



**SEVENTH MEETING OF THE AVIATION SECURITY AND FACILITATION REGIONAL
GROUP (AVSEC/FAL/RG/7)**

ICAO SAM Regional Office, Lima, Peru, 4 to 6 October 2017

Agenda Item 9: Other business

**NATIONAL POLICIES ON THE IMPLEMENTATION OF RANDOM AND UNPREDICTABLE
SECURITY MEASURES**

(Presented by Argentina)

EXECUTIVE SUMMARY	
Analysis of the Argentinean experience in the development of national policies for the implementation of random and unpredictable security measures.	
Action:	The suggested actions are detailed in point 3) of this NE.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Aviation security and facilitation
<i>References:</i>	<ul style="list-style-type: none">• Annex 17 "Security"• Doc. 8973/10

1. Introduction

1.1 The Argentine Republic, having taken note of the prescribed in annex 17 "Security" in Chapter 4 "Preventive Security measures" section 4.1 "objectives", observed the need to deepen the scope and contents of the recommended method 4.1.2 in the Regarding the promotion of random and unpredictable security measures.

1.2 As a result, it developed an aviation security regulation to establish national policies that those responsible for implementing security measures should apply in the field of their respective competencies.

2. Analysis

2.1 Whereas the states that make up the Regional group AVSEC/FAL have had similar experiences, we appreciate the desirability of sharing the aviation security regulations on "random and unforeseeable security measures" attached to the present As Appendix 1 waiting for the Member States to be of interest.

2.2 Finally, it is highly valued to have an exchange channel to share the experiences that States have in the development and implementation of such measures

3. Suggested action

3.1 The meeting is invited to:

- a) analyse the working paper presented and Appendix 1 that integrates it,
- b) to exchange comments and comments on the content;
- c) to bring to the attention of States the creation of a communication channel to share information on this subject.

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APPENDIX A

AVIATION SECURITY REGULATIONS

**RANDOM AND UNPREDICTABLE
SECURITY MEASURES**

CAPITULO 1 - GENERALIDADES

1.1 - OBJETO

1.1.1 - This regulation prescribes the extraordinary and unforeseeable measures and procedures to be developed, for the different levels of risk in the field of competence of the airport security police

1.1.2 - This regulation aims to increase the deterrent effect and the effectiveness of measures and procedures for the protection of passengers, airport employees, general users, aircraft, facilities and services Aviation-complementary airports, against the Commission of acts of unlawful interference or any other kind.

1.2 - SCOPE

1.2.1 - The security measures and procedures referred to herein shall be fulfilled by personnel of:

- a) The airport security police for the purpose.
- b) The air commercial operators which are contemplated in the scope of application of the NCASP.
- c) Airport administrators.
- d) Private surveillance companies under the orbit of Decree 157/2006 "private security services in the airport area" (T.O. by Decree N° 1,119/2010 "Modification of the regulation regulating security services" "Private in the airport area").
- e) And any natural or legal person with responsibilities in the application of the NCASP.

1.3 - BACKGROUND

1.3.1 - The elaboration of this regulation is based on the International Civil Aviation Convention-Chicago 1944-, annex 17 to the Convention on International Civil Aviation, document 8973/10-Aviation Security Handbook-, the National Civil Aviation Security Programme – NCASP- approved by arrangement PSA N° 074/2010 in its Chapter 4. Assignment of responsibilities,

section 4.1 – "National authority responsible for Civil aviation security", provision 588/2015 "Comprehensive risk management regime".

1.4 –GENERAL CONCEPTS

1.4.1 –The following considerations should be taken into account:

- a) The security officer, the air operator, the airport operator shall apply in its area of responsibility the mitigation measures of the corresponding threats in accordance with annex III to Appendix 4 of the NCASP.
- b) Mitigation measures, of a random nature, will be applied for the purpose of reinforcing the deterrent effect and its efficacy, the frequencies must be irregular, in different places and/or using different means, and the concept of randomness is It will be based on the possibility that all individuals and entities can have the same probability of being controlled, with a definite purpose of the objective sought. Similarly, these controls should be carried out in such a way that people who are subject to them cannot predict when, where and how they will be applied.
- c) Unforeseen and random measures will be used for new and emerging threats, including those of the own personnel who develop tasks in airport sectors; The advantage of these lies in the knowledge of the usual security systems, applying these unpredictable measures can considerably reduce the probabilities that acts of illicit interference materialize.
- d) The application of unforeseeable measures must be of a confidential nature with respect to the moments and places of application of these; For operational reasons the information on the measures, procedures and personnel concerned must be limited only to the personnel who need to know them for their correct application.
- e) Also, the planning and implementation of such measures should be as close as possible to the moment of implementation, foreseeing to avoid in this way that there is a leak of information.
- f) A proper communication strategy should be implemented at the local level to inform the general public, passengers and personnel that additional security measures are in force in an airport and that they do not have a character Discriminatory.
- g) In addition, all airport employees must be aware of the existence of these measures and that they will be carried out, thus seeking to generate awareness of the benefits that they generate.

