

AVIATION SECURITY

An Indian Perspective

Historical Development

In the early years of independence, India suffered a set back when AI's Kashmir Princess was lost as there was a bomb on board.

IA aircraft was hijacked and destroyed in the wake of 1971 war with Pakistan.

The hijacking of Indian Airline aircraft in 1976 led to the establishment of the Pande Committee.

Need to have a separate entity to over-see aviation security was felt by the Committee.

Separate Cell within DGCA was created for looking into aviation security

AI aircraft crash of 1985 (Kanishka) led to establishment of the Bureau of Civil Aviation Security independent of DGCA.

Historical Development (Contd.)

Increasing involvement of India with ICAO in matters relating to aviation security.

Submission of the Kirpal Commission Report on Kanishka crash identifying gaps in the aviation security procedures requiring re-look into Annex 17.

Participation of India in the Diplomatic Conference on adoption of Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation (Montreal Supplementary Protocol, 1988) after Rome and Vienna terrorist attacks in 1985.

Historical Development (Contd.)

The Minister of Civil Aviation attending the Council Meeting of ICAO held in February 1989 after Pan Am crash at Lockerbie.

India's Representative on the Council of ICAO was actively associated with the Committee on Unlawful Interference.

Aviation Security mechanism was created at ICAO level with funding from selected group of member States including India.

Historical Development (Contd..)

Commissioner of Civil Aviation Security became a member of the Aviation Security Panel (AVSEC).

BCAS established separate Unit for bomb disposal and explosives detection.

Expert from BCAS became a member of the Ad Hoc Group of Specialists on Detection Explosives.

India's participation on the Legal committee on the proposed international legal instrument on Marking of Plastic Explosives for Detection.

India's role the Diplomatic conference on Convention on Marking of Plastic Explosives.

Ratification of international multilateral legal instruments

- **The Tokyo Convention,1963 (Convention on offences and certain other acts committed on board aircraft)**
- **The Tokyo Convention Act,1975**
- **The Hague Convention,1970(Convention for the Suppression of Unlawful Seizure of Aircraft)**
- **The Anti Hijacking Act,1982**
- **The Montreal Convention,1971(Convention on the Supression of Unlawful Acts against the Safety of Civil Aviation)**
- **The Suppression of Unlawful ,Acts against safety of Civil Aviation,1982**
- **Insertion of ICAO Model Aviation Security Clause in the Bilateral Air Services Agreement after Kanishka Crash – in 1988 with UK and 1991 with Canada**
- **Time lag between the adoption of international instrument and domestic legislation.**

Bureau of Civil Aviation Security

- **Role of BCAS was establishment of standards, procedures, regulations and rules, training, inspection, and monitoring.**
- **The State Police was kept in charge of airport security.**
- **Dedicated force to be in charge of aviation security not encouraged in the early eighties even after spate of hijacking, Kanishka crash and Pan Am Lockerbie.**
- **BCAS coordinated with State police and other Central Government Security Establishments like NSG, BSF, CRPF etc.**
- **Expansion of BCAS to include bomb disposal and detection of Explosives after AI Kanishka Crash, and Pa Am Lockerbie Crash.**
- **Aircraft Hijacking IA 814 in 1999 brought back the concept of exclusive force for airport security.**
- **CISF was put in charge of airport security etc.**

Functions & Organisation

- **The Bureau is headed by the by an officer of the rank of Director General of Police with Additional Commissioner, Deputy Commissioners, Assistant Commissioners Controller of Explosives, Regional Offices.**
- **Laying down of standards for implementation of Annex 17.**
- **All security agencies of airport operators and airlines operators come within purview.**
- **Monitoring of implementation of rules of aviation security.**
- **Surprise dummy checks and mock exercises for professional efficiency.**
- **Dedicated CISF Contingent earmarked for aviation security.It has been notified as Aviation Security Group (ASG) to bring in unified work culture.**

Functions & Organisation ...Contd..

- **BCAS Guidelines for passengers and users**
- **Travel tips**
- **Travel Smart and Safe**
- **Permitted and Prohibited items**
- **Transporting Special items**
- **Traveling with children**
- **Special considerations**
- **Persons with disabilities and medical conditions**
- **Security Awareness**

Training

- **Basic Avsec Course**
- **Avsec Instructor's Course**
- **Avsec Management Course**
- **Auditor's Course**
- **Avsec Air Cargo Course**
- **Crisis Management Course**
- **Avsec Supervisor Course**
- **Avsec Profile Screening**
- **Sky Marshall Awareness**
- **X-Ray BIS**
- **Screeners' Certification**

ICAO Security Audit

- **Establishment of ICAO Universal Safety Oversight Programme (A32/11) included initially audit of Annex 1, 2 and 8.**
- **IUSOAP has expanded to include Annex 14 and 17.**
- **Aviation security programme of India was subject to ICAO audit.**
- **In January 2005,Indira Gandhi International Airport was visited by the audit team**

Modernisation

- **CISF provides facilities in its National Industrial Security Academy simulators for X-Ray BIS, Explosive Vapors Detector, Explosive Trace Detector and HHMD and DFMD.**
- **Mock airport, mini-runways and reception and security hold areas against anti-sabotage and anti-hijacking exercise.**
- **Biometric scanner specification determined.**
- **Special law to handle aviation security different from existing legal regime (Aircraft Act etc) contemplated some years back.**
- **Need to reduce the gap between adoption and ratification of international treaties**

Special features of threat to aviation security

- **Growing terrorism getting cross-border assistance. Shoulder fired missiles were threat during turmoil in Afghanistan.**
- **Possibility of threat from infiltration into the aviation sector. Need for background and antecedent verification of personnel entering aviation sector.**
- **Increasing transparency due to democratic culture of governance making the border line between what should be in public domain what should not be getting blurred.**
- **Modern communication system available to all.**

Conclusions

- **India has in place necessary organization and regulatory system to ensure protection of aviation from unlawful interference.**
- **Commitment exists to bring into line all standards, procedures, regulations and rules in line with Annex 17.**
- **ICAO policy related to unlawful interference envisages prompt adherence to international legal instruments(A33/2).There is need for serious attention to this.**
- **All the procedures laid out at international and national airports are within the ambit of Annex 17 and also in harmony with Annex 9 as is the expectation of ICAO policy.**

Outlook for the future

- **Strength of a chain is known from its weakest link.**
- **Level of preparedness of the States having aviation connectivity with a particular State is most crucial.**
- **Some are soft in their approach by culture, some are soft by design, and some are soft as they cannot afford the cost.**
- **ICAO has a role to play.**
- **India should be more proactive in the international forum.**
- **IFFAS and IUSOAP should go hand in hand.**