advisory circular.
 - c. In making use of the guidance material contained on the following pages, it should be remembered that variations in local conditions may cause greater emphasis to be placed on particular requirements at one airport than at another. Usage of this material by airport authorities in consultation with the FIS and airline representatives in the early stages of planning and during construction of the airport terminal building is strongly recommended.
 - d. The Standards and Recommended Practices of the International Civil Aviation Organization (ICAO) are given in Annex 9 (Facilitation).

- e. The traffic flow and FIS space relationship diagrams contained in Appendix 1 and the referenced publications provide supplementary information about the functions of the FIS.
- f. In cases where airport authorities are in doubt as to the appropriate point of contact on a given matter, they may wish to inquire of the Subcommittee on Aviation of the National Facilitation Committee. The Subcommittee will endeavor to ascertain the person, agency, or organization responsible for the matter in question and furnish to the airport authorities this and other pertinent information. Inquiries may be directed to the National Facilitation Committee Staff, Department of Commerce, Washington, D.C. 20230.

2. TERMINOLOGY. The following are definitions of terms as they are used in this advisory circular.

- a. International Airport. Any airport of entry and departure for international air traffic where the formalities incident to public health, immigration, customs/agricultural quarantine, and similar procedures are carried out.
- b. Baggage. Personal property of passengers or crew carried on an aircraft by agreement with the operator.
- c. Cargo. Any property carried on an aircraft other than mail, stores, and baggage.
- d. Stores. Articles of a readily consumable nature for use or sale on board an aircraft during flight, including commissary supplies.

CHAPTER 2. TRAFFIC FLOW

3. GENERAL. The fundamental objective of airport terminal design is to enable passengers and baggage to proceed between the aircraft and ground transportation in the simplest and most expeditious manner. The internal layout of international facilities should reflect this concern for the convenience of the passenger by providing simple and direct passenger and baggage flow routes through well-designed facilities. As a consequence, passengers will then proceed through the inspection process with minimum delay and inconvenience.
4. PASSENGER FLOW.
 - a. Passenger routings should be self-evident, as short and straight as possible, and unimpeded by any form of obstruction such as cross-flows arising from other traffic (see Appendix 1, Figures 1 and 2).
 - b. Passengers should enter the Federal inspection area on the same level as they deplane unless another level is more convenient.
 - c. There should be two flow routes for deplaning passengers--one for international traffic and one for domestic traffic. International passengers cannot be permitted to mingle with the public or pass uninspected items to persons at any point between the aircraft from which they deplane and the exit from the Customs area. The flow routes should be capable of common use by passengers from all airplanes discharging international traffic.
 - d. Adequate provision should be made for the separation of deplaning passengers from the nontraveling public. At the conclusion of the inspection process (i.e., after passengers and baggage have passed through Customs), passengers should enter a waiting room where they may join friends and relatives and proceed to ground transportation facilities.
 - e. The sequence of inspection controls should be health, immigration, and customs/agriculture clearance. The FIS facilities descriptions in this circular reflect this sequence by the order in which they are presented in Chapter 3 and illustrated in Appendix 1.
 - f. The Federal inspection area should be clearly separated from domestic passenger facilities by partitioning or in a separate building.

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- g. Ingress to or egress from the Federal inspection area either by the public or the passengers should be controlled. For example, any exterior door or window in this area would normally be closed to all except employees but could be opened in case of fire or other emergency.

5. TRANSIT PASSENGERS.

- a. Transit passengers are those incoming passengers from foreign locations whose flight continues beyond the United States airport of entry; e.g., passengers bound from Europe to Mexico on an airplane which stops at Miami, Florida.
- b. Under present United States legislation, all passengers who deplane, including those who are to continue on the same flight or on a connecting international flight, must undergo inspection. Following inspection they are at liberty to go anywhere. Accordingly, there is no need for separate lounges for transit passengers such as those provided in some international airports in foreign countries.
- c. Developers and designers of international terminals, however, may consider it advisable in planning space allocations for future expansion to take account of necessary space for addition of such transit lounges in case the law relating to inspection of transit passengers should be amended at some future time.

6. BAGGAGE FLOW.

- a. The baggage of departing international passengers is normally handled at the check-in counters at airport terminals or intown passenger terminals without the formalities of Customs inspection.
- b. Incoming baggage of arriving international passengers is delivered by the airline directly to the claim area which is under the surveillance of Customs authorities in the terminal building.
- c. The time required to unload and deliver baggage to the claim area should not exceed the time required to deplane the passengers and process them through Public Health and Immigration inspection.
- d. Baggage should not be commingled with domestic baggage at any point or moved through a public area between the aircraft and the Customs inspection area.

- e. Self-claim baggage areas should be adjacent to the Customs inspection area so that passengers may claim their baggage after they have passed through Immigration. The space between the baggage claim area and the Customs inspection counters should be sufficient to permit assembly of baggage and maneuvering of baggage carts.
- f. Reasonable provision should be made for the temporary storage in Customs custody of unaccompanied baggage in the vicinity of the Customs hall.
- g. Provision should be made for the handling of online and interline baggage after it has passed Customs inspection. Passengers should be afforded the convenience of moving such baggage to conveyors or other mechanical conveyance systems which flow from a point immediately adjacent to the Customs area to a common baggage transfer room for sorting by the airlines to appropriate connecting flights.

