

THE CIVIL AVIATION [(NO. 8) AVIATION SECURITY]
REGULATIONS, 2004

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LEGAL NOTICE NO. 107

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER
UNDER SECTION 33 OF THE CIVIL AVIATION ACT, 2001

THE CIVIL AVIATION [(NO. 8) AVIATION SECURITY]
REGULATIONS, 2004

1. These Regulations may be cited as the Civil Aviation [(No. 8) Citation
Aviation Security] Regulations, 2004.

PART I

INTERPRETATION

2. For the purpose of these Regulations—

“act of unlawful interference” means an act which seeks to or
jeopardizes the safety of civil aviation and air transport
such as—

Interpreta-
tion

- (a) unlawful seizure of an aircraft in flight or on the ground;
- (b) hostage taking on board an aircraft or at an aerodrome;
- (c) forcible intrusions on board an aircraft at an aerodrome or at the premises of an aeronautical facility;
- (d) introduction on board an aircraft or at an aerodrome of a weapon or hazardous device or material intended for criminal purposes; or
- (e) communication of false information so as to jeopardize the safety of aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an aerodrome or at the premises of a civil aviation facility;

“aircraft operator” means a national aircraft operator and a foreign aircraft operator;

“air marshal” means a member of the protective services specially trained in aviation security;

“air operations area” means a portion of an aerodrome designed and used for landing, take-off or surface manoeuvring of aircraft;

“aerodrome operator” means a person who operates an aerodrome in Trinidad and Tobago, holding an aerodrome licence issued under the Civil Aviation [(No. 12) Aerodrome Licensing] Regulations, 2004 in respect of such aerodrome and regularly serving scheduled, non-scheduled passenger operations and cargo operations in accordance with the Act or Regulations made thereunder;

“aerodrome tenant” means any enterprise that is resident at an aerodrome;

“Authority” means the Trinidad and Tobago Civil Aviation Authority established under the Civil Aviation Act, 2001;

“authorized search” means a search carried out of persons or goods destined to or within a restricted area of an aerodrome, or on board an aircraft, by a designated aviation security officer, police officer or any other person designated by the Civil Aviation Authority;

“aviation security officer” means—

(a) a person who is trained in accordance with the security training requirements of the approved Aerodrome Operator Security Programme and who has been appointed as an aviation security officer by an aerodrome operator, aircraft operator or aerodrome tenant; and

(b) any member of the Trinidad and Tobago Police Service or Trinidad and Tobago Defence Force when assigned aerodrome security duties;

“aviation screening officer” means a person who by virtue of his training has been employed by the aerodrome operator to carry out aviation security screening duties;

“carry-on baggage” means luggage and personal belongings to which a person will have access while on board an aircraft;

“catering stores” means all items, other than catering supplies, associated with passenger in-flight services, that includes newspapers, magazines, headphones, audio and video tapes, pillows and blankets, amenity kits;

“catering supplies” means food, beverages, other dry stores and associated equipment used on board an aircraft;

“checked baggage” means luggage and personal belongings accepted for transportation by an aircraft operator and to which a person will not have access while on board an aircraft;

“dangerous goods” means articles or substances which are capable of posing significant risk to health, safety or property when transported by air and which are classified according to the International Civil Aviation Organization Technical Instructions for the Safe Transport of Goods by Air;

“escort” means to accompany or supervise an individual who does not have unescorted access authority to areas restricted for security purposes, as identified in the Aerodrome Operator Security Programme, in a manner sufficient to take action should the individual engage in activities other than those for which the escorted access is granted;

“exclusive area” means that part of an air operations area for which an aircraft operator has agreed in writing with the aerodrome operator to exercise exclusive security responsibility under an approved security programme or a security programme used in accordance with Part VI of these Regulations;

“firearm” has the meaning given to it in the Firearms Act; Chap. 16:01

“foreign air operator” means an aircraft operator who conducts international air transport operations under the authority of an air operator certificate issued by a State other than Trinidad and Tobago;

“general aviation” means all aviation activity at an aerodrome associated with the arrival and departure of aircraft other than air operators;

“goods” means personal belongings, baggage, cargo, mail, article, thing or conveyance that may be taken or placed on board an aircraft or taken into a restricted area;

“hijacking” has the meaning given to it under the Hijacking Act; Chap. 11:22

“incendiary device” means an object, other than a match or pocket lighter, that is fabricated with combustible materials and when ignited may cause fire damage to property or inflict burn injuries on individuals;

“national aircraft operator” means an aircraft operator operating under the authority of the Civil Aviation Authority of Trinidad and Tobago;

