



WORKING PAPER

ASSEMBLY — 40TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Aviation Security – Policy

**CHALLENGES FACING THE AVIATION SECURITY QUALITY CONTROL AND
RECTIFICATION OF IDENTIFIED DEFICIENCIES**

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of the 55 member States²)

EXECUTIVE SUMMARY

This Working Paper highlights the global challenges facing the implementation of the Aviation Security Quality Control obligations. It further proposes the enhancement of the Aviation Security Quality Control Programme and effective implementation thereof, which will ensure safe and secure civil aviation system in a sustainable manner.

Action: The Assembly is invited to:

- a) Note the information contained in this Working Paper;
- b) Urge Contracting States to include Quality Control in their lists of priorities;
- c) Urge Contracting States to devote adequate resources and put in place appropriate organization to ensure effective implementation of quality control activities; and
- d) Request ICAO to include Quality Control in the list of priorities to be outlined at this Assembly.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation</i> Strategic Objective.
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 17 – <i>Security</i>

¹ English and French versions submitted by AFCAC.

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Saharawi Arab Democratic Republic, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 Quality control is a critical component of the civil aviation security system that seeks to promote and establish an environment and culture of continuous improvement and enhancement of aviation security.

1.2 ICAO Annex 17 Standard 3.4.6 stipulates that each Contracting State shall arrange for security audits, tests, surveys and inspections to be conducted on a regular basis, to verify compliance with the national civil aviation security programme and to provide for the rapid and effective rectification of any deficiencies.

1.3 ICAO Annex 17 Standard 3.4.7 states that each Contracting State shall ensure that the management, setting of priorities and organization of the national civil aviation security quality control programme shall be undertaken independently from the entities and persons responsible for the implementation of the measures taken under the national civil aviation security programme.

1.4 In addition, Standard 3.4.7 requires each Contracting State to:

- a) ensure that the personnel carrying out security audits, tests, surveys and inspections are trained to appropriate standards for these tasks in accordance with the national civil aviation security programme; and
- b) ensure that the personnel carrying out security audits, tests, surveys and inspections are afforded the necessary authority to obtain information to carry out these tasks and to enforce corrective actions.

2. DISCUSSION

2.1 The main objectives of the quality control obligations are to:

- a) Monitor the implementation of aviation security measures by airport and aircraft operators, and other entities that perform security functions, in compliance with State regulations and the National Civil Aviation Security Programme (NCASP);
- b) Ensure the effectiveness of the regulations and the NCASP to determine compliance with, and validate the effectiveness of the NCASP;
- c) Identify any deficiencies and ensure implementation of appropriate corrective actions; and
- d) Identify all aspects of security measures that may need changes in aviation security regulations, the NCASP and/or the means of implementation.

2.2 Some States are encountering challenges to implement aviation security quality control programme on a regular basis due to the reasons, which include, among others:

- Lack of appropriate organization and regulatory provisions/measures to support the effective and continuous implementation of the quality control programme;
- Insufficiency of adequately trained manpower; and

- Insufficient resources (e.g. financial, material, etc.) needed for the sustainable implementation of the quality control programme.

2.3 The above issues were confirmed by the recent global results of ICAO USAP-CMA audits, which indicate poor performance in the area of Quality Control, with average 54.98% compliance (*USAP-CMA Analysis of audit results reporting period ending 31 December 2018*). These results call for the Member States concerned to review their measures in place and to put more emphasis on addressing any gaps identified for improvement.

3. CONCLUSION

3.1 In view of the above, there is a compelling reason for Contracting States to enhance the effectiveness and sustainability of aviation security quality control programme that will ensure a safe and secure civil aviation system.

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