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The Rights of Young Children at Airport Security: An Initial Assessment

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Introduction

Increasing concerns about security at airports and on flights has led to heightened security checks at airports, particularly with the introduction of body scanners. These security checks are conducted by private entities but are backed-up by legislation which imposes sanctions for non-compliance, or the threat of being refused travel¹.

Adult travellers are subject to security checks which are invasive of personal space, personal autonomy and privacy, and which in some respects subject the individual to processes which are stressful and infringe on personal dignity. In the case of adults, consent to these processes is voluntary. However, in the case of children, who are too young to consent (for the purpose of this project children younger than four years old), adults consent on their behalf.

The Observatory on Human Rights of Children, the umbrella project of the Children's Legal Centre for Wales, is aware (anecdotally) of incidents where children become highly distressed during the security check process at airports. Our initial observations however suggest a lack of information provided on the processes in place for managing children during security checks at airports, in particular, from the airport authorities themselves.

We used a pilot questionnaire to gather evidence on the experience of families with young children travelling through airport security. In addition, we looked for examples in the media, and issues raised by Members of Parliament, of instances where children have become distressed during the airport security process. One example we found was given by Sir Alan Haselhurst MP, who spoke about having to 'witness the possibility' of his 'young son's teddy bear being split open at airport security'². Similar reports have been discussed on media platforms, where parents have expressed themselves as unhappy with the way their child was treated at airport security, and the lack of accommodation made to the needs of children and the stress and distress caused by

¹ Aviation Security Act 1982, with amendment in the Civil Aviation Act 2012

² <https://hansard.parliament.uk/Commons/2015-11-05/debates/15110531000005/AviationSecurity?highlight=airport%20security#contribution-15110531000489>

security measures, including separation from parents, removal of clothing, and checks with hand-held detectors³.

Although there is a lack of information on processes to deal with a child who becomes distressed at airport security, our research has found that some airports have systems in place to try and avoid this happening in the first place. For example, Gatwick became the first ‘family-friendly’ accredited airport in the UK, by providing dedicated assistance to families and creating ‘family-friendly’ security isles. In addition, the airport has introduced ‘Kid zones’ as dedicated interactive spaces where families can allow their kids to play once they have passed through security. This, alongside dedicated security aisles in operation at some airports demonstrates the measures that could be put in place to alleviate the distress of some children passing through airport security. There are some examples of processes already in place at other airports on page 11. However, these measures do not take into account the range of situations where a child might become distressed. This research therefore discusses the lack of appropriate procedures and processes to manage children’s anxiety at airport security. We adopt a child rights perspective, focusing on possible breaches of children rights under the UN Convention on the Rights of the Child (UNCRC).

This research examines the rights engaged for children in airport security – in particular focusing on the role of private sector actors, and any processes that airports may have to relieve the stress that children may feel at these airports. The research includes a survey carried out with parents/carers to gauge their experiences of submitting to security checks with young children, which was implemented via an online survey.⁴

³ <https://www.leicesterm Mercury.co.uk/news/uk-world-news/mum-fuming-after-east-midlands-3427585>

⁴ Ethical approval given by the School of Law Ethics Committee.

PART 1:

THE LEGAL FRAMEWORK

The Legal Framework and Guidance:

The Aviation Security Act 1982 and Civil Aviation Act 2012 govern the management of airports in the UK. As from 2014, the Civil Aviation Authority (CAA) is responsible for the security measures at UK airports. The CAA has policies in place which are to be implemented at airports, with CAA airport security compliance teams responsible for assessing UK airports in areas which include: screening passengers, the training of airport staff, screening luggage, and, ensuring the integrity of security screening equipment.⁵ Although all airports must adhere to relevant aviation security requirements set by the CAA and relevant legislation, security procedures vary from airport to airport. Information on relevant security measures can be found on airport websites.

Airport security begins with regimented queuing for all concerned. There may be a requirement to remove shoes, or outer garments, including for children. Intending passengers may be 'patted down' by security staff, i.e. a stranger, a procedure which may also be applied to a child. Security staff have no powers of search, however, submitting to a search when requested is normally a condition of entry to the secure area of the airport. A refusal to submit to search is likely to lead to a passenger being refused on to a flight.⁶ Security searches are carried out on all passengers and baggage before they're allowed to board an aircraft. An adult or a child may be required to hand over personal items for inspection. Guidance on luggage searches are readily available on airport websites. In addition, the Government has published guidance on what is deemed acceptable to take onto an aircraft, and what might be confiscated as posing a risk to aircraft security.⁷

⁵ <https://www.caa.co.uk/Commercial-industry/Security/Compliance/Security-Compliance/>, accessed July 13th, 2020

⁶ <https://www.caa.co.uk/Passengers/At-the-airport/Checking-in-and-security/>, accessed July 13th, 2020

⁷ <https://www.gov.uk/hand-luggage-restrictions>, accessed July 13th, 2020

In addition to the above searches, passengers may be asked to submit to a body scan with security scanning equipment, including a child passenger. This procedure is implemented randomly, or if something a passenger is carrying triggers a metal detector alert. Passengers can ask for a private search instead of a body scan, which will result in a thorough hand-search and possibly a request to loosen or take off clothing. A request may be made for a security officer of the same sex to view the body scan screen.⁸

All of the above processes might feel intimidating or intrusive, and particularly to young children who may not understand what is happening and cannot give meaningful consent to such measures. Young children may not understand the need for security checks, and this may mean they become distressed or anxious during the process, in particular in situations where they are separated from their parents for a period of time during the security process. Whilst many people will have been subject to security checks at airports, there is little to no publicly available detailed guidance on how checks should take place, or measures in place specifically for children.

