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AvSecID SYSTEM: A HOLISTIC APPROACH TO AIRPORT IDENTIFICATION MANAGEMENT

(Presented by Bangladesh)

EXECUTIVE SUMMARY

This paper provides information on challenges and solutions related to airport access control and identification management systems. Effective airport security identification systems are critical for safeguarding airside and security restricted areas and preventing unauthorized access. Audit results under the USAP-CMA show that global compliance with Annex 17 Standard 4.2.3 on airport identification remains low, particularly in the APAC region.

The Civil Aviation Authority of Bangladesh (CAAB), guided by the Ministry of Civil Aviation and Tourism (MoCAT) of Bangladesh, has introduced the “AvSecID” System, an online, software-based, integrated platform for managing airport security identification. This initiative reflects a holistic approach to airport ID management and supports Bangladesh’s efforts in line with the ICAO Global Aviation Security Plan (GASeP), particularly, Global Priority 1: Enhance risk awareness and response and Global Priority 4: Improve technological resources and foster innovation.

<i>Strategic Goals:</i>	This information paper relates to the Strategic Goals: Every Flight is Safe and Secure
<i>Financial implications:</i>	Not Applicable.
<i>References:</i>	Annex 17 — <i>Security</i> Doc 8973 — <i>Aviation Security Manual (Chapter 4)</i> USAP-CMA Audit Results (December 2024) Doc 10118 — <i>Global Aviation Security Plan (GASeP)</i>

1. INTRODUCTION

1.1 The aviation industry requires strict compliance with access control measures to protect security restricted and airside areas. Annex 17 Standard 4.2.3 requires States to ensure that identification systems are established and implemented for persons and vehicles, to prevent unauthorized access. Access must be granted only to those with an operational need or legitimate reason, and identity and authorization must be verified at designated checkpoints before entry is allowed.

1.2 According to the USAP-CMA Audit Results (December 2024), global and regional indicative compliance with Annex 17 Standard 4.2.3 remains low.

Annex 17 Standard	Global	APAC	ESAF	EUR/NAT	MID	NACC	SAM	WACAF	AFI	PSIDS
4.2.3	32	17	19	67	36	23	23	41	31	9

1.3 Despite these requirements, many States face challenges in effectively implementing access control and airport ID systems. The PQ 4.185 (“Has the State ensured that the relevant entity at the airport level has developed procedures for the airport personnel identification system?”), under Critical Element 6, remains among the ten highest non-satisfactory Protocol Questions as it relates to the implementation of the airport security programme, with 57 States still not compliant.

2. DISCUSSION

2.1 **ICAO Framework and Compliance:** Annex 17 and Doc 8973 provide the framework for airport identification systems, yet implementation challenges persist. USAP-CMA audit analysis confirms that compliance with Annex 17 Standard 4.2.3 is particularly low in the APAC region, with only about 17 percent effective implementation.

2.2 **Challenges in Implementation:** States and airports face several challenges, including:

- Inconsistent or incomplete airport-level procedures.
- Management and accountability of ID applications and passes.
- Integration of security awareness training and background checks with ID validity.
- Retrieval of lost or stolen IDs and updating stop-lists.
- Enforcement of escorted access rules and other operational issues.

2.3 **Need for a Holistic Approach:** To strengthen airport ID systems, a comprehensive approach is required, including:

- Strong policies on ID issuance and authorization.
- Software-driven eligibility and control processes.
- Continuous training and certification of personnel.
- Integration with national background checks and GSAT databases.
- Use of AI, IoT, and biometric technologies to improve enforcement and reduce human error.

2.4 This is consistent with **GASep Global Priority 4: Improve technological resources and foster innovation**, encouraging States to adopt advanced technologies and innovative practices that

increase effectiveness, improve operational efficiency, and integrate human factors into aviation security systems.

2.5 **Bangladesh Initiative-The AvSecID System**

2.5.1 Bangladesh has introduced the **AvSecID System** to strengthen the management of airport identification cards and access control to security-restricted areas. The system ensures transparency, accountability, and operational efficiency. Its key features include:

- Online application and tracking through a user-friendly portal.
- Entity enlistment based on operational necessity and legitimate justification for access to airside and security-restricted areas.
- Flexible issuance parameters, including limits on the number of IDs and role-based access privileges.
- Role-specific authorizations, such as for government senior management, national safety and security inspectors, crew members of national carriers, and airport-level personnel.
- Digital verification of applications by designated authorized signatories.
- Industry engagement through continuous training, certification, and guidance for Designated Authorized Signatories.
- Automated badge approval and issuance processes.
- Effective management of lost or stolen IDs to minimize security vulnerabilities.
- Integration with automated access control systems, including ID readers, facial recognition, tailgate detection, Vehicle Permit authentication and Automatic Number Plate Recognition (ANPR).

2.6 The system supports both GAsEP Priority 1 (Enhance risk awareness and response) through accurate targeting of risks and GAsEP Priority 4 (Improve technological resources and foster innovation) by deploying advanced technology to secure access points.

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