CHAPTER 3. BUILDING SPACE REQUIREMENTS

7. GENERAL.

- a. In some instances in the past, terminals were not planned to cope with increases in traffic that have actually occurred or appear likely to occur in the reasonably near future. The likelihood of this occurring can and should be averted by using knowledgeable forecasts of traffic increases during the following five or more years. Such forecasts are usually prepared by the communities concerned when and as needed from information furnished by airlines, FIS, and FAA.
- b. It is fully recognized that at the time of construction it may be unnecessary or economically undesirable to build a terminal adequate for the ultimate development of the airport. In these circumstances, the initial plan should take into account the need for future expansion so that additions to the terminal can be carried out without interfering with the daily use of the existing building(s).
- c. Continuous collaboration between government agencies and the airlines on facilitation aspects is extremely important in the planning and provision of suitable installations. Local facilitation committees made up of representatives of the FIS, airlines, and airports, where they exist, may be helpful in assuring that an optimum building layout, including aesthetic considerations, will be achieved wherever a new or redesigned international airport terminal facility is to be constructed. Where no such local committee exists, airport authorities and other interested parties might find it helpful to form a local group for advisory services of this kind.
- d. Throughout the planning of international airport terminal facilities, the common objective must be the reduction in passenger and baggage clearance times which can be achieved by effective traffic flow patterns and efficient facilities design.
- e. Although the information provided is generally advisory in nature, the FIS requirements for inspection of passengers, baggage, cargo, and plant and animal life are statutory. The laws under which the inspection services operate are specific. The space needed by the services to function properly is a product of many years of experience.

- f. Approval of the preliminary drawings by the headquarters offices of the inspection services should be obtained for all airport space that is to be assigned to them prior to construction of the facilities.
 - g. Adequate illumination should be provided, especially at inspection points and in examination rooms--preferably indirect lighting of not less than 70-foot candle power.
 - h. FIS facilities should be confined to one floor of the terminal building, preferably at the same level as the passengers deplane. Convenient access to the ground transportation vehicle loading platform on the landside of the terminal is highly desirable.
 - i. Waiting space for visitors meeting incoming passengers is normally provided adjacent to or overlooking the Customs area. Such facilities must meet certain security requirements. A visitor/passenger ratio of two to one and an area allowance of 15 square feet per person are recommended for this space. Visibility from the waiting space to the Customs area is desirable because visitors are not permitted in the inspection hall.
 - j. FIS supervisory and personnel space should be designed to meet the requirements of the services on a case-by-case basis. Separate storage and closet spaces for the individual services and locker and restrooms for the common use by all the services are recommended.
 - k. For additional background material in planning and designing international facilities, refer to (1) Airport Buildings and Aprons and (2) Aims and Objectives of ICAO in the Field of Facilitation which are further identified in Appendix 3, references 3 and 5.
8. PUBLIC HEALTH SERVICE. The Surgeon General of the U.S. Public Health Service, Department of Health, Education, and Welfare, is authorized to make and enforce such regulations as in his judgment are necessary to prevent the introduction, transmission, or spread of communicable diseases from foreign countries into the United States or its possessions (Section 361, Public Law 410, 78th Congress).
- a. Foreign Quarantine Regulations of the Public Health Service require that suitable office space and other space for the exclusive use of Federal officials connected with the port be provided by each international airport. Also, adequate Public Health Service facilities should be provided at airports which are not designated as international airports under the regulations but which receive international traffic.

- b. As the Public Health Service reception area is the primary point of clearance for the debarking passenger, it is imperative that the approach from the aircraft to the entrance be unobstructed and inaccessible to unauthorized persons. Such security measures will prevent the commingling of arriving international passengers with domestic passengers or airport visitors until Public Health Service clearance has been obtained. The basic inspection area should consist of a reception room provided with public toilet facilities and drinking fountain, inspection counters, office, examining room, and isolation room with adjoining toilet facility (see Figure 3, Public Health Service Space Relationships).
- c. The standard requirement for reception room space is 12 to 15 square feet of space per person. This would establish room sizes at about 1,400 to 1,800 square feet of space for a plane load of 120 passengers. Since the trend is to larger aircraft, it is pertinent to study the feasibility of providing reception rooms to accommodate 200 or more persons. One method is to provide a room of 3,000 square feet divided by a removable partition. Thus, two reception rooms would be available for loads under 120 or one room for larger loads. This arrangement would necessitate inspection stations that could function for each smaller room or together for the larger room. The same would apply for examination rooms.
- d. Additional units of basic quarantine facilities should be provided as warranted by the traffic volume and the clearance time per plane. A simple formula for use in determining the number of reception rooms needed is: number of planes arriving at peakload periods divided by the number of planes that can be cleared per hour; e.g.,

$$\frac{4 \text{ planes arriving per hour}}{2 \text{ planes cleared per hour}} = 2 \text{ reception rooms}$$
- e. Each reception room should be equipped with at least two inspection counters with necessary drawer and shelf space and one electrical double-wall socket located within the counter area. The counters should be located in front of the exit from the Public Health Service to the Immigration and Naturalization Service inspection area. The counters facing and parallel to each other should be separated by a divided passage 72 to 80 inches wide which permits the processing of two passengers simultaneously.

- f. A glass-windowed office of approximately 230 net square feet should be provided for the single reception room type of operation with a proportionately greater amount of space provided for the double-room operation.
 - g. An examining room of approximately 120 net square feet and equipped with a lavatory should be provided in each reception area to permit thorough physical examinations when indicated and to allow privacy for the administration of vaccinations. It should be located in the immediate vicinity of the inspection counters and the isolation room. Two electrical double-wall sockets should be included in the examination room.
 - h. Each reception area requires one room with attached toilet facilities to permit complete isolation of those passengers who are ill or are suspected of being capable of transmitting a communicable disease. An isolation room of approximately 135 net square feet equipped with closet space and which will accommodate a hospital bed, bedside stand, and chair is considered adequate and should be located adjacent to the examining room.
 - i. Consideration must be given to those airports which will receive a limited number of intermittent international flights. It would be economically infeasible to provide space for the exclusive use of the Public Health Service; yet, if direct international traffic is to be accommodated, then inspection facilities are necessary. Planning, therefore, should include provisions for a dual purpose reception room. An adequate dual purpose room would be one which, though normally used for domestic flights, could be closed off to provide the necessary preclearance security and which could accommodate a minimum of 100 persons. A minimum amount of office space; i.e., approximately 100 square feet, is required and an inspection counter mounted on casters is satisfactory.
 - j. Assistance in planning for quarantine space is readily available from the medical officer in charge of the nearest U.S. Quarantine Station with final approval resting with the Chief, Division of Foreign Quarantine, Bureau of Medical Services, Public Health Service, Silver Spring, Maryland 20910.
9. IMMIGRATION AND NATURALIZATION SERVICE. The Immigration and Naturalization Service of the Department of Justice examines all persons arriving in the United States to determine their admissibility under the provisions of the Immigration and Nationality Act (66 Statute 163). Section 239 of the Act (Title 8, U.S. Code 1229) and Part 239, Title 8, Code of Federal Regulations, pertain specifically to aircraft and airports of entry.

