ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 14:   **Aviation security**

STEPS TAKEN BY INDIA TO DEAL WITH UNLAWFUL INTERFERENCE

(Presented by India)

INFORMATION PAPER

The primary objective of civil aviation security is to ensure the protection and safety of passengers, crew, ground personnel, the general public, aircraft and facilities of an airport against acts of unlawful interference. This is ensured through a combination of measures including marshalling human and material resources. Civil Aviation Security is closely linked to maintaining law and order in the country and discharging its international obligations under the international, legal instruments on the subject.

In India aviation security is an integral part of our Governmental functions and therefore we are directly in charge of the day-to-day operation of civil aviation security programmes. In view of the important function of aviation security, this type of operation provides a greater degree of control over the proper implementation of all security standards, rules and procedures.

India is signatory to Chicago Convention, Hague Convention, Montreal Convention, Montreal Protocol etc. In accordance with the requirements of Art 38 of Chicago Convention to implement all Standards and Recommended Practices of various Annexures to deal with acts unlawful interference, inserting Section 4 in Aircraft Act 1934 to ensure implementation of all Annexes, Government of India has provided legal back up to the Chicago Convention.

In order to bestow legal powers to the Aircraft Commander, Government of India has enacted Tokyo Convention Act 1975 on the basis of the Tokyo Convention 1963.

India has ratified the Hague Convention 1970 and based on this Convention Anti-hijacking Act, 1982, amended in 1994 has been enacted by Government of India to deal with the offence of hijacking.

On the basis of Montreal Convention 1971, Suppression of Unlawful Act against Safety of Civil Aviation Acts 1982, amended in 1994 has also been enacted by Government of India to deal with the perpetrators responsible for acts of unlawful interference.

For the purpose of safeguarding international civil aviation operations against acts of unlawful interference, ICAO has issued Annexure 17 in the year 1974 comprising of Standards and Recommended Practices for implementation by the Contracting States. The Government of India in its bid to ensure incident free aviation operations by warding off activities of hijacking and sabotage at airports, has always kept itself abreast of the Standards and Recommended Practices contained in Annex 17 of International Civil Aviation Organisation (ICAO). This only goes to prove the importance the country attaches to aviation security measures which are indicated as under:

India has established the National Civil Aviation Security Programme with the objective to secure civil aviation by providing , through regulations, practices and procedures, safeguards against acts of unlawful interference. The Aviation Security Group (CISF), the State Police organization, Airports Authority of India and Airlines are responsible to execute their security related jobs in a well coordinated manner as per the programme.

In accordance with the Standards laid down in Annex 17 of International Civil Aviation Organisation (ICAO), the Commissioner of Security (Civil Aviation), has been designated as the Appropriate Authority for Civil Aviation Security in India. Thus the Commissioner of Security (Civil Aviation) defines and allocates the tasks for implementation of the National Civil Aviation Security Programme amongst agencies in the country, airport administration and others concerned. Requisite mechanisms have been established for coordinating activities between different agencies charged with looking after various aspects of the National Aviation Security, so that the aim of aviation security to safeguard civil aviation operations against acts of unlawful interference is achieved. The task allocated to various agencies are as under:

i)	Anti-hijacking Security	i) APSU/ CISF
ii)	Security of registered baggage Airlines catering and cargo	ii) Airlines concerned
iii)	Access control & Issue of PICs/Temporary passes	iii) AAI, APSU/ CISF & BCAS
iv)	Perimeter Security/Security of vital installations	iv) AAI , APSU/CISF
v)	Bomb Detection and Disposal Squad (BDDS)	v) BDDS / Local Police
vi)	Emergency intervention in contingency situation – e.g. Hijacking incidents.	vi) AAI, APSU/CISF/NSG
vii)	Law and Order, Crime, Intelligence,Traffic	vii) Local Police/

Airport Security Committee (APSC), responsible to ensure implementation of security arrangements at the concerned airport (which is convened regularly once a month); and the Bomb Threat Assessment Committee (BTAC), which assembles in the event of any bomb threat call; have been established at each airport in the counter. These committees are important means of co-ordination.

Bureau of Civil Aviation Security (BCAS) headed by Commissioner of Security (CA) has developed plans and procedures to provide a standardized level of security in normal conditions as well as in the event of increased security threat. All possible care is taken by the Bureau to monitor/ensure implementation of the security measures and procedures without causing any interference and delay in the activities of civil aviation operations. Threat to civil aviation operations is continuously revised by the BCAS and relevant elements of the National Civil Aviation Security Programme Threats to civil aviation fall into one or more of four categories of acts of unlawful interference. These categories are listed below :-

       i)   Acts of unlawful seizure (hijacking).
       ii)   Acts of sabotage to aircraft (on the ground and in flight).
       iii)   Attacks on aviation facilities (exterior and interior).
       iv)   Attacks against aircraft in flight (from exterior source).

Each of the above categories will also include attempted--or unsuccessful--acts of unlawful interference. The differentiation between attempted acts and actual acts may vary depending upon the situation, but generally the action should result in at least some disruption of normal operations to become an unlawful act.

