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**AGENDA ITEM 5: AVIATION SECURITY AND
FACILITATION**

**AVIATION SECURITY AND FACILITATION UPDATES
FROM BANGLADESH**

Presented by Bangladesh

INFORMATION PAPER

SUMMARY

This paper presents the aviation security and facilitation updates from Bangladesh. This paper highlights updated information on the appropriate authority, policy development, use of modern technologies and systems, training, security culture, and facilitation-related activities.

AVIATION SECURITY AND FACILITATION UPDATES FROM BANGLADESH

1. INTRODUCTION

1.1 Aviation industry in Bangladesh is growing day by day in terms of flights, passengers, and cargo movement. There are 03 international and 05 domestic airports serving civil aviation in Bangladesh. Currently, 03 national and 26 foreign aircraft operators are operating international flights to and from Bangladesh. HSIA is the main airport in Bangladesh and serves as the hub for Biman Bangladesh Airlines (the national flag carrier) and the other 02 Bangladeshi aircraft operators.

1.2 Bangladesh, being a signatory to the Convention on international civil aviation, is committed to meeting the international standards and recommended practices (SARPs) of ICAO Annex-17 and security-related provisions of Annex-9: Facilitation.

1.3 The Global Aviation Security Plan (GASeP), a strategic plan adopted by ICAO to enhance both compliances and effectiveness with Annex-17. Bangladesh had exceeded the GASeP aspirational goal of Effective Implementation (EI) of 2020, which was demonstrated through the ICAO Aviation Security Audit in 2018.

1.4 Despite COVID-19 Pandemic, Bangladesh made significant progress in aviation security and facilitation. Some of the major improvements should include approval of the new manpower structure, adoption of the updated policy on airport passes and identification system, the introduction of online application and approval software for airport identification, the introduction of body scanners, an in-line cargo screening system integrated with an explosive detection system, and a couple of innovative projects to promote security culture.

2. DISCUSSION

2.1 **UPDATES ON APPROPRIATE AUTHORITY:** The Civil Aviation Authority of Bangladesh is the appropriate authority for aviation security in Bangladesh. At the outset, there was no dedicated aviation security division within CAAB. The CAAB was not adequately staffed in order to carry out all aviation security responsibilities particularly regulatory and oversight functions. The aviation security regime in Bangladesh has been reformed in terms of structure and manpower at the national and airport level. The Government of the People's Republic of Bangladesh has approved a new organogram for CAAB which includes a dedicated AVSEC Division. The AVSEC Division is headed by the Member (Security) who is one of the CAAB board members. The new structure will increase the aviation security strength of CAAB by 76%, which would increase its capacity to oversee and enforce the aviation security measures across the country by a dedicated oversight and enforcement section under Member (Security). The new structure will also enhance capacity including threat and risk assessment, policy development in relation to SARPs contained in ICAO Annex-17 and Annex-9, training and certification and airport level aviation security services provided by CAAB Airport Operators. Currently, CAAB is in the process of recruiting new aviation security personnel including inspectors, instructors, managers, supervisors, and screeners.

2.2 **POLICY UPDATES**

2.2.1 Bangladesh recognizes that the effective and sustainable implementation of security-related policies and associated procedures are essential defense tools for a robust aviation security oversight system. In line with the frequent amendments to ICAO SARPs, Bangladesh is updating its policy documents such as National Civil Aviation Security Programme (NCASP), the National Civil Aviation Security Training Programme (NCASTP) and the National Civil Aviation Security Quality Control Programme (NQCP). Along with those national-level policy documents, Bangladesh also adopted some special policies in some critical areas of aviation security such as access control and airport identification system.

2.2.2 In accordance with the ICAO Annex-17: Security, access to the airside and security restricted areas of airports are controlled by using a security identification permit system sometimes referred to as the airport security pass. Whatever, it is called, it is a permit system consisting of cards or other documentation issued to individuals employed at airports, or those who otherwise have a need for authorized access to an airport, airside or security restricted area. The system's purpose is to identify the individual and facilitate access. Vehicle permits are issued and used for similar purposes.

2.2.3 A well-established and appropriate policy on airport personnel and vehicle identification system is a key element for a reliant and robust access control system at the airport as well as to improve security culture within the environment. As a part of its ongoing policy development efforts, the Civil Aviation Authority of Bangladesh (CAAB) with the direction from the Ministry of Civil Aviation and Tourism (MoCAT) and in consultation with other concerned departments, adopted a new policy document namely "Airport Security Pass Policy 2020" by updating the Airport Permit Policy established in 2008.