- a. The basic elements in the inspection area are as follows:
 - (1) Passenger waiting area.
 - (2) Glass enclosed inspection booths, each with counter.
 - (3) Interviewing room or rooms.
 - (4) Office and workspace.
 - (5) Male locker room either separate or joint with employees of other FIS facilities.
 - (6) Female locker room and lounge, if circumstances warrant.
 - b. Detailed space and facility recommendations are set forth in Table 1. Figure 4 depicts typical facility space relationships.
 - c. The supervisor's office should be situated so that the supervisor can view the inspection area, particularly the booths, through a clear glass-paneled wall.
 - d. Assistance in planning for this area, including booth and counter standards, is available from the Associate Commissioner, Management, Immigration and Naturalization Service, Washington, D.C. 20536.
10. CUSTOMS SERVICE. The Bureau of Customs of the Department of the Treasury is authorized to control the entrance and clearance of aircraft arriving from outside the United States and to inspect the crew, passengers, baggage, stores, and cargo carried thereon (Tariff Act of 1930 and Section 1109 of the Federal Aviation Act of 1958).
- a. Examination of Baggage. An examination may be made of the baggage of any person arriving in the country in order to ascertain what articles are contained therein and whether subject to duty, free of duty, or prohibited even though a declaration and entry therefor has been made. The space required for Customs inspectors to perform this function must be under the operational control of the Bureau of Customs.
 - b. Inspection Areas. The inspection area, with inspection counters as required, is located adjacent to the Immigration and Naturalization Service area. The number and size of the inspection counters depend upon the number of passengers processed per hour. Table 2 itemizes the area requirements recommended for Customs facilities based on passenger volume.

TABLE 1 SPACE AND FACILITY REQUIREMENTS, IMMIGRATION AND NATURALIZATION SERVICE INSPECTION AREAS

Passengers Per Hour	100	200	300	400	500	600
Office Area (Contiguous to inspection area)						
Supervisor	-	200 SF	200 SF	200 SF	200 SF	200 SF
Workspace	200 SF	300 SF	400 SF	500 SF	600 SF	700 SF
Waiting Area	640 SF	1,200 SF	1,800 SF	2,400 SF	3,000 SF	3,600 SF
Minimum Depth of Waiting Room	25 feet	25 feet	25 feet	25 feet	25 feet	25 feet
Seating - Number	10	20	30	40	50	60
Standup Counters - Number	1	2	3	4	4	5
Inspection Booths at 40 Square Feet	4(160 SF)	6(240 SF)	9(360 SF)	12(480 SF)	15(600 SF)	18(720 SF)
Minimum Depth of Passage Beyond Booths (Figure 1)	5 feet	6 feet	6 feet	8 feet	8 feet	8 feet
Interview Rooms - Number	1 100 SF	1 100 SF	1 100 SF	1 100 SF	2 100 SF each	2 100 SF each
*Locker Room - Male (Including adjacent toilet facilities)	200 SF	200 SF	300 SF	400 SF	500 SF	600 SF
*Locker Room - Female (Including adjacent toilet facilities)	150 SF	150 SF	150 SF	200 SF	200 SF	250 SF

*NOTE: These may be included in joint-use facilities with the other Federal Inspection Services.

- c. In-Bond Baggage Storage. Storage areas for baggage which has not been cleared by Customs are normally provided by the airport operator and used by the airlines. However, since such facilities are maintained under constructive Customs custody, the design should be coordinated with the airport operator, airlines, and Customs authorities. In addition, a small separate hold room for unaccompanied in-bond baggage may be required adjacent to the Customs inspection area. This room should also be convenient to the owners who later come to the Customs Service to claim their baggage.
- d. Baggage Counter. A self-claim baggage counter or carousel(s) should be located adjacent to the Customs baggage inspection area so that passengers may obtain their baggage and proceed directly to the examination counters.
- e. Customs Enforcement Facilities. At major terminals, provision should be made for Customs enforcement officers. Normally, this will require an additional small office and at least one adjacent search room for personal search.
- f. Search Room. The search room is used for the personal search of passengers suspected of having concealed on their person contraband or prohibited articles. The room should be approximately 100 square feet and should be located adjacent to the office provided for the Customs officer in charge or the enforcement officer. The space requirement is dictated by the need for a desk or table in the room and enough space to accommodate three persons--the person being searched, the officer performing the search, and a second officer who is required for security and legal purposes.
- g. Accommodations for Customs Officers. The principal office of the Customs officer in charge at an airport is normally located in the Customs baggage inspection area. This office should meet two basic requirements.
 - (1) The location should be such as to permit observation of the baggage inspection counters and the entire Customs area without leaving the office (see Figure 5, Customs Service Space Relationships).
 - (2) There should be some means of access by the general public (as distinguished from arriving passengers) to the Customs office without passing through the inspection area. This is to facilitate the claim of unaccompanied baggage by persons entering the terminal from the landside, register personal effects, and obtain Customs information.