Countermeasures against the above threats have been taken by India on the basis of Standards and Recommended Practices in Annex-17-Security and in other Annexes and the guidance material in the Security Manual of ICAO and the National Civil Aviation Security Programme.

National Civil Aviation Security Training Programme has been formulated to comply with the requirements of International Civil Aviation Standards (Annex-17-3.1.7) to ensure that the persons implementing security controls are appropriately trained and possess all competencies required to perform their duties. This training policy shall be implemented by all agencies entrusted with the implementation of the provisions of National Civil Aviation Security Programme in India.

India has taken lead to make the Recommended Practice 4.3.3 of Annex –17 mandatory w.e.f. April, 1997 with regard to screening of checked-in baggage. Checked-in baggage are subjected to x-ray screening and physical check at random at all the International Airports and domestic airports in India. On suggestion put forward by India in the 12th meeting of AVSEC Panel. The Recommended Practice 4.3.3 of screening of registered baggage has been made as a Standard 4.4.8.

In India the instructions for ensuring civil aviation security are broadly common for domestic as well as international aviation as per standards laid down by ICAO.

The National Contingency Plan to deal with unlawful interference has been developed and it is reviewed from time to time. Similarly each airport has its Contingency Plan which has been developed on the basis of the National contingency Plan.

Aircraft Operators providing service from India implement security programme which are filed by them with the Appropriate authority to meet the requirements of the National Civil Aviation Security programme.

In order to prevent entry of a person of criminal background in the aviation security organizations working at the airports in India it has been made mandatory that the persons implementing security controls are subjected to background checks and selection procedure.

Screening operations are carried out by screeners certified by BCAS in accordance with the requirement with the National Civil Aviation Security Programme to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference.

Surveys are carried out by officers of BCAS to identify security needs, inspections to implement security controls and procedures; and tests of security controls to assess their effectiveness. Security controls and procedures are reviewed and necessary measures are taken to remedy weaknesses so as to prevent recurrence.

In the wake of unprecedented incidents of 11th September 2001 in USA, International Civil Organization constituted a Study Group on the New and Emerging Threats to civil aviation operations and on the recommendations of the Study Group, where India represented as one of the main contributors, ICAO identified following new and emerging threats :-

      a)   the misuse of aircraft as a weapon;
      b)   suicide attacks in the air;
      c)   suicide attacks on the ground;
      d)   electronic attacks;
      e)   computer-based attacks;
      f)   chemical and biological attacks; and
      g)   the use of nuclear or other radioactive materials.

In view of the above incident and the new and emerging threats the ICAO Assembly directed for establishment of universal security audit programme. Accordingly the Aviation Security (AVSEC) Panel, during its twelfth meeting held in Montreal in November 2001, unanimously supported establishment of mandatory ICAO universal security audit programme for States to ascertain the effective implementation by States of the SARPs contained in Annex-17 as a key element for the protection of civil aviation world wide. The then Commissioner of Security (CA), India was nominated by ICAO as the Chairman of the Universal Security Audit Programme and thus Universal Security Audit programme has been developed under the chairmanship of the Commissioner of Security (CA), BCAS. The Universal Security Audit programme is mandatory. It will enable ICAO to assess the level of implementation by States of the SARPs contained in Annex-17 and also serve as a catalyst to enhance the provision of appropriate training, the development of guidance material and assistance tools as well as the improvement of Annex-17 itself.

In the wake of hijacking of IC-814 on 24.12.1999 from Kathmandu Airport, LTTE attack at Sri Lanka airport on 24.7.2001 and incidents in USA on September 11, 2001 the following steps have been taken by India to strengthen security at airports in the country.

      a)   Deployment of Central Industrial Security Force for security duties at all the operational airports in a phased manner to bring in homogeneity. CISF has been deployed at 47 airports and it is being deployed in a phased manner, at other airports.
      b)   Tightening of the frisking of passengers and hand baggage at the time of entry into the sterile hold area.
      c)   Strict control on access to the airports.
      d)   Deployment of Sky Marshals on all domestic flights of Indian air-carriers on random basis.
      e)   Raising of the perimeter wall at the operational airports to the standard level.
      f)   Installation of the state of art, colour X-ray machines, wherever necessary.
      g)   Secondary security checks of passengers and their baggage at ladder point on random basis.
      h)   Increased monitoring and inspection of airports.
      i)   Modernisation and upgradation of security related technology at the airports in a phased manner
      j)   Deployment of Quick Reaction Teams (QRTs) duly equipped with arms and ammunition, transport and communication system at airports in India.
      k)   Instructions are in force to lock cockpit doors during the operational hours of the flight.

The Indian commitment to the implementation of Annex-17 is total. It is being enforced in letter and spirit. India had, no doubt, its share of a few cases of unlawful interference in Civil Aviation. The Government is determined to curb the menace of terrorism. All possible precautions are taken to make flying more safe and secure. Due attention is being paid to human factors and to the technology. Since Civil Aviation Security is inter-dependent, India ensures that the efficient security set up is operational at all airports.

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