CHAPTER 2-APPLICATION OF PROPORTIONAL SCREENING AND SECURITY CONTROLS IN RANDOM AND UNPREDICTABLE FORM

2.1 - According to the infrastructure of its competence, airport operations, means available both as human resources, technical, K9, etc., the security officer may extend or reduce the assumptions that are detailed below for the purposes To comply with the present, understanding that they are of an enunciative and non-exhaustive nature:

2.1.1 – SECURITY CHECK POINT

- a) These mitigation measures may be applied to all persons entering the screening and registration points, being these passengers, airport employees, authorized personnel with accompaniment, crews.
- b) Without prejudice to normalised controls for persons with bandages, protuberances and prostheses, additional controls shall be applied to them, using body scan equipment and/or ETD screening.
- c) Staff in order to detect suspicious patterns of conduct on passengers, seeking to identify those in specific attitudes and/or circumstances, to which they will consult on their itinerary of travel, by extreme controls over the They make connections or transit and that their itinerary of journey generates contradictions without being able to justify the motives of it. Coordinate with the people in charge of the luggage court so that they carry out a detailed screening of the baggage of the passengers.
- d) A percentage of passengers along with their baggage shall be subject to a secondary screening and/or registration, based on the principles of randomness and unpredictability. The screening methods to be applied may include manual registration, other screening technology equipment (e.g., ETD), or a combination thereof.
- e) Will ensure that the screening and registration point, has two (02) different modalities to carry out the control, being able to opt the person who fulfils the function "one" randomly which of these will be used, directing the people towards the portico Metal detector or millimeter wave system, screening of your baggage by means of "X" rays or trace detection equipment (ETD).
- f) The security officer shall request the air operator to implement an additional control of the already carried out in the PIR by the police personnel, where he will make an extraordinary random register, where the percentage of registration will be determined by the level of established risk. Being able to use technical means approved by the competent authority in advance.
- g) To be taken as a basis the 20% of passengers and/or carry-on baggage to be registered, the person in charge of the PIR, will have the power to decide the measures of mitigation of risk to apply. Being able to choose to run it by registering 2/10 passengers, 20/100 passengers, etc., do it only one (01) hour a day, do it every two (02) hours a day, do it in a timetable interspersing hours. You must also register in advance the PIR's news book, What will be the methodology applied in the realization of the controls, in this way the responsible of the incoming PIR may vary the same, continuing with the principle of Unpredictability; At the same time, the screening will be available

randomly for passengers from different destinations, schedules, for certain periods of time (e.g. odd hours).

- h) Separate trays are available from each other, where they may be of different colors, sizes and/or marked with numbers and/or letters; Therefore, a local procedure will be available for use in a differentiated manner for periods of time.

2.1.2 **Credential and vehicle Control in restricted security zones**

- a) To carry out the relevant credential checks to persons and the respective vehicle documentation (COV).
- b) Screening/Registration and frisking of personnel by means of the use of technical-metal detector palette, mobile X-ray equipment-in order to detect the concealment of elements that could prove a threat.
- c) Visual screening of the interior of the wheel, for the purpose of individualizing elements that could threaten the security of aviation
- d) When selecting a vehicle for control, the following parts must be carefully observed and recorded:
 - Front door cavities, sun visor and glove compartment;
 - Seat pocket, space for feet and space under seats;
 - Trunk/trunk/cargo compartments;
 - Wheel crankcase;
 - lower part; and
 - Any other part of the vehicle you deem necessary for such control.

2.1.3 – **BHS**

- a) For randomised controls, different alternatives may be used for the application of the same, for example that the personnel of the explosives detection group and/or Cinotecnicos binomials in detection of explosives, make a control by opting to vary the Percentage of the total baggage dispatched in the warehouse of the plane.
- b) In a random way, checks will be made in order to observe that an uninterrupted control of the baggage and cargo is carried out, destined to be transported in an aircraft.