TABLE 2. U.S. CUSTOMS SPACE REQUIREMENTSPassenger Inspection

Passengers Per Hour	100	200	300	400	500	600
Inspection Positions	6	12	18	24	30	36
<u>Facility</u>	<u>Number of Square Feet</u>					
Inspection Area	3,000	6,000	9,000	12,000	15,000	18,000
Supervisor's Office	200	200	200	200	200	200
Locker Room and Work Area (Including toilet facilities)	300	600	900	1,200	1,500	1,800
Storage	100	100	100	100	200	200
Enforcement Office	---	---	---	200	200	200
In-Bond Hold Room	600	600	600	600	600	600

11. AGRICULTURAL RESEARCH SERVICE. The Plant Quarantine Division, Agricultural Research Service, Department of Agriculture, provides inspection service at international airports having scheduled aircraft arrivals from foreign areas. The purpose is to prevent the introduction of injurious pests and diseases of agriculture (Plant Quarantine Act of 1912 and Federal Plant Pest Act of 1957).
- a. Plant Quarantine inspectors cooperate with the Bureau of Customs in the inspection of baggage, cargo, and stores. The office space from which they operate should be located adjacent to the Customs baggage inspection area. A plate glass window wall between the inspectors' office and the Customs inspection area should be provided.
 - b. In addition to the office space, at least one laboratory with the following equipment should be provided.
 - (1) Stainless steel double drainboard sink with hot and cold running water.
 - (2) Heavy duty garbage disposal unit (3 to 5 horsepower).
 - (3) 220-volt electrical power supply should be available.
 - (4) Adequate natural or mechanical ventilation.
 - c. A signal light system controlled by Customs inspectors to indicate immediate need for Plant Quarantine inspectors' services should be provided. Monitor boards of signal lights are located in the inspectors' office.
 - d. A forced draft incinerator of ample capacity should be available on airport grounds to destroy prohibited agricultural items that cannot be processed through the garbage disposal unit.

CHAPTER 4. MISCELLANEOUS CONSIDERATIONS

12. GENERAL. There are circumstances with respect to the design of FIS facilities other than those previously discussed which should be taken into account. They concern airports at which the international traffic is confined to private aircraft or infrequent charter or diverted scheduled flights, airports with separate FIS facilities for passengers arriving in general aviation aircraft, and airports with separate cargo facilities.
- a. When the incoming international passenger traffic is confined to private aircraft or to infrequent charter or diverted scheduled flights, the FIS function may be satisfactorily carried out in a hangar or other building provided by the airport or Fixed-Base Operator on the airport.
 - b. In some instances, airport managers prefer that inspection facilities for passengers arriving in small general aviation airplanes be separated from facilities for the larger scheduled air carrier airplanes. In Miami, Florida, for example, international passengers arriving in general aviation airplanes carrying 10 passengers or less are accommodated in a General Aviation Terminal (Figure 6) located in a building area entirely separated from the main terminal area. Larger aircraft, even though they may be in the general aviation category, must go to the main terminal.
 - c. Cargo terminal facilities separate from the passenger terminal should be provided at airports where substantial volumes of international cargo are handled. Airline cargo terminals should be grouped in one central area so that Customs and Agriculture inspection services can be provided expeditiously from a central office located in the cargo area. These services include the inspection and examination of all air cargo entering the country. Early consultation with the airlines, Customs, and Agriculture authorities to determine the amounts of space required in the foreseeable future is vital to the success of the terminal design.
 - d. All cargo from foreign areas regardless of ultimate destination is subject to Plant Quarantine inspection. Some general requirements apply to imports of restricted animals, plants, plant and animal products, and other materials regulated by plant and animal quarantine laws. The designer of cargo facilities is advised to seek the advice and assistance of the Agricultural Research Service and the Public Health Service in respect to these requirements before and during the preparation of the design (see Appendix 3, reference 1).

- e. As an initial design step, the airlines should be requested to provide airport operators and governmental authorities with an estimate of their air cargo traffic potential. This estimate should cover detail requirements for ten years ahead.
- f. The effects of noise, fumes, heat, and odors on personnel and visitors at the facilities where cargo is inspected should be given careful consideration in design and layout of the facilities.
- g. The level of illumination in all working areas should be adequate for reading and otherwise examining necessary documents and marks and labels on cargo including physical inspection of cargo when necessary. For daytime working, the fullest use should be made of natural light.

13. SIGNS FOR PASSENGER GUIDANCE.

- a. Easily readable signs of uniform design and color for guidance and information to passengers are recommended. Directional signs should be perpendicular to passenger flow in a convenient line of sight pattern with care exercised not to locate signs too high. The use of pictorial symbols such as a "bus" for ground transportation and a "red cross" for first aid is desirable.
- b. The size of signs should be in proportion to surroundings and related directly to the distance from which they are to be read. Signs in certain areas not brightly lighted should be of the illuminated type. The minimum height of letters within a terminal should be three inches.
- c. Attention should be paid to installation of signs directing persons deplaning from general aviation aircraft to the inspection area.
- d. The International Air Transport Association's reference document, Airport Buildings and Aprons, (Appendix 3, reference 3) contains further recommendations as to signs and the language of signs.

14. FIS PARKING. Automobile parking is recommended for official vehicles on the airport, preferably in proximity to the international facilities. This is desirable in the interest of readily available service to the traveling public.