2.2.4 The Airport Security Pass Policy 2020 is a national-level document comprising the policies and guidance on the issuance of airport identification for persons and vehicles. The document has been developed based on the ICAO Annex-17 standard 4.2.3 and other relevant provisions as revised in the 17th amendment. While developing this document, special focus was given on the strengthening the requirement of establishing operational needs or other legitimate reasons while issuing airport identifications, improving security culture by engagement, recognizing the need for a comprehensive security awareness training programme, reduce risks associated with insider threats by introducing different levels of background checks, modernization of application, approval, issuance and tracking process of airport entry pass and identification. The new policy requires control and management of all types of identifications by the AVSEC including aviation inspectors, crew members, airport personnel, visitors and vehicles.

2.3 **TECHNOLOGY AND SYSTEM UPDATES**

2.3.1 Online application and approval software for airport security identification: Access control to airside and security restricted areas of an airport is one of the critical elements of the airport security system. Control over the entire application, approval and issuance of airport security identification permits is most crucial for the effectiveness of the airport access

control system. Recognizing the importance, CAAB has developed dedicated software for online applications and approval of identifications. This software will enhance control over the entire application, approval and issuance of airport security identification permits through verification of continuous background checks including criminal history checks, and validity of general security awareness training. It will serve as a single online platform for all categories of persons and vehicles including civil aviation inspectors, crew members of national aircraft operators, airport personnel and other personnel and vehicles.

2.3.2 A fully integrated access control solution has been installed at the Hazrat Shahjalal International Airport. This system has advanced features such as advanced intelligent card readers, microchip-based smart cards, portable card readers, automatic number plate recognition of vehicles, facial recognition and visitor management.

2.3.3 Cargo security and facilitation: In the years 2019 and 2020, a total of 2,00,256 MT and 1,48,117 MT cargo have been exported through Hazrat Shahjalal International Airport. In accordance with the national requirement, 100% of cargo is screened at the air cargo screening unit (ACSU) at the airport. The ACSU provides cargo screening services to all international aircraft operators transporting cargo from Bangladesh. To facilitate cargo movement ensuring security, CAAB installed inline cargo screening facility integrated with ECAC Standard 3 Explosive Detection System.

2.3.4 Introduction of body scanner: According to the Working Group of Threat and Risk (WGTR), the threats of Person-Borne Improvised Explosive Devices (PBIEDs) remains a highly likely and favoured modus operandi among some terrorist groups. The “underwear bomber” who intended to use a non-metallic IED concealed in his underwear to attack an aircraft in mid-flight in December 2009 (Northwest flight 253) is one of the most notorious plot in aviation history among others. As a mitigation measure to non-metallic threats, CAAB, in cooperation of JICA, had installed body scanners at 3 international airports of Bangladesh.

2.4 TRAINING UPDATE

2.4.1 A dedicated Aviation Security Training Unit (ASTU) had been established within the Civil Aviation Academy of Bangladesh to provide regulatory mandated elementary, basic and job specific aviation security training to aviation security and non-security staff performing aviation security functions at airport level. Moreover, this training unit organizes training for national-level personnel including National AVSEC Inspector’s Course (NIC) and provides direct supports to CAAB AVSEC Division in the conduct of certification sessions for instructors and screeners. Currently, it has 22 certified aviation security instructors in its pool. It is to be mentioned that Bangladesh has a couple of ICAO Certified Aviation Security Instructors.

2.4.2 The ASTU provides round-the-year classroom, airport OJT and site-specific training for aviation security and non-security personnel to airports, airlines, cargo operators and other concerned entities. The following table provides more information on the categories of training provided by the ASTU:

