



WORKING PAPER

ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 16: Aviation Security – Policy

**BRIDGING THE GAP BETWEEN THE UNIVERSAL SECURITY AUDIT PROGRAMME –
CONTINUOUS MONITORING APPROACH PROTOCOL QUESTIONS AND
AVIATION SECURITY REGULATIONS/GUIDANCE MATERIAL**

(Presented by India)

EXECUTIVE SUMMARY

During the recently conducted Universal Security Audit Programme – Continuous Monitoring Approach (USAP – CMA) audit of India, it was noted that the basis of some of the Protocol Questions (PQs) in terms of Annex 17 – *Security Standards and Recommended Practices (SARPs)* were not clear. Most of these PQs were extremely relevant. However, there were some questions which pertained to areas in which ICAO has not yet arrived at a consensus or position. This paper attempts to bridge the gap between the PQs and the regulations by recommending introduction of some new SARPs and deletion of some PQs.

Action: The Assembly is invited to consider the recommendations under paragraph 2.1 for further action.

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| <i>Strategic Objectives:</i> | This working paper relates to Strategic Objective C – <i>Security and Facilitation</i> . |
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| <i>Financial implications:</i> | Not applicable |
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| <i>References:</i> | Not applicable |
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1. INTRODUCTION

1.1 A security audit of India was carried out under the USAP – CMA from 5 to 9 October 2015. It was noted that although India filed satisfactory replies to the PQs in the following areas, their basis in Annex 17 – *Security* SARPs was unclear:

- a) **Training Programme of the entities:** Protocol Question TRG 2.055:

“Has the State established a requirement for all entities with aviation security responsibilities to develop and implement aviation security training programmes?”

- b) **Internal Quality Control Programme of entities:** Protocol Question QCF 3.040:

“Does the NQCP require entities performing aviation security measures to develop, implement and maintain internal quality control programmes that include quality control activities consistent with their operations?”

- c) **National IFSO Programme:** Protocol Question IFS 5.225:

“Has the State established a national IFSO programme?”

- d) **Catering Security Programme:** Protocol Question CGO 7.225:

“Has the State ensured the development of appropriate procedures (security programme or equivalent SOPs) by the entity responsible for the application of security controls to catering, stores and supplies, and for their protection until loaded onto the aircraft?”

- e) **Behaviour Detection:** Protocol Question OPS 4.270 under Guidance for review:

“Behaviour detection of persons other than passengers.”

2. RECOMMENDATIONS FOR BRIDGING THE GAP

2.1 In the absence of relevant SARPs, States may have gaps in the National Civil Aviation Security Programmes or the relevant national security documents regarding the various issues raised in the Protocol Questions as stated in Para 1.1 above. The following additional SARPs are recommended:

- a) “Each Contracting State shall ensure that each entity responsible for implementation of its security programme shall establish, implement and maintain a written training programme appropriate to meet the requirements of its own security programme and the national civil aviation security training programme.”
- b) “Each Contracting State shall require the appropriate authority to ensure that each entity responsible to develop, implement and maintain its security programme in accordance with national civil aviation security programme shall develop, implement and maintain an internal quality control programme to determine compliance with

and validate the effectiveness of its security programme in relation to the national civil aviation security quality control programme”.

- c) “Each Contracting State shall require the appropriate authority to ensure that each catering establishment and supplier of merchandise and stores in the security restricted area of the airports develop, implement and maintain its security programme in order to meet the requirements of the national civil aviation security programme.”
- d) **Recommended Practice:** *“Each Contracting State shall endeavour that in order to detect and prevent a suspicious person authorized to gain entry into security restricted areas of the airport, the security personnel implementing security controls may subject such persons to anomalous behaviour detection system on a regular and continuous basis.”*

2.2 Since consensus has not yet been reached regarding In-flight Security Officers, PQs regarding the same may be deleted.

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