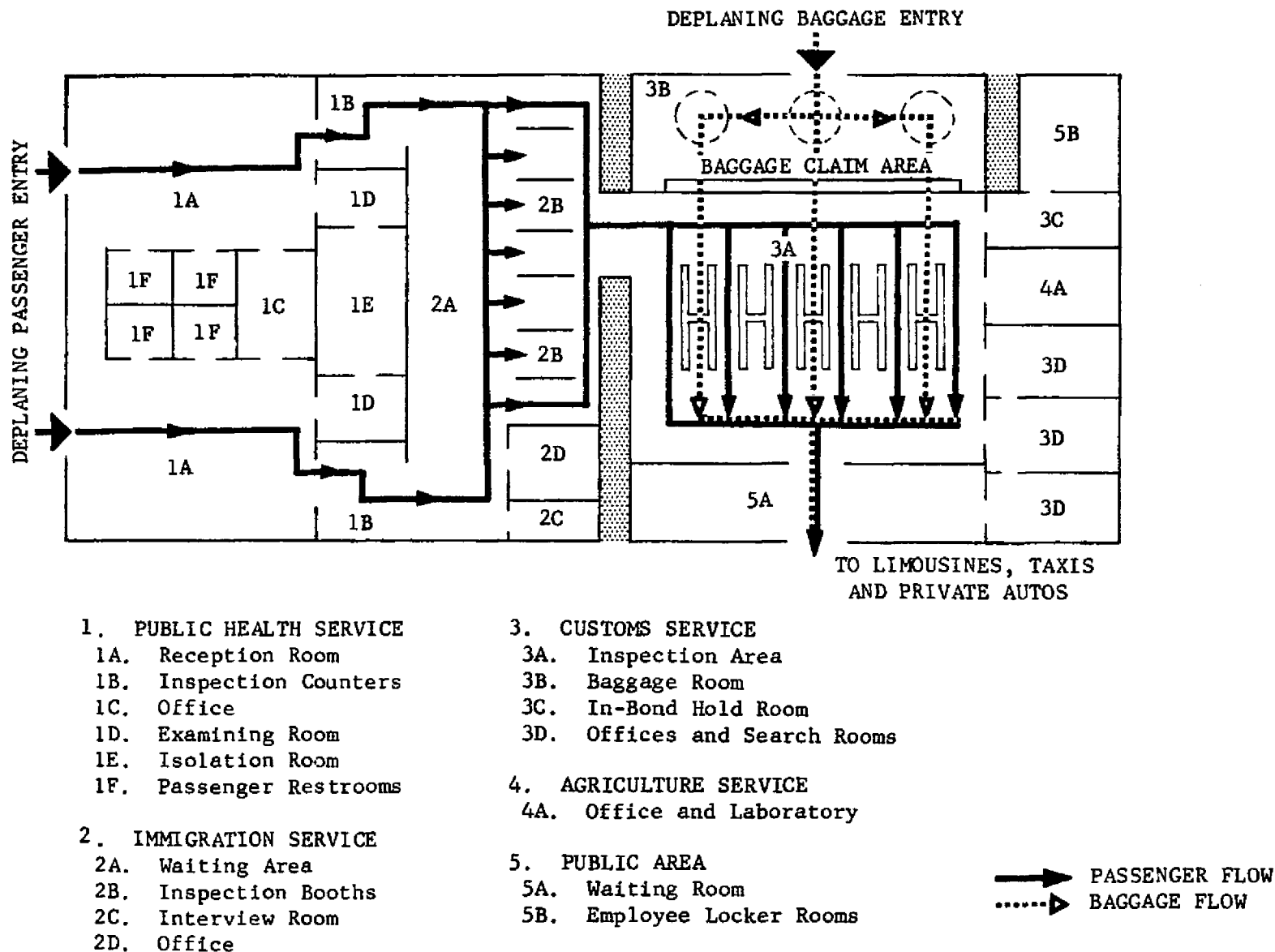


FIGURE 1. TRAFFIC FLOW, FEDERAL INSPECTION SERVICES FACILITIES

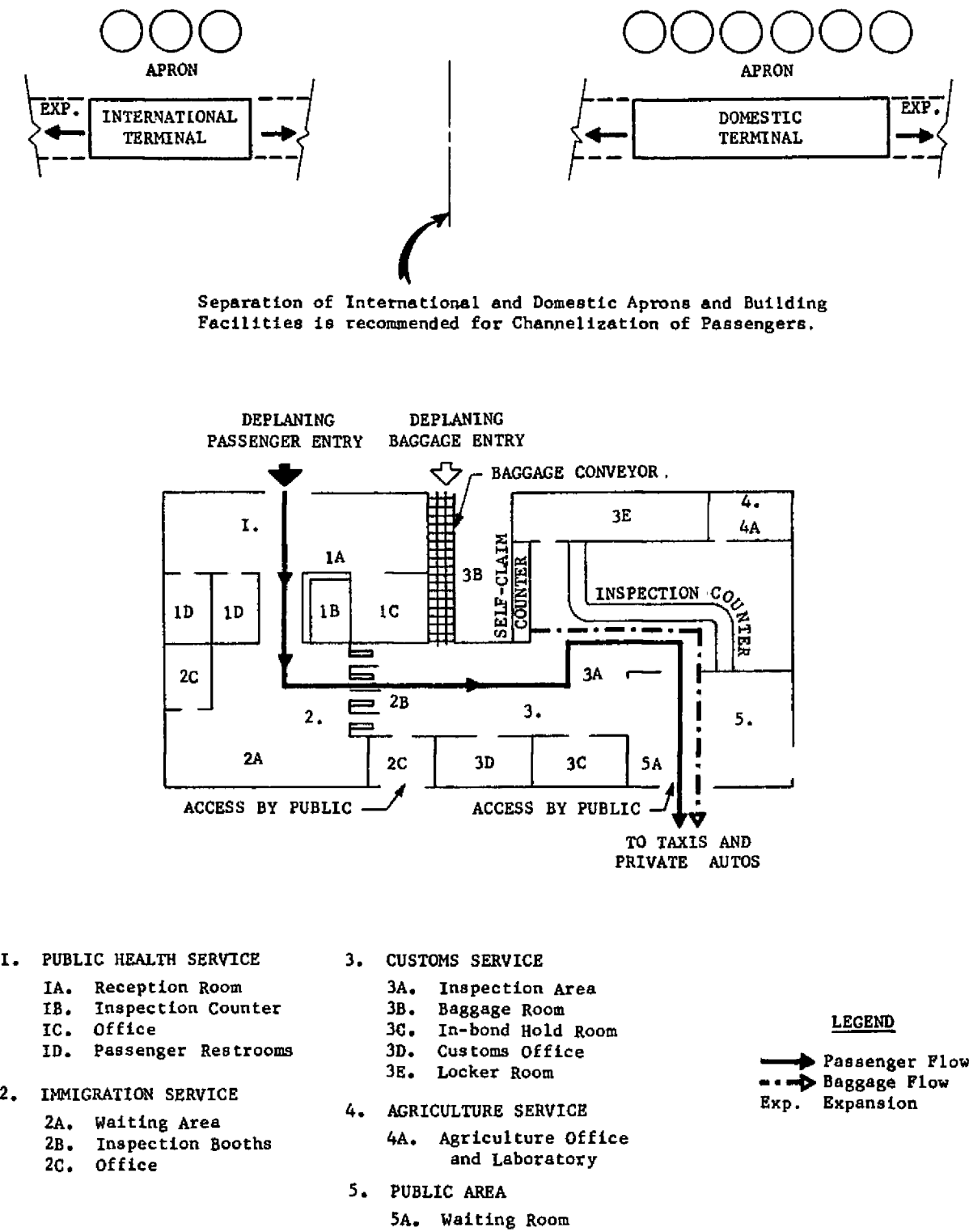
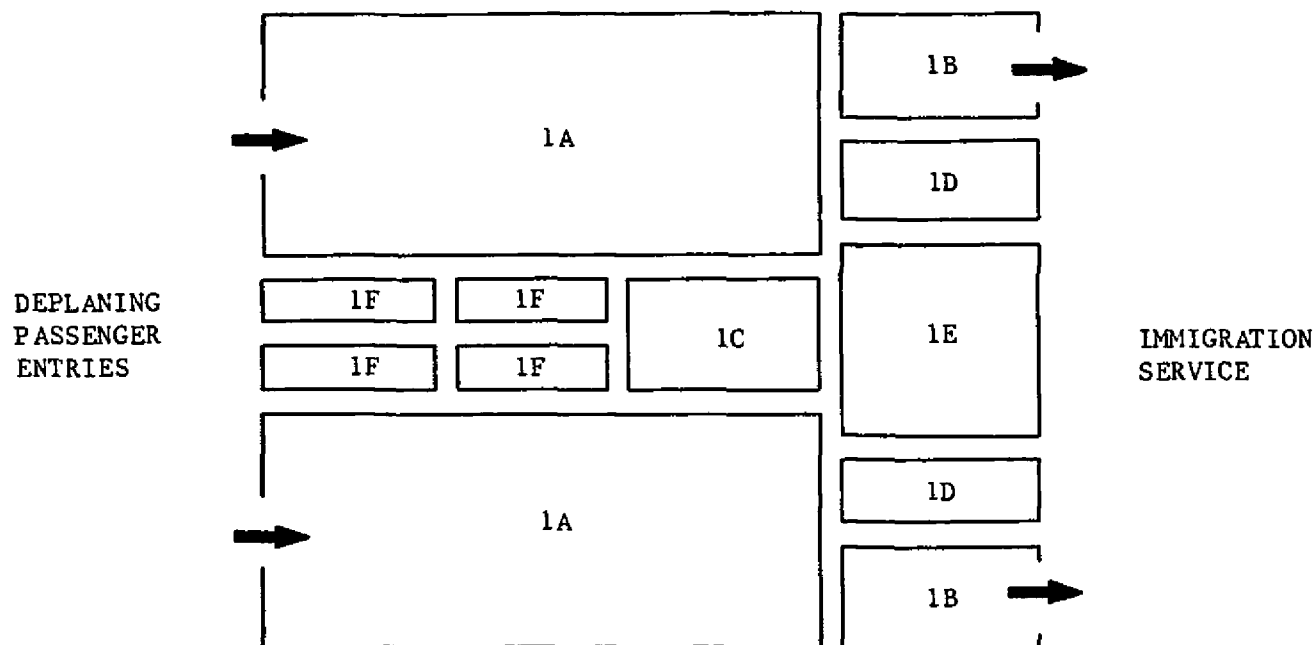


FIGURE 2. TRAFFIC FLOW, SMALL FEDERAL INSPECTION SERVICES FACILITIES



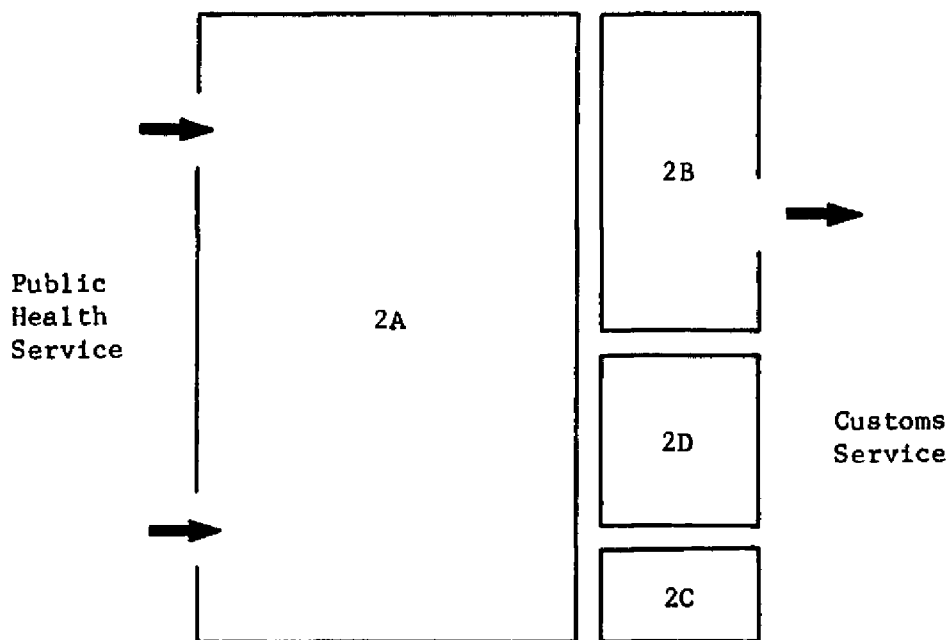
NOTE

1. PUBLIC HEALTH SERVICE

- 1A. Reception Room
- 1B. Inspection Counters
- 1C. Office
- 1D. Examining Room
- 1E. Isolation Room
- 1F. Passenger Restrooms
- ➔ Passenger Flow

These recommendations for Public Health Service space relationships are subject to verification and agreement between the competent authorities representing Public Health Service and the airport under consideration. Public Health Service will furnish standard booth and counter details to the Architect-Engineer upon request.