“person in custody” means a person who is for the time being under the control of an escort officer;

“personal search” means a search of the clothing of a person and personal belongings for prohibited items by a designated aviation security officer or a member of the Trinidad and Tobago Police Service;

“piracy” has the meaning given to it in the Civil Aviation (Tokyo Convention) Act;

“protective services” means officers of the Trinidad and Tobago Police Service and Trinidad and Tobago Defence Force;

“private charter” means an agreement to hire an entire aircraft for the carriage of passengers and goods;

“public charter” means an agreement to hire a specified cargo space or number of passenger seats on an aircraft for the carriage of passengers and goods;

“record” includes any writing, drawing, map, tape, film, photograph, or other means by which information is preserved;

“regulated agent” means an agent, freight forwarder or any other entity who conducts business with an aircraft operator and provides security controls that are accepted or authorized by the Authority in respect of cargo, courier and express parcels or mail;

“restricted area” means any area of an aerodrome that is identified as an area to which access is restricted to authorized persons and includes any aircraft or vehicle on that aerodrome;

“restricted area pass” means a document issued by the designated pass issuing authority, that entitles the holder to have access to a specific restricted area of an aerodrome during a specified period;

“scheduled passenger operations” means the provision of an air transportation service for passengers from identified air terminals at a set time announced by timetable or schedule published in a newspaper, magazine or other advertising medium;

“screening” means the application of technical or other means which are intended to detect weapons, explosives or other prohibited items which have been designated as dangerous to aviation security;

“screening staff” includes an aviation security officer and an aviation screening officer;

“security programme” means an Aerodrome Operator Security Programme, National Aircraft Operator Security Programme, Foreign Aircraft Operator Security Programme, Catering Operator Security Programme and a Regulated Agent Security Programme, where applicable;

“sterile area” means—

(a) an area within a restricted area to which access is controlled by the inspection of persons and property in accordance with Parts I and II of these Regulations;

(b) a facility within a restricted area of an aerodrome accessible to screened persons and set apart to facilitate security control of persons embarking and disembarking aircraft;

“Technical Instructions” means the International Civil Aviation Organization Instructions for the transport of Dangerous Goods by air;

“transit passenger” means a passenger departing from an aerodrome on the same flight on which he arrived;

“transfer passenger” means a passenger making direct connection between two different flights; and

“weapon” means any thing designed, used or capable of inflicting harm and includes a firearm.

Applicability

3. (1) These Regulations apply to—

Applicability

(a) aerodrome operators;

(b) national aircraft operators;

(c) foreign aircraft operators;

(d) aerodrome tenants;

(e) a person in or within the vicinity of an aerodrome;

(f) a person who offers goods for transport by air;

(g) a person who provide a service to an aircraft operator; and

(h) a person on board an aircraft.

(2) The provisions of Part I of the Civil Aviation [(No. 1) General Application and Personnel Licencing] Regulations, 2004 with respect to the surrender, suspension or revocation of aviation documents apply to certificates, authorizations and ratings issued under these Regulations.

PART I

PROHIBITION ORDERS

Power of the Director General to issue prohibition orders

4. The Director General may issue an order prohibiting the carriage by aircraft of any item, either as personal belongings, freight, catering, cargo or mail.

PART II

SECURITY PROGRAMME

Restrictions on aerodrome operators and aircraft operators in respect of security programmes

5. (1) An aerodrome operator shall not operate the aerodrome specified in his aerodrome licence unless he has submitted, for such aerodrome, a proposed Aerodrome Operator Security Programme, which meet the requirements of these Regulations for acceptance and subsequent approval by the Authority.

(2) A person shall not operate a Trinidad and Tobago aircraft within Trinidad and Tobago or internationally unless he has submitted a proposed Aircraft Operator Security Programme for his operations, to the Authority for its acceptance and subsequent approval.

(3) A foreign air operator shall not conduct operations in Trinidad and Tobago unless he has submitted a proposed Aircraft Operator Security Programme as part of his application for an Operations Specifications under the Civil Aviation [(No. 10) Foreign Air Operator] Regulations, 2004 to the Authority for its acceptance and subsequent approval.

(4) A person shall not operate an enterprise or an organization whose purpose is the movement of goods by air, within and through Trinidad and Tobago, unless he has submitted a proposed Regulated Agent Security Programme for his operations, to the Authority for its acceptance and subsequent approval.

(5) A person shall not operate an enterprise or an organization whose purpose is the provision of catering supplies and stores for use in air transport, within and through Trinidad and Tobago, unless he has submitted a proposed Catering Operator Security Programme for his operations, to the Authority for its acceptance and subsequent approval.

