



International Civil Aviation Organization

WORKING PAPER

A41-WP/349¹
EX/150
2/8/22

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 14: Aviation Security – Policy

**ASSISTANCE IN THE IMPLEMENTATION OF PROGRAMMES FOR DETECTING
AND RESPONDING TO ANOMALOUS BEHAVIOUR AGAINST THE SECURITY OF
CIVIL AVIATION**

(Presented by Venezuela (Bolivarian Republic of) and supported by Argentina,
Bolivia (Plurinational State of), Colombia, Costa Rica, Ecuador, Panama and Uruguay)²

EXECUTIVE SUMMARY

States should consider integrating in their aviation security practices and procedures those activities aimed at detecting possible suspicious behaviour that may pose a threat to the security of civil aviation, in order to comply with ICAO Annex 17 – *Aviation Security*. Technical guidance is provided in ICAO *Aviation Security Manual* (Doc 8973 – Restricted) and other regional and local experiences on this issue, however, it would be of great benefit for States to have other options in place to assist them in the development and implementation of their programmes for detecting anomalous behaviour, as set out in Annex 17.

Action: The Assembly is invited to:

- a) take note of the information presented in this working paper; and
- b) request the Council to develop and implement activities to assist Member States (including workshops, courses, seminars, implementation packages (iPacks) or any other assistance mechanisms) to enable them to develop and implement their programmes for detecting anomalous behaviour against civil aviation.

<i>Strategic Objectives:</i>	This working paper relates to the <i>Security and Facilitation Strategic Objective</i>
<i>Financial implications:</i>	It is proposed that the activities mentioned in this working paper be implemented with the resources available in the regular programme budget of the current triennium and/or with extrabudgetary contributions.
<i>References:</i>	Annex 17 – <i>Aviation Security</i> Doc 8973, <i>Aviation Security Manual</i> (Restricted)

¹ Spanish version provided by Venezuela (Bolivarian Republic of).

² Member States of the South American Region (SAM) and the Latin American Civil Aviation Commission (LACAC) (Argentina, Aruba (Kingdom of the Netherlands), Belize, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela (Bolivarian Republic of)).

1. INTRODUCTION

1.1 Amendment 15 to Annex 17 – *Aviation Security* includes the definition for behaviour detection in relation to the application of security controls, as well as a new provision relating to the behaviour detection of passengers and persons who may pose a threat to the security of civil aviation. This requirement (Recommendation 4.1.3) states: “Each Contracting State should consider integrating behavioural detection into its aviation security practices and procedures.”

1.2 In addition to this provision, related guidance was included in the ICAO *Aviation Security Manual* (Doc 8973 – Restricted) to assist States in identifying, in a non-discriminatory manner, persons (passengers, employees or the general public) who could pose a threat to civil aviation and who should therefore undergo further investigation and, if necessary, additional security measures.

2. ANALYSIS

2.1 The development of policies and protocols to detect anomalous behaviour should be used as a complement to the screening process of passengers and non-passengers, and on the basis of an analysis to identify persons who may require additional consideration and/or a more thorough assessment of their person and/or belongings, in order to address possible security concerns.

2.2 Similarly, ICAO guidance proposes that States develop programmes for the detection of anomalous behaviour by persons who attempt to circumvent security measures and who may represent a risk to aviation security. To assess their effectiveness, such programmes should be based on scientifically validated methods supplemented by approved training, with a view to ensuring that the assessment capacity is used effectively and in a non-discriminatory manner on the basis of nationality, ethnicity, race, gender or religion.

2.3 Countries in the region have trialled various approaches aimed at creating competencies that allow the implementation of mechanisms for detecting anomalous behaviour against civil aviation such as the course on “Detection of passengers with suspicious behaviour”, which was designed by the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) formed by the States of the NAM/CAR/SAM regions of ICAO and the Latin American Civil Aviation Commission (LACAC).

2.4 Capacity-building initiatives such as the one mentioned should be complemented by policies and protocols to develop efficient programmes for the detection of anomalous behaviour against civil aviation.

3. CONCLUSION

3.1 The above demonstrates the significance of anomalous behaviour detection programmes in reducing risk and detecting possible activities that may pose a threat to civil aviation, together with the need for appropriate guidance from ICAO to make available to States support (including workshops, seminars, implementation packages (iPacks) or any other assistance mechanism) to enable them to develop capabilities and implement their programmes for detecting and responding to anomalous behaviour against civil aviation.