

**57<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGION**

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

**INTRODUCTION OF PRIVATE SECURITY AGENCY FOR  
NON-CORE SECURITY FUNCTIONS AT AIRPORTS IN INDIA**

Presented by the Bureau of Civil Aviation Security, India

**INFORMATION PAPER**

**SUMMARY**

This Paper presents the process being adopted by India to harmonize aviation security requirements with seamless facilitation of passengers with the identification of non-core security duty post and introduction of Private Security Agency personnel at Indian airports..

The paper also invites Conference to encourage member States to discuss and avail the concept of non-core security duty post in aviation security eco-system and use of their services for better passenger experience with enhanced security.

# **INTRODUCTION OF PRIVATE SECURITY AGENCY FOR NON-CORE SECURITY FUNCTIONS AT INDIA AIRPORTS**

## **1. INTRODUCTION**

1.1 A wide spectrum of security threats is faced by Security Agencies with petty pilferage at one end and terrorist attack at the other in civil aviation sector. Therefore, most effective security arrangements should be available to the assets of the airport and facilities connected therewith. National Civil Aviation Policy (NCAP) 2016 envisaged that creative approaches to aviation security which are effective but non-obtrusive and which are perceived by the public as a logical response to new and existing threats should be supported as far as practicable.

1.2 This information paper presents the approach taken by India for simplifying passenger travel experience while maintaining aviation security. The paper demonstrates that how the entire gamut of aviation security ecosystem has been acknowledged with the identification of various avsec functions into two broad categories and how the role of Private Security Agency personnel has been identified and recognized in non-core areas, for seamless and more secure travel process. The system is flexible enough to accommodate increased security measures, when required.

## **2. DISCUSSION**

2.1 The objective of induction of Private Security Agencies (hereafter referred as PSA) at the airports handling civil aviation in India is to provide cost effective, reliable, professionally competent, passenger compatible aviation security through harmonious implementation of non-core security functions by the PSA.

2.2 Based on a comprehensive and wide ranging deliberations and taking into consideration adequate threat and risk assessment, the entire array of aviation security functions have been categorized as core and non-core security functions.

2.3 The core security functions, which are identified as sovereign in nature, are to be manned by the Aviation Security Group (ASG).

2.4 However, the non-core security functions, though they are also sensitive avsec functions, have been mandated to be performed by the PSA.

2.5 Considering the sensitiveness of the issue, sufficient mitigation measures have been ensured while scheming the QRs requirements of the PSA.

2.6 It is recommended that every PSA, while employing a person for non-core security functions, would give preference to a person who has served as a member in armed forces of the union/police etc.

2.7 It is obligated that each PSA shall have prior security clearance and necessary licensing from the respective competent authorities, prior to their deployment at the airport.

2.8 Appropriate pre-deployment on the job training/basic training has been provisioned before the PSA personnel actually get onboard, for the deployment at airports.

2.9 In order to have clarity of role, purpose and supervision, every PSA shall work under the direct operational command and control of the Chief Aerodrome Security Officer (CASO) of ASG, for that airport.

2.10 It is also mandated that each PSA shall develop, implement and maintain a written Security Programme, towards their commitment for the avsec responsibilities, which is to be approved by Appropriate Authority.

2.11 A nationwide data bank of PSA personnel shall be maintained by PSA and airport operator, in order to prevent re-employment of blacklisted employees.

2.12 It is obligated that PSA personnel shall be on the regular pay roll of the designated PSA and third party or outsourced contractual person are strictly prohibited for avsec non-core security functions.

2.13 Therefore, with the implementation of Private Security Agency scheme blend with Aviation Security Group, India is looking forward to provide a cost effective, viable, robust and resilient aviation security eco-system in India.

### **3. ACTION BY THE CONFERENCE**

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

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