Airport security measures have given rise to some debate concerning the balance struck between issues of national security in relation to terrorism, and human rights, particularly since the introduction to body scanners at airports post 9/11.⁹ The Government's reason for introducing security measures is to protect our right to life.¹⁰ However, this does not mean that other human rights, such as the right to privacy, may be disregarded.

Airports: Public or private authorities?

The European Convention on Human Rights (ECHR) is an international convention that aims to protect individual human rights. The UK introduced the Human Rights Act 1998 (HRA 1998) to

⁸ <https://www.gov.uk/airport-rights>, accessed July 13th, 2020

⁹ 'Balancing Security and rights', John Wadham, The Guardian (2010)
<https://www.theguardian.com/commentisfree/libertycentral/2010/jan/23/airport-body-scanners-security>

¹⁰ For example, under Article 2 of the European Convention on Human Rights.

incorporate the ECHR into domestic law. This Act sets out the fundamental rights and freedoms that everyone in the UK is entitled to, including children.

For the purposes of this research we considered the use of the term “public authority” under the HRA 1998. Specifically, section 6(1) of the Act states that *“it is unlawful for a public authority to act in a way which is incompatible with a Convention Right”*. According to s.6(3) of the Act, the definition of a public authority includes a court or tribunal, and any person whose functions are of a public nature¹¹. Airports are private entities, yet in carrying out security checks airport personnel undertake many procedures and exercise ‘powers’ which are more often associated with the police (e.g. body searches, limiting movement, implementing public security).

Arguably section 6 is capable of applying to airports when carrying out security functions. The Government’s position is that the Courts have implemented s.6 in a more limited way than Parliament intended.¹² This means it is unlikely that an airport would be deemed a public authority bound by the HRA 1998 to give effect to the rights set out in the ECHR, which would include the right to privacy (Art. 8), and the right not to suffer degrading treatment (Art. 3): rights which may well be engaged when passengers pass through airport security.

While some airports, such as Manchester and Cardiff, are largely or wholly in public ownership, and while airports generally may appear to discharge certain ‘functions of a public nature’, it is unclear whether this means they will be treated as public authorities for the purposes of the HRA 1998¹³.

¹¹ <https://justice.org.uk/public-authorities-human-rights-act-1998/>, accessed July 16, 2020

¹² Government Response to the Joint Committee on Human Rights’ Thirty-second Report of Session 2005-06, Cm 7011, paras 29 – 30.

¹³ Heathrow Airport was deemed to be a ‘public authority’ under the Freedom of Information Act, raising the question whether it can be a public authority under one act and a private authority under another? <https://www.mishcon.com/news/heathrow-airport-limited-ruled-to-be-a-public-authority-for-information-access-regime> accessed July 16, 2020

Children's Rights

Measures taken at airport security raise issues of possible breaches of children's human rights under the UNCRC. The discussion above suggests a lack of clarity about whether airports are acting as public authorities when carrying out airport security measures. This issue is less significant for children's rights as it is government which is ultimately responsible for safeguarding children's rights,¹⁴ and for taking steps to ensure airports comply with children's rights when undertaking security measures which affect children.

Numerous concerns may be raised about violation of children's rights through the implementation of airport security measures. For example, the introduction of the x-ray body scanners raised concerns about inappropriate images being taken of a child under the age of 18.¹⁵ The nature of the images produced by body scanning technology means that these concerns have dropped away, but other areas of concern include whether security measures take account of the best interests of the child as a primary consideration (UNCRC, Art. 3). This applies to actions taken in the public and private spheres. General Comment No.14, published by the Committee on the Rights of the Child, is clear that an adult's interpretation of a child's best interests "*cannot override the obligation to respect all the child's rights under the convention*".¹⁶ In application to airport security, concerns over security should not override the child best interest, in particular their interest in having their privacy (UNCRC, Art. 16) and dignity (UNCRC, Art. 37) respected at all times. While ensuring the child's right to life (UNCRC, Art. 6) should be a key concern for airports, justifying security measures to tackle terrorism, this does not mean other rights should be set aside.¹⁷ Taking account of the child's right not to be subject to degrading treatment (UNCRC Art. 37), means that airports should ensure security measures respect the inherent dignity of the child, and the person of the child. Procedures such 'patting down a child' or

¹⁴ As the UK has ratified the UNCRC.

¹⁵ 'Body Scanners threaten children rights', Christina Zaba, The Guardian (2009)
<https://www.theguardian.com/commentisfree/libertycentral/2010/jan/04/airport-body-scanners>

¹⁶ General Comment No.14 on the right of the child to have his or her best interest taken as a primary consideration, Committee on the Rights of the Child, CRC/C/GC/14, (29th May 2013)

¹⁷ Ibid, part 1, para.4

requiring them to remove items of clothing should be seen as intrusive and *prima facie* a breach of children's rights, and therefore will need to be fully justified by other considerations. From this perspective, airports should also be required to take steps to ensure that any violation of rights is kept to a minimum, and that any distress caused to the child is minimised.