2.1.4 - **Air Cargo, mail and express parcels**

- a) Additional controls and screenings will be applied randomly from a percentage of the total load.
- b) Controls will be implemented using trace technology.
- c) The personnel of the explosives detection group and/or K9 binomials in detection of explosives, will carry out a random control of a percentage of the totality of the load, mail and parcels by Express.

- d) The percentages for the application of randomised controls shall be carried out in accordance with annex 3 to Appendix 4.

2.1.5 - Public area-risk assessment

- a) Controls will be carried out on persons for the purpose of detecting those who use new methodologies to carry out illicit acts, and to identify different methods of concealment of any element that could be used by them.
- b) The personnel of the Criminal Information Division – or personnel who fulfil these functions – will observe the behaviour of passengers in cases which warrants according to the evaluation carried out, and may consult with other agencies and/or security forces.
- c) Random screenings will be carried out to persons, applying a suspicious behavioural assessment system.
- d) Passengers evaluated randomly who suspect and generate contradictions without being able to justify the reasons for the trip will be subjected to additional security checks.
- e) Also, air operators who detect suspicious attitudes in their passengers at the time of carrying out the security questions shall inform the authority responsible for the security, must add on their boarding card an inscription, symbol or sign that it can be visualized by the personnel in charge of the screening of these, so that their control is more exhaustive.
- f) It shall require the personnel of the Explosives detection group, an screening of the various accesses to all sectors entering restricted areas.
- g) The emergency doors shall be checked, noting that they are all in service, and that they have not been violated or that they have been opened for purposes other than their functionality.
- h) The personnel responsible for the security shall prohibit the entry of visitors and users of airport facilities other than passengers to the passenger terminals, nor will it allow vehicular parking in the vicinity of the air terminals.
- i) Also, it will not allow the adjoining sectors to be approached with the areas of movement of the aircraft.
- j) The assumptions enunciated in h) may be reinforced by the use of physical barriers (taut barrier, (obstacles, etc.), vehicles, foot patrols of surveillance company personnel, high-voice announcements and any other means applicable to the effect.

2.1.6 - Points of entry to the restricted area

- a) Those points which have access to restricted areas and/or sterile sectors shall be strengthened with police personnel who will implement a security device in order to carry out greater control over the persons who enter and graduate. The controls will be carried out by varying the percentage of the personnel depending on the level of risk, where the person will be frisked and will make a record of all the belongings that they carry with them.
- b) For the period of time that the level of risk has increased, the persons responsible for the companies whose personnel fulfils functions in the sector will be requested, a list of the same with the schedules in which they must enter and leave.

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- c) The security officer must implement a random system of control of security permits with accompaniment, which allows the possibility of using them in a rotatory way, either by being number even or odd or by colour of these, being able to rotate their Use weekly, in order to increase randomly the controls on the people carrying these.

2.1.7 –Control Operational Centre (COC)

The camera system will have the task of facilitating, the means for the detection of people with attitudes or actions that generate a specific suspicion, or to place luggage, lumps, objects in sectors not allowed that indicate that they can affect the security.

2.1.8 - Platform Patrol

- a) Patrols will be carried out on the operational platform with police and mobile personnel for the purpose of carrying out random checks on the cabin/warehouse aircraft, in order to carry out a anchorage of the same for the purposes of warning the presence of any object, substance or element, which could jeopardize the security of the flight.
- b) The random screening of all means of mobility supporting the required flight (garbage trucks, fuel trucks, maintenance vehicles, catering service vehicles and supplies), personnel of the companies of Surveillance, etc.).
- c) With the accompaniment of personnel from the air carrier, it will randomly control the container bags of the life jackets kept under the passenger's seats.

2.1.9 – Perimeter

- a) Be carried out by the platform, support facilities and perimeter path, where it will randomly carry out a control of the personal security permissions, as well as make manual records.
- b) The object of the tour is to observe some shortage, rupture or any anomaly in the infrastructure that divides the public zone of the restricted one, with the purpose of warning places by which could generate an not allowed access of people and elements that They could be the product of some kind of illicit or infringing aviation security.
- c) Increase patrolling in the perimeter of the airport, they must be irregular in their schedules, seeking to avoid generating a pattern that can be taken into account for the purposes of being violated. It will allocate security personnel in the perimeter maintaining an effective presence in it. The amount of travel will be established by the local authority on the basis of the level of risk.

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