S/N	TYPES OF COURSES	DURATION	TARGET AUDIENCE
Basic Courses			
1.	General Service Training-Basic (GSTB)	22 days	Induction course for aviation security ground personnel
2.	General Service Training-Advanced (GSTA)	33 D	Induction course for aviation security supervisors and managers
3.	Basic Aviation Security (BAS)	5 Days	Ground security staff and screener (Category-1)
4.	Ground Security Operative (GSO)	15 Days	Potential screeners (Category-2)
5.	Ground Security Supervisors (GSS)	10 Days	Supervisors
6.	Cargo Operative-General (COG)	4 Days	Cargo non-security personnel
7.	Cargo Operative-Security (COSy)	5 Days	Cargo security staff
8.	Cargo Operative Screening (COS)	15 Days	Potential cargo screener
9.	Senior Cargo Operative (SCO)	10 Days	Cargo screening supervisors
Senior/Mid-level Courses			
10.	Train the Trainer (TtT)	7 Days	Potential AVSEC instructors
11.	Airport Security Managers (ASM)	12 Days	Supervisors and Managers
12.	National Inspector Course (NIC)	7 Days	Potential National AVSEC Inspectors
13.	Aircraft Operator Security Course (AOSC)	5 Days	Aircraft operators personnel
Specialized Courses			
14.	Recognition of Fire Arms & Explosive Initial (RFXI)	3 Days	Additional course for screeners
15.	Threat Assessor Course (TA)	3 Days	Additional course for supervisors
16.	Quality Assurance (QA)	5 Days	Airport level QA personnel
17.	Aircraft Protection & In Flight Supply Course (APIFS)	3 Days	Airport, Aircraft operator and GHA personnel implementing such functions
18.	Accounting and Authorizing of Hold Baggage for carriage by Air (AAA)	1 Day	Aircraft operator and Ground Handling staff
19.	CCTV	1 Day	Additional course for airport level QA and operational staff
20.	X-ray screening operative course (XSO)	7 Days	X-ray operators of other organization

2.4.3 The academy has a dedicated x-ray image interpretation simulator to supplement the training of x-ray operator through practical learning, practices and exam.

2.4.4 Bangladesh will extend its support to the sub-regional countries in terms of aviation security training and capacity building in near future.

2.5 SECURITY CULTURE UPDATES

2.5.1 In accordance with the endorsement at the 40th ICAO Assembly, the 2021 was observed as the ICAO Year of Security Culture (YOSC). CAAB had adopted a plan to observe in the year 2021. Due to the Covid-19 situation, that plan could not be implemented fully. For promoting security culture with the sustainable trend, in addition to the recommended activities, such as enhancement of training, seminar, workshop and publishing leaflets, CAAB started following persistent approach to promotion of security culture.

2.5.2 Regular discussions on “security culture” are carried out in meetings of National Civil Aviation Security Committee (NCASC) and Airport Security Committees (ASCs).

2.5.3 Establishment of GSAT Smart Classroom: The GSAT Smart Classroom is an instructor-free video classroom to be established at each airport and CAAB HQ. Different levels of GSAT would be delivered in the classroom during operational hours of the airport. Anyone who requires GSAT, can use this classroom to receive initial or recurrent GSAT.

2.5.4 Introduction of Aviation Security and Facilitation Shelf: It is a shelf to be placed in the different locations of airports to facilitate passengers, employees of various airport entities, and visitors with the updated information. The shelf contains latest guidelines, instructions, and circulars from airports, airlines and other different government organizations regarding airport security, customs, immigration, airlines, quarantine, health department, the ministry of religious and the ministry of foreign affairs. Those shelf will be maintained by a dedicated sub-committee under the Airport Security Committee as each airport. It will serve as a single platform for passenger, airport entities and airport employees for sharing.

2.6 FACILITATION UPDATES

2.6.1 Bangladesh is in the process of implementing all the Annex 9 Standards related to the ICAO TRIP Strategy in accordance with the ICAO Traveller Identification Programme (TRIP) Implementation Roadmap for Member States published in 2017.

2.6.2 The National Air Transport Facilitation Committee (NATFC) had been formed in 2015. Airport Facilitation Committees (AFCs) at three international airports had been formed and functioning since 2017. The National Air Transport Facilitation Programme (NATFP) had been established in 2018.

2.6.3 Implementing Civil Registration and Vital Statistics (CRVS) has been given special importance in Bangladesh. In this regard, a dedicated CRVS Secretariat has been established within the Cabinet division of the Bangladesh Government. Bangladesh has joined the ICAO PKD and awaiting the key ceremony. Bangladesh has introduced Automated Border Control System at Hazrat Shahjalal International Airport, Dhaka. Bangladesh is in the process of implementing the Advance Passenger Processing System encompassing Advance Passenger Information (API), interactive API, Passenger Name Record and eTA. Bangladesh started issuing e-Passports in accordance with the ICAO MRTD guidelines.

2.6.4 Considering the growth of the aviation industry in Bangladesh, the government of the People's Republic of Bangladesh expanding its major airports including 3rd terminal of the Hazrat Shahjalal International Airport. Bangladesh government is developing a mobile based application for air passenger facilitation named as "Digital Airport Services".

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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