General Comment No.14 goes on to explain that the above expectations should be met not only by public entities but also private bodies. To act in the best interests of the child should be understood to apply to all institutions whose work impacts children in any way. Arguably this would include airports, irrespective of whether an airport is a private or public authority for the purposes of the Human Rights Act 1998.

Also relevant is Article 12 of the UNCRC – the right of a child to express their views and to have those views taken into account in decisions that affect them. According to General Comment 14, Article 3 (the best interests of the child) cannot be met if Article 12 is not met.¹⁸ If a child passing through airport security expresses the view that they feel anxious or distressed for any reason (including through their conduct), and this is not taken into consideration in the way security checks are conducted, this could be in breach of Article 12 of the UNCRC. For example, if a young child is required to remove items of clothing while passing through airport security and this causes them distress, and this is ignored or nothing is done to try and ease their distress, continuing with the process may be viewed as a violation of the child's right to be heard and listened to, and their right to have their best interests taken into account. The Committee is clear that the fact that a child may be very young does not deprive them of the right to express their views.¹⁹ While, it is often the case that children who become distressed whilst travelling are unable to understand fully what it is happening when passing through airport security, this does not mean that they are unable to express how they feel about this by demonstrating feelings of anxiety, nervousness, uncertainty or distress.

¹⁸ Ibid, part 4.b.(3)(43)

¹⁹ Ibid, part 5.a.(1)(a)

In its General Comment No.7, on rights in early childhood, the Committee on the rights of the Child confirmed that young children are rights holders,²⁰ meaning that anyone under the age of 18, including the youngest children, have rights which need to be respected. The General Comment also states that in order to exercise these rights, young children are entitled to emotional care²¹. If, whilst passing through airport security a young child becomes distressed and there are no measures in place to try and ease their distress, then it is likely their rights are not being properly attended to by the authorities imposing the conditions giving rise to the distress.

As mentioned above, rights that are potentially violated by airport security procedures are the child's right to privacy and dignity. In addition to these UNCRC rights, Article 17 of the International Covenant on Civil and Political Rights (ICCPR), similarly provides a right to privacy. The Human Rights Committee, in its General Comment No.16 refers to personal and body searches.²² The Committee stresses that when anyone is subjected to a personal and body search there must be effective measures in place to ensure that these are carried out in a manner consistent with the dignity of the person who is being searched. There is no minimum age requirement for the individuals who may benefit from this right.

Based on the discussion above, when passing through airport security, a child must be treated with dignity and their rights respected.

²⁰ General Comment No.7 on Implementing child rights in early childhood, Committee on the rights of the child, CRC/C/GC/7/Rev.1, 20th Sep 2006, part 3. para 3.

²¹ Ibid, part 3 para 5

²² At para.8.

PART 2:

THE STUDY

The Research Methods

In order to investigate airport security and children, we sought to gather evidence on the experience of the parents and carers when travelling with young children through airport security.

The research was conducted via an online pilot survey advertised on our website and social media platforms. The survey is at Appendix A. The survey was designed to gather evidence on the reactions of young children (aged 4 years or younger), when passing through airport security. The survey was completed by parents or carers. Ethical approval for the survey was given by the Hillary Rodham Clinton School of Law Ethics Committee. The survey platform was 'SurveyMonkey'.

In addition to the survey, 11 airports were contacted to ask whether they have specific measures in place for children passing through security which is not otherwise provided on their websites (the top 10 UK airports by passenger numbers, plus one from Wales – to ensure inclusion of at least one airport from all 4 UK jurisdictions). Airports were given two weeks to reply to the request. In total 3 airports replied. The list of airports contacted is at Appendix B.

The research included a literature review covering journals, grey literature, media reports as well as Hansard. It was found that there is a dearth of literature on the topic of how children are treated at airport security.

Airport Practices

We found that some airports which have processes in place to try and ease the stress of security, see e.g. Gatwick Airport discussed in the introduction. Another example is Edinburgh Airport, which has measures in place which permit that any child who is asleep or in the arms of their parent/carer to remain in that state, since their aim is to ensure that during the security procedure everyone feels safe, happy and comfortable²³. However, most of the airports studied failed to give any information on provisions they may have in place should a child become distressed during airport security.

One airport that did respond to our email was Birmingham Airport which has several measures in place to ease the stress of travelling with a young child through the airport. Pre-arrival, Birmingham have a 'pre-arrival guide' for both children and parents/carers, in addition to a video, which explains the journey through the airport so that families and children can prepare and become comfortable before arrival. The guide was created in partnership with Autism West Midlands. The airport also provides children with information and games to play whilst at the airport, and a child-friendly explanation of what they should expect when passing through security. These resources are to be welcomed; however, it should be recognised that they will do little to comfort very young children who may be incapable of understanding the information provided.

Most of the airports we researched offers express family lanes at security. Edinburgh Airport also provides 'Sunflower lanyards' to those with disabilities, both visible and hidden, in order that security staff can ensure that they make the security process an easy and stress-free experience. The airport also provides a 'Sunflower room' for all families who need time away from the airport environment. This room provides a quiet, relaxing space with books, bean bags and sofas. Any parent or carer with a young child who has become distressed during the airport experience will

²³ <https://www.edinburghairport.com/prepare/services-and-facilities/family-facilities>

be able to access this room, giving them time to relax and feel comfortable again. Edinburgh Airport informed us that when passing through security, walking children need to pass through an Archway Metal Detector individually.²⁴ However, their security officers provide stickers to any child who may be worried about going through security, in order to encourage and reassure them. Families are also able to book a pre-arrival visit to the airport for a 'tour', if they believe that this may help ease their child's nerves before travelling through the airport. Birmingham Airport explained that they ensure all staff at security are fully trained and feel confident and comfortable in dealing with all of their passenger's needs, including children.

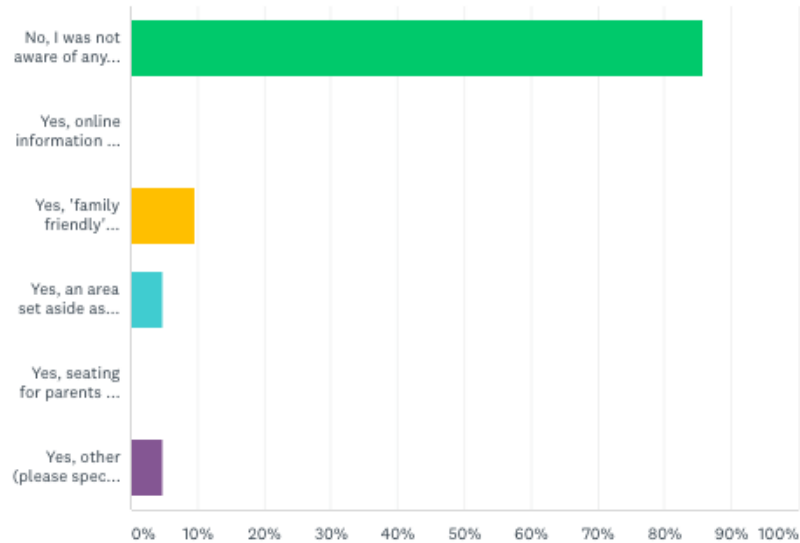
Another airport which responded to our email was Manchester Airport. Manchester Airport explained that they had dedicated fast track lanes to skip queues and for anyone travelling with buggies – although this appears to be fairly standard practice gauging by other airport websites. Manchester Airport also has a 'Sunflower Lanyard Scheme' in place, which is for all children. Manchester Airport did not provide us with information on any training that security staff may have when trying to ease the stress of airport security.

Survey Findings

We received 21 responses to the survey from people who had experience of passing through airport security at a UK airport with a child or children aged 4 years or younger. Percentages below are rounded to whole numbers.

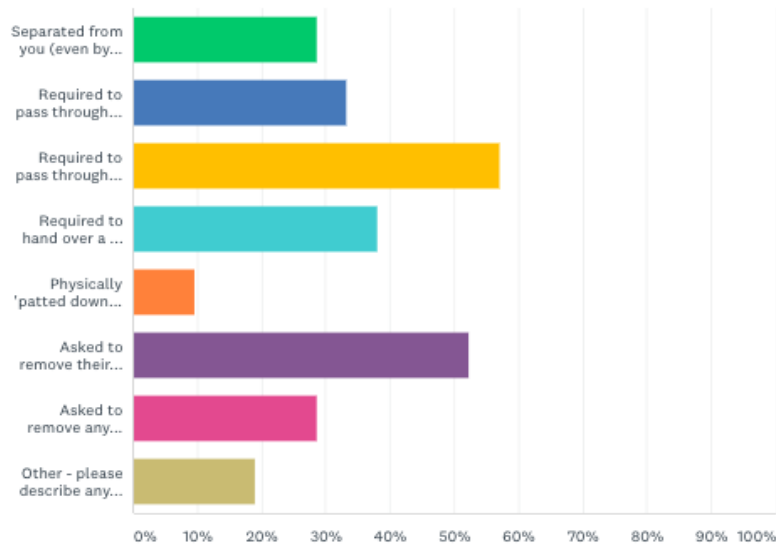
We asked participants whether or not they were aware of any measures to ease the stress of travelling with young children while passing through airport security. These were the responses:

²⁴ <https://www.birminghamairport.co.uk/at-the-airport/terminal-facilities/travelling-with-children/>, accessed July 22nd, 2020



86% of participants were not aware of any special facilities for families passing through airport security with young children in the UK, with only 10% and 5% of respondents saying they were aware of family friendly lanes and spaces. 5% of respondents indicated they were aware of other facilities. Given the availability of information family friendly lanes at airports (information gathered from a review of websites), the findings suggest that airports are either not implementing their own practices or are failing to make these clear to passengers.

We asked respondents to indicate the security measures they had experienced with the child or children. The results show that it is not uncommon for a child to be asked to hand over a toy or comforter for it to be placed in a luggage scanner. More surprising was that over 57% of respondents indicated that their child, i.e. aged 4 or younger, was required to pass through a body scanning machine alone. In addition, over 28% of respondents experienced being separated from their child while passing through security. The results were as follows:



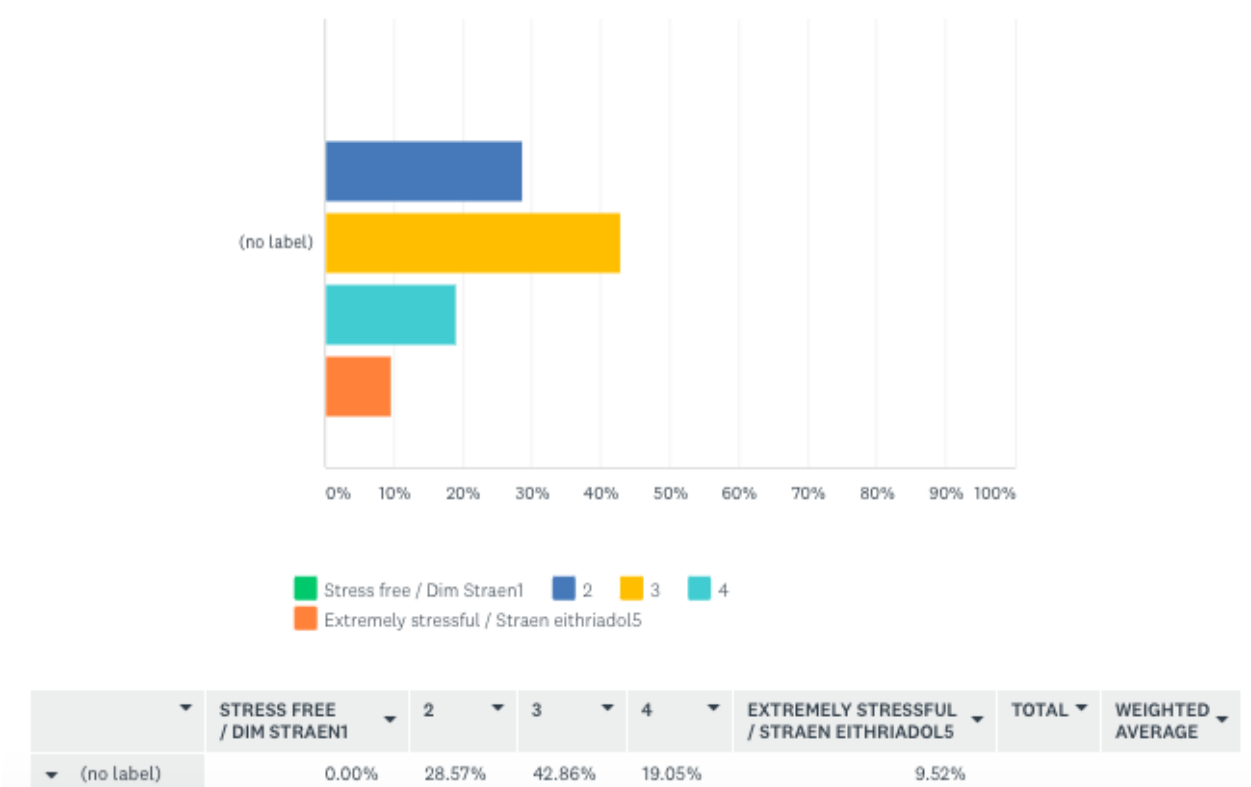
While a majority of respondents indicated that their young child had experienced some form of intrusive security measure, a minority of respondents said that this led to their child becoming distressed, i.e. 38% of respondents.

We asked the parents/carers who said their child did become distressed at airport security, if they could rate on a scale of 1-5 how distressed their child had been. 56% of respondents said their child had become a little distressed and 0% of participants said their child had been extremely distressed.

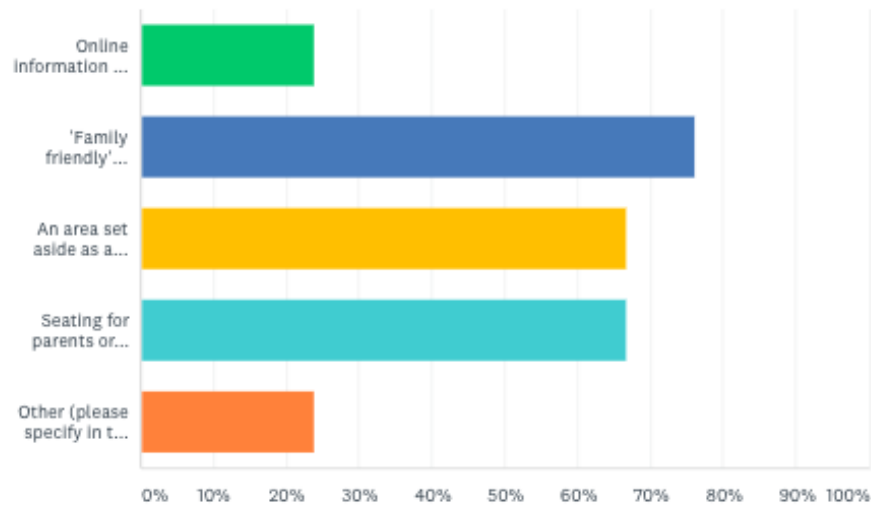
Respondents who said their child had been distressed were asked about the reasons for this. 31% said they did not know the reason, while 19% said this was due to being separated, with the same percentage saying the cause was passing through body scanning machines alone.

One respondent replied that the reason their child become distressed was due to a long queue.

We asked participants how they felt when travelling through security with a young child, the results are below. None of the respondents suggested this process was stress-free. 10% of respondents found the experience extremely stressful. Here are the results:



We asked respondents for comments on making the security process less stressful. These results are below.



ANSWER CHOICES	RESPONSES
▼ Online information on how children are treated at airport security / Gwybodaeth ar-lein ar sut mae plant yn cael eu trin gan system diogelwch maes awyr	23.81%
▼ 'Family friendly' aisles to pass through security / Llinellau cyfeillgar i deuluoedd i fynd trwy system diogelwch y maes awyr	76.19%
▼ An area set aside as a 'child friendly' space / Ardal wedi'i neilltuo sy'n 'gyfeillgar i blant	66.67%
▼ Seating for parents or carers for children if they become distressed / Seddau ar gyfer rhieni neu ofalwyr ar gyfer plant os ydynt yn mynd yn ofidus	66.67%
▼ Other (please specify in the box below) / Arall (nodwch yn y bocs isod)	Responses 23.81%

24% of respondents suggested more online information on how children are treated at airports
76% of respondents saw the need for family friendly aisles, and 67% the need for child friendly spaces as well as seating for parents or carers with children.

Conclusion

This conclusion must be qualified by the fact that the pilot survey, and the information we have gathered on airports is limited.

It does not seem that there is a standard procedure that airports adopt to relieve the stress that children may feel at airport security. While there are some measures that may be adopted, this appears *ad hoc* and not necessarily focused on young children. Airports such as Birmingham and Gatwick Airport have ‘family-friendly’ zones and lanes, calm rooms and interactive areas, and Birmingham has additional staff training specifically focused on the security process. Although these processes will help relieve the stress of families and children travelling through airport security), there is a dearth of information on the processes in place at airports when a child does become distressed, for example any training employees may have to handle the situation.

From our pilot survey, it is very clear that families may be unaware of measures that airports do have in place, such as the dedicated lanes. This raises doubts about whether these measures are actually operated. From this, we recommend that airports make more effort to alert families to any special facilities available to them and/or make more effort to ensure that these facilities are actually available in practice.

What is also clear from the pilot survey is that airport security measures can lead to young children becoming distressed, particularly due to being separated from their parents or carers, and parents can feel extremely anxious during the process. As discussed earlier in the report, children’s best interests under Article 3 of the UNCRC should be paramount in all circumstances concerning children, so if young children are becoming distressed due to being separated from their parents/carers, airports should be ensuring that they consider the child’s best interest, and their views (expressed in the form of distress), when implementing security measures. If security measures are likely to cause emotional distress to a child there should be measures in place to accommodate the child’s needs.

One recommendation we would make for airports is to provide specific training to employees, particularly security staff, on how to deal with children and what to do in situations where they become distressed. It is important that those who work at airport security understand the emotional needs of children and their capacity to understand the situation. For example, a young child (aged 4 or younger) will not be able to understand the security procedures as well as a teenager. Therefore, security employees need to be able to feel comfortable in these situations, whilst also making the child passing through airport security feel comfortable.

Some examples of good practice includes, the use of Sunflower lanyards, which make it easier for staff members to identify children and those who may need particular assistance. The provision of separate lounges/areas for families with young children, which Birmingham Airport offers, is another measure we would recommend to airports, or possibly 'calming rooms' for use by parents or carers of children who become distressed.

An example of good practice from a European airport is at Schiphol Airport (Amsterdam). Sometimes all a tired parent and child wants is a quiet corner, and at Schiphol Airport they offer baby care lounges. These provide bed cabins with cots and comfortable seating for babies and parents to relax in a "bedroom" type of environment whilst at the airport. In addition, to facilities such as play areas and interactive zones.

APPENDIX A



Your experience of airport security in the UK when travelling with children / *Eich profiad o system diogelwch meysydd awyr yn y DU pan yn teithio gyda phlant*

We are gathering data on the experience of parents or carers who travel with or have ever travelled with young children (aged 4 or under) when passing through airport security in the UK./Rydym yn casglu gwybodaeth ar brofiadau rhieni neu ofalwyr sy'n teithio neu erioed wedi teithio gyda phlant ifanc (4 oed neu isy) wrth fynd

0 of 9 answered



d awyr yn y

DU.

Please ONLY COMPLETE this survey if you are a parent or carer who has experience of passing through airport security in the UK with children aged 4 or under./Llenwch yr

arolwg hwn os ydych yn rhiant neu'n ofalwr sydd â phrofiad o fynd trwy system diogelwch meysydd awyr yn y DU gyda phlant 4 oed neu iau.

You are under no obligation to complete this survey. If you choose to do so the survey is anonymous. We will not ask for any information which is capable of identifying you.

Nid oes rwymedigaeth arnoch i gwblhau'r arolwg. Os byddwch yn dewis cymryd rhan, mae'r arolwg yn hollol gyfrinachol. Ni fyddwn yn gofyn am unrhyw wybodaeth a all eich hadnabod.



* 1. On average how often do you pass through airport security in the UK with young children (aged 4 or under)? / *Ar gyfartaledd pa mor aml rydych chi'n teithio trwy system diogelwch maes awyr yn y DU gyda phlentyn ifanc (4 mlwydd oed neu iau)?*

Please select one / *Dewiswch un*

☐ 1 time a year / *1 waith y flwyddyn*

- ☐ Up to 3 times a year / *I fyny at 3 gwaith y flwyddyn*
- ☐ More than 3 times a year / *Mwy na 3 gwaith y flwyddyn*

* 2. On average, how many children (aged 4 or under) would you travel with each time you pass through airport security in the UK? / *Ar gyfartaledd, faint o blant (4 mlwydd oed neu iau) sy'n teithio gyda chi bob tro y byddwch yn mynd trwy system diogelwch maes awyr yn y DU?*

Please select one. / *Dewiswch un.*

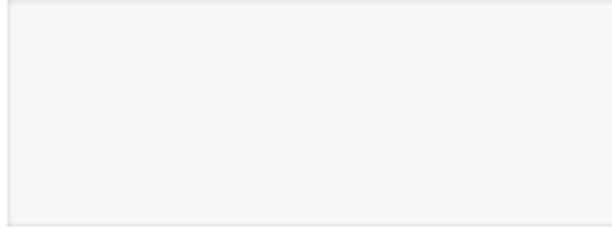
- ☐ 1 child / *1 plentyn*
- ☐ 2 or 3 children / *2 neu 3 o blant*
- ☐ More than 3 children / *Mwy na 3 o blant*

* 3. Were you aware of any of the following special facilities provided by airports for children when passing through airport security in the UK. / *A oeddech chi'n ymwybodol o unrhyw un o'r cyfleusterau arbennig isod a ddarperir gan meysydd awyr ar gyfer plant sy'n mynd trwy system diogelwch maes awyr yn y DU.*

Please tick each that applies. / *Ticiwch pob un sy'n gymwys.*

- | | |
|--|--|
| <input type="checkbox"/> No, I was not aware of any special facilities. / <i>Na, nid oeddwn yn ymwybodol o unrhyw gyfleusterau arbennig.</i> | <input type="checkbox"/> Yes, an area set aside as a 'child friendly' space. / <i>Oeddwn, ardal wedi'i neilltuo sy'n 'addas i blant'.</i> |
| <input type="checkbox"/> Yes, online information on how children are teated at airport security. / <i>Oeddwn, gwybodaeth ar-lein ar sut mae plant yn cael eu trin yn system diogelwch maes awyr.</i> | <input type="checkbox"/> Yes, seating for parents or carers for children if they become distressed. / <i>Oeddwn, seddau ar gyfer rhieni neu ofalwyr ar gyfer plant os ydynt yn mynd yn ofidus.</i> |
| <input type="checkbox"/> Yes, 'family friendly' aisles to pass through security. / <i>Oeddwn, llinellau 'cyfeillgar i deuluoedd' i symud trwy'r system diogelwch.</i> | |
| <input type="checkbox"/> Yes, other (please specify in the box below) | |

/ Oeddwn, arall (nodwch yn y blwch isod)



* 4. When your child (aged 4 or under) was passing through airport security in the UK were they: / *Pan oedd eich plentyn (4 oed neu iau) yn mynd trwy system diogelwch y maes awyr yn y DU a oeddent:*

Please tick each that applies. / *Ticiwch pob un sy'n gymwys.*

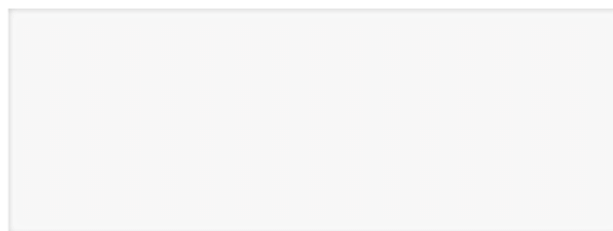
- | | |
|--|---|
| <input type="checkbox"/> Separated from you (even by a short distance or for a short time) / <i>Wedi gwahanu oddi wrthyhych (hyd yn oed am gyfnod neu pellter byr)</i> | <input type="checkbox"/> Physically 'patted down' / <i>Wedu eu harchwilio'n gorfforol.</i> |
| <input type="checkbox"/> Required to pass through a body scanner machine when held by you / <i>Gorfodi i fynd trwy beiriant sganiwr</i> | <input type="checkbox"/> Asked to remove their shoes / <i>Gofynwyd i dynnu eu hesgidiau.</i> |
| | <input type="checkbox"/> Asked to remove any other garments. / <i>Gofynwyd i dynnu unrhyw ddilledyn</i> |

*corff pan ddelir arall.
gennych chi.*

- ☐ Required to pass through a body scanner machine without you
/ Gorfodi i fynd trwy beiriant sganiwr corff hebddoch chi.

- ☐ Required to hand over a toy or comforter /
Gorfodwyd iddynt drosglwyddo eu tegan neu gysurydd

- ☐ Other - please describe any security procedures which your child may have been subject to. / Arall- Disgrifiwch unrhyw weithdrefnau diogelwch roedd eich plentyn wedi profi.



* 5. Has your child (aged 4 or under) ever become distressed when passing through

airport security in the UK? / *Ydy eich plentyn (4 mlwydd oed neu iau) erioed wedi bod yn ofidus wrth fynd trwy system diogelwch maes awyr yn y DU?*

If your answer is no please go straight to question 8. / *Os na yw eich ateb, ewch i gwestiwn 8.*

☐ Yes / *Ydy*

☐ No / *Nac ydy*

6. On a scale of 1-5, where 1 = Extremely Distressed, and 5 = Mildly Distressed, could you indicate how distressed the child was during the security process? / *Ar raddfa o 1-5, lle 1 yw = gofidus dros ben, a 5 yn = ychydig yn ofidus, a allech nodi pa mor ofidus oedd y plentyn yn ystod y broses diogelwch?*

Extremely distressed / <i>Gofidus dros ben</i>					Mildly distressed / <i>Ychydig yn ofidus</i>
1	2	3	4	5	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

7. If your child (aged 4 or under) was distressed passing through airport security

in the UK, was this because: / *Os oedd eich plentyn (4 oed neu iau) yn ofidus yn mynd trwy system diogelwch maes awyr, yn y DU , a oedd hyn oherwydd:*

Please tick each that applies. / *Ticiwch pob un sy'n berthnasol.*

- | | |
|---|---|
| <input type="checkbox"/> I don't know why they were distressed / <i>Nid wyf yn gwybod pam oeddynt yn ofidus</i> | <input type="checkbox"/> They were required to hand over a toy or comforter / <i>Gofynwyd iddynt drosglwyddo eu tegan neu gysurwr</i> |
| <input type="checkbox"/> They were separated from you (even by a short distance or for a short time) / <i>Roeddynt wedi eu gwahanu wrthoch (hyd yn oed am amser neu bellter byr)</i> | <input type="checkbox"/> They were physically 'patted down' / <i>Cawsant eu harchwilio'n gorfforol</i> |
| <input type="checkbox"/> They were required to pass through a body scanner machine when held by you / <i>Gofynwyd iddynt fynd drwy beiriant sganiwr corff pan ddellir gennych chi</i> | <input type="checkbox"/> They were asked to remove their shoes / <i>Gofynwyd iddynt i dynnu eu hesgidiau</i> |
| | <input type="checkbox"/> They were asked to remove any outer garments / <i>Gofynwyd iddynt i dynnu dillad allanol eraill</i> |

☐ They were required
to pass through a
body scanner
machine without
you / *Gofynwyd
iddynt fynd drwy
beiriant sganiwr
corff hebddoch*

☐ Other (please describe) / *Arall (disgrifiwch)*

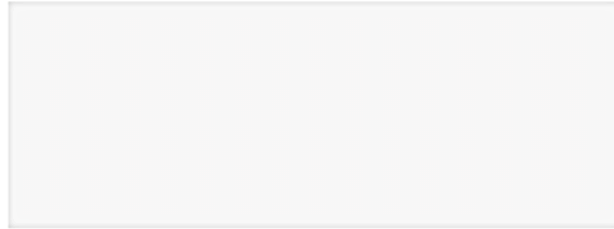
* 8. On a scale of 1-5, where 1 = Stress free,
and 5 = Extremely stressful, could you
indicate how stressed you feel when
passing through airport security in the UK
with young children (aged 4 or under)? / *Ar
raddfa o 1-5, lle mae 1 yn = dim straen, a 5
yn = straen eithriadol, allech chi nodi pa
lefel o straen rydych chi'n teimlo wrth fynd
trwy system diogelwch maes awyr yn y DU
gyda phlant ifanc (4 oed neu iau)?*

Stress free / <i>Dim Straen</i>					Extremely stressful / <i>Straen eithriadol</i>
1	2	3	4	5	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

* 9. Please suggest any measures which you think would have made passing through airport security in the UK with a young child (aged 4 or under) easier and/or less stressful / *Awgrymwch unrhyw fesurau y credwch byddai wedi gwneud y profiad o basio trwy system diogelwch maes awyr yn y DU gyda phlentyn ifanc (4 oed neu iau) yn haws ac/neu yn llai o straen:*

Please tick all that apply. / *Ticwio pob un sy'n berthnasol.*

- ☐ Online information on how children are treated at airport security / *Gwybodaeth ar-lein ar sut mae plant yn cael eu trin gan system diogelwch maes awyr*
- ☐ 'Family friendly' aisles to pass through security / *Llinellau cyfeillgar i deuluoedd i fynd trwy system diogelwch y maes awyr*
- ☐ An area set aside as a 'child friendly' space / *Ardal wedi'i neilltuo sy'n 'gyfeillgar i blant*
- ☐ Seating for parents or carers for children if they become distressed / *Seddau ar gyfer rhieni neu ofalwyr ar gyfer plant os ydynt yn mynd yn ofidus*
- ☐ Other (please specify in the box below) / *Arall (nodwch yn y bocs isod)*



Thank you for completing the survey.
/ Diolch am gymryd rhan yn yr arolwg yma.

Look out for the results of the survey
on: <https://childrenslegalcentre.wales/>
Gwyliwch am y canlyniadau
ar: <https://childrenslegalcentre.wales/>



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SurveyMonkey

See how easy it is to [create a survey](#).

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APPENDIX B

Top 10 UK Commercial Airports and Cardiff²⁵.

Run date	Report Period	Airport Name	2019 total passengers
17/03/2020 09:36	2019	HEATHROW	80,886,589
17/03/2020 09:36	2019	GATWICK	46,574,786
17/03/2020 09:36	2019	MANCHESTER	29,367,477
17/03/2020 09:36	2019	STANSTED	28,124,292
17/03/2020 09:36	2019	LUTON	18,213,901
17/03/2020 09:36	2019	EDINBURGH	14,733,966
17/03/2020 09:36	2019	BIRMINGHAM	12,646,456
17/03/2020 09:36	2019	BRISTOL	8,959,679
17/03/2020 09:36	2019	GLASGOW	8,843,214
17/03/2020 09:36	2019	BELFAST INTERNATIONAL	6,278,374
17/03/2020 09:36	2019	CARDIFF WALES	1,654,920

²⁵ <https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2019/>