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WORKING PAPER

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ASSEMBLY — 38TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 15: Aviation Security – Implementation Support

PROTECTION OF SECURITY RESTRICTED AREA

(Presented by India)

EXECUTIVE SUMMARY

This paper presents various security measures being implemented in India for protecting and maintaining the integrity of Security Restricted Area (SRA) of the airports.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives B – <i>Security</i> .
<i>Financial implications:</i>	No financial implications.
<i>References:</i>	Annex 17 — <i>Security</i> Tokyo Convention Act 1975

1. INTRODUCTION

1.1 In compliance to Standard 4.2.2 of Annex 17, each contracting State shall ensure that Security Restricted Areas (SRAs) are established at each airport serving civil aviation designated by the State based upon a security risk assessment carried out by the relevant national authorities. Accordingly, India has established SRAs at the airports. Civil aviation security tasks have been defined and allocated in the Airport Security Programme (ASP) of each airport established in accordance with the National Civil Aviation Security Programme (NCASP).

1.2 Access to SRAs is regulated through various regulations. Only authorised persons are allowed access into airside/SRAs of an airport to ensure security of civil aviation. Such areas normally include, inter alia, all passenger departure areas between the screening checkpoints and the aircraft, the ramp, baggage make-up areas, cargo sheds, mail centers, airside catering and aircraft cleaning premises.

1.3 The National Laws governing implementation and enforcement of NCASP and other related matters are as under:

- a) Tokyo Conventions Act 1975;
- b) The Aircraft Act, 1934;
- c) The Aircraft Rules, 1937;
- d) The Aircraft (Security) Rules, 2011;
- e) The Anti-Hijacking Act, 1982 and its amendment in 1994;
- f) The Suppression of Unlawful Acts against Safety of Civil Aviation Act, 1982 and its amendment in 1994;
- g) The Aircraft (Carriage of Dangerous Goods) Rules, 2003;
- h) The Indian Penal Code;
- i) The Evidence Act, 1872;
- j) The Arms Act, 1925;
- k) The Airports Authority of India Act, 1994;
- l) Other Minor Acts connected with crimes against civil aviation and related matters;
- m) The Aircraft (Security) Rules, 2011; and
- n) Notifications, AVSEC Orders, Circulars and Directions issued by Appropriate Authority in pursuance of legislations to implement NCASP.

2. **APPROPRIATE AUTHORITY**

2.1 Commissioner of security (Civil Aviation) (COSCA) has been empowered by the provisions of Section 5A of the Aircraft Act 1934, to implement aviation security requirements and is designated as appropriate authority. He is responsible for regulating all civil aviation security matters consistent with NCASP and any other law for the time being in force within India and for Indian air carriers operating outside India. A dedicated organisation, Bureau of Civil Aviation Security, under the supervision of COSCA has been created in 1987 for focused attention to civil aviation security.

3. **IMPLEMENTATION OF SECURITY MEASURES TO MAINTAIN THE INTEGRITY OF SRA**

3.1 Access to SRAs, designated under the NCASP and ASP, is limited to either (a) bona fide passengers in possession of legitimate travel and flight documents that have been accepted for air travel on an aircraft operator; or (b) employees having legitimate functions at the airport and in possession of a valid Aerodrome Entry Permit (AEP).

3.2 All staff, including crew, together with items carried by them are screened before being allowed access into SRA. The screening procedures ensure that no prohibited article is carried and the methodology is the same as for screening of passengers and cabin baggage.

3.3 In order to ensure that proper access control is enforced at all access points leading to airside/SRA, certified screeners are deployed for security checks of persons and vehicles at the access points and for checking personal belongings entering through the warehouse including the cargo terminal.

3.4 It is ensured by the concerned entities that persons who are to be allowed unescorted access to SRA are subjected to prescribed background checks. No person is issued Aerodrome Entry Permit (AEP) without background checks and without undergoing AVSEC training prescribed by the Appropriate Authority.

3.5 All vehicles, occupants and supplies thereon being conveyed to the airside/SRA are admitted only after having been inspected by the security staff to prevent carriage of unauthorized firearms, explosives, explosive devices, dangerous goods or any other suspicious object.

3.6 AEPs are displayed by the holders prominently above waist level at all times while on duty and are required to be produced on demand by an officer authorised by the Appropriate Authority.

3.7 Photographs of drivers and registration numbers of vehicles are recorded at the time of entry/exit to/from airside/SRA.

3.8 Closed Circuit Television (CCTV) surveillance, in addition to manual surveillance, is maintained to detect any criminal act in airside/SRA.

3.9 Selected screening of persons is carried out while leaving SRA of airports to detect any preparation for acts of unlawful interference. Passengers and baggage are screened on random basis at the entry point to Terminal Building.

3.10 Sterile Hold Areas, in the pattern of Hold Area Plan for pax, have been created to maintain the integrity of the screened cargo and entry/exit points are guarded by armed staff. A hundred percent screening of all cargo/courier/express cargo/mail is carried out.

3.11 Brick wall perimeter of a height of 2.44 metre is provided with top guard concertina/barbed wire fencing to prevent intrusion. Some of the major airports are being provided with PIDs integrated with CCTV system.

3.12 Watch towers are installed at strategic locations along the perimeter with communication facility.

4 CONCLUSION

4.1 India has been implementing the above security measures for a long time and has created an environment of incident free civil aviation operations in respect of both domestic and international air carriers.

4.2 The 38th Assembly of ICAO is invited to note the information contained in this paper.

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