FIGURE 3. PUBLIC HEALTH SERVICE SPACE RELATIONSHIPS



2. IMMIGRATION SERVICE

- 2A. Waiting Area
- 2B. Inspection Booths
- 2C. Interview Room
- 2D. Office
- ➔ Passenger Flow

NOTE

These recommendations for Immigration and Naturalization Service space relationships are subject to verification and agreement between the competent authorities representing Immigration and Naturalization Service and the airport under consideration. Immigration and Naturalization Service will furnish standard booth and counter details to the Architect-Engineer upon request.

FIGURE 4. IMMIGRATION SERVICE SPACE RELATIONSHIPS

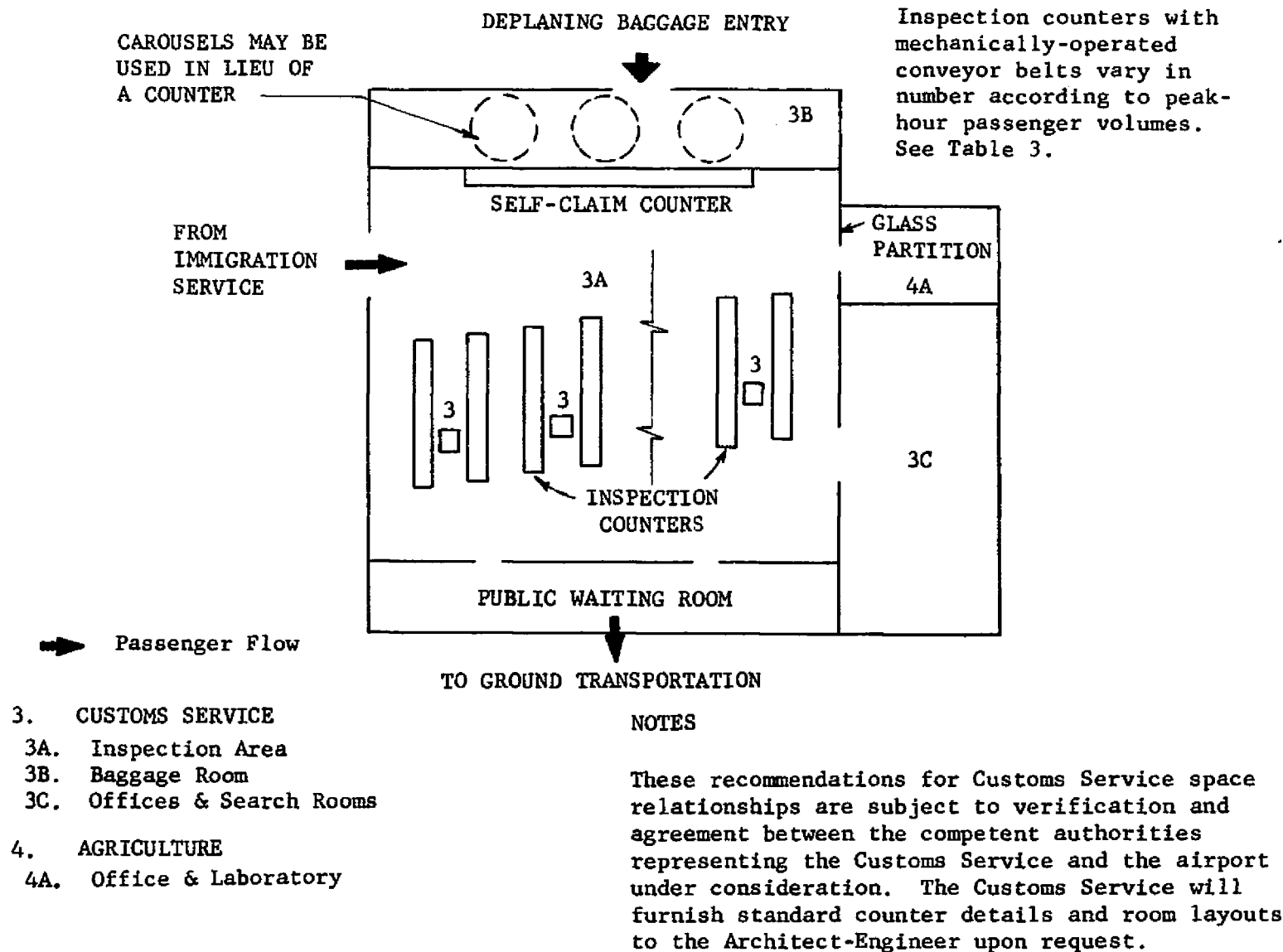
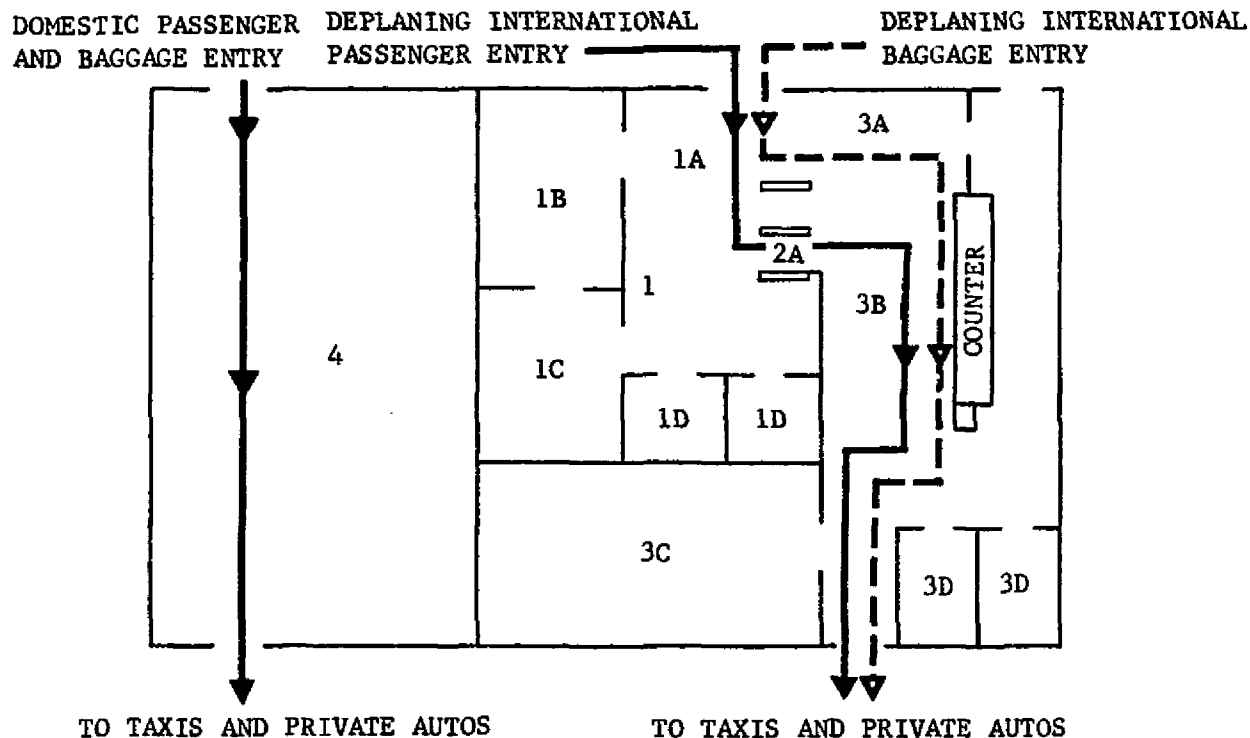


FIGURE 5. CUSTOMS/AGRICULTURE SPACE RELATIONSHIPS



- | | |
|--------------------------|---|
| 1. PUBLIC HEALTH SERVICE | 3. CUSTOMS/AGRICULTURE SERVICES |
| 1A. Reception Room | 3A. Baggage Claim |
| 1B. Office | 3B. Inspection Area |
| 1C. Examining Room | 3C. Customs Office |
| 1D. Passenger Restrooms | 3D. Employee Restrooms |
| 2. IMMIGRATION SERVICE | 4. MANAGEMENT AND DOMESTIC PASSENGER FACILITIES |
| 2A. Inspection Booths | |

→ PASSENGER FLOW
- - - - - BAGGAGE FLOW

FIGURE 6. GENERAL AVIATION TERMINAL SPACE RELATIONSHIPS

APPENDIX 2. STATEMENTS OF POLICY BY THE FEDERAL INSPECTION
SERVICES ON EQUIPMENTS AND FURNITURE PROVIDED BY THE SERVICES

1. PUBLIC HEALTH SERVICE.

- a. "It is the policy of the Public Health Service to provide all necessary furnishings for its offices, examining rooms, and isolation rooms. Items such as X-ray viewers and employees' clothing lockers are also the responsibility of the Public Health Service."
- b. "Items of equipment or furnishings such as sofas, settees, chairs, and lounges for the Public Health Service reception rooms should be provided by the Airport Authority or others who have the responsibility for airport operations."
- c. "The inspection counters should be provided by the Airport Authority. Sketches of a suggested design are available upon request from the Chief, Division of Foreign Quarantine, Bureau of Medical Services, U.S., Public Health Service, Washington, D.C. 20201."

2. IMMIGRATION AND NATURALIZATION SERVICE. "All furniture for the Immigration Service should be provided by the Airport Authority except the Service will provide the furniture in the office and work space."

3. CUSTOMS SERVICE. "The Customs Service will provide, at Government expense, furniture, equipment, and baggage inspection counters in offices and working space designed to serve centralized public baggage and cargo inspection activities. However, all such furniture, equipment, and inspection counters required for the exclusive use of one or more carriers in their own individual or joint terminals, and which is not available for the use of all international traffic arriving at a given airport, must be furnished by the carriers involved or the Airport Authority."

4. AGRICULTURAL RESEARCH SERVICE. "It is the practice of the Agricultural Research Service to provide the furniture and laboratory equipment in

APPENDIX 3. BIBLIOGRAPHY

The following selected references are recommended as supplementary design guidance information;

1. Federal Aviation Agency: AC 150/5360-2, Airport Cargo Facilities, April 1964, 32 pages. Free. Federal Aviation Agency, Printing Branch, HQ-438, Washington, D.C. 20553.
2. Federal Aviation Agency: Airport Terminal Buildings, September 1960, 86 pages. 55 cents. Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.
3. International Air Transport Association: Airport Buildings and Aprons, Third Edition, August 1962, 205 pages. \$2.00. International Air Transport Association, Terminal Centre Building, Montreal 3, P.Q., Canada.
4. International Civil Aviation Organization: International Standards and Recommended Practices Annex 9 (Facilitation) to the Convention on International Civil Aviation, April 1964, 32 pages. 75 cents. International Civil Aviation Organization, International Aviation Building, 1080 University Street, Montreal 3, P.Q., Canada.
5. International Civil Aviation Organization: Aims and Objectives of ICAO in the Field of Facilitation, DOC 7891-C/906, June 1958, 16 pages. 25 cents. International Civil Aviation Organization, International Aviation Building, 1080 University Street, Montreal 3, P.Q., Canada.