(6) Where a person wishes his proposed security programme under this regulation to be approved by the Authority he shall—

- (a) submit such security programme in writing at least ninety days before the intended date of operations;
- (b) pay the prescribed fee;
- (c) meet the requirements of these Regulations.

(7) A security programme under these Regulations shall be signed by the applicant and provide for the safety of—

- (a) passengers, crew and their property;
- (b) the aircraft; and
- (c) related aviation support facilities,

against acts of unlawful interference.

Additional requirements for applications

6. (1) Where a person, under regulation 5, submits his security programme as part of his application for—

- (a) an aerodrome licence under the Act or Regulations made thereunder;
- (b) an Air Operator Certificate under the Civil Aviation [(No. 3) Air Operations Certification and Administration] Regulations, 2004; and
- (c) a foreign air operator operations specifications authorization under the Civil Aviation [(No. 10) Foreign Air Operators] Regulations, 2004,

he shall in addition to meeting the requirements of that Regulation, meet the requirements for his security programme under these Regulations.

(2) For the purpose of administering these Regulations a security programme shall be assessed by the Director General, for adequacy.

7. (1) Where the Director General is satisfied that a proposed security programme submitted under regulation 5, meets the requirements of these Regulations and does not conflict with the National Civil Aviation Security Programme, he may recommend the Authority accept such proposed security programme.

(2) Where the Director General determines that a proposed security programme submitted under regulation 5, requires modification he may direct the applicant to modify and re-submit the proposed security programme for the acceptance of the Authority.

(3) An acceptance under this Regulation does not authorize the aerodrome operator, aircraft operator, regulated agent or catering operator to use his proposed security programme, submitted for approval under these Regulations, in his operations until the implementation of such programme has been evaluated and the programme has been approved for use.

Contents of an Aerodrome Operator Security Programme

Contents of
an Aerodrome
Operator
Security
Programme

8. (1) An Aerodrome Operator Security Programme under regulations 5 and 6 in respect of a licenced aerodrome shall be designed to safeguard against acts of unlawful interference and shall include—

- (a) the objective of the security programme;
- (b) a description of the aerodrome;
- (c) composition and responsibilities of the Aerodrome Security Committee;
- (d) details of the security measures at the aerodrome;
- (e) duties and responsibilities of persons who are required by the nature of their duties to be resident at the aerodrome;
- (f) description of the security and communication procedures;
- (g) details of the procedures to be followed in response to acts of unlawful interference;
- (h) details of security training for staff;
- (i) recruitment of staff; and
- (j) such other matters as may be required by the Authority.

(2) An Aerodrome Operator Security Programme under subregulation (1), shall be accompanied by a current scale map of the aerodrome under subregulation 21(3).

Schedule 1

(3) An Aerodrome Operator Security Programme under subregulation (1) shall be in the manner set out in Schedule 1.

Development of Security Measures

Aerodrome
operator to
develop
security
measures

9. In developing an Aerodrome Operator Security Programme under regulation 5, an aerodrome operator shall take into consideration—

- (a) the special needs of general aviation, including reasonable access to aerodrome facilities and aircraft; and
- (b) the optimizing of aerodrome security arrangements in his development, renovation and expansion plans.

Approved Aerodrome Operator Security Programme

Approval of
Aerodrome
Operator
Security
Programme

10. (1) Upon a proposed Aerodrome Operator Security Programme submitted under regulation 5 being accepted by the Authority under regulation 7, an aerodrome operator shall within thirty days of such acceptance ensure that such Aerodrome Operator Security Programme is implemented and in full operation.

(2) Where an aerodrome operator has implemented his accepted Aerodrome Operator Security Programme he shall notify the Authority that he—

- (a) has implemented such accepted Aerodrome Operator Security Programme; and
- (b) wishes to commence operations under such implemented Aerodrome Operator Security Programme once it is approved by the Authority.

(3) Where the Director General is satisfied that the Aerodrome Operator Security Programme implemented in the operations at the aerodrome and the accepted Aerodrome Operator Security Programme of the aerodrome operator are identical he may recommend the Authority approve the Aerodrome Operator Security Programme for full operation in commercial air transport operations.

(4) Notwithstanding subregulation (3), where the Aerodrome Operator Security Programme implemented in the operations of the aerodrome operator and the accepted Aerodrome Operator Security Programme are not identical, but the differences are within an acceptable level the Director General may recommend that the approval of such Aerodrome Operator Security Programme subject to a limitation.

Development of Security Measures

11. A proposed Aircraft Operator Security Programme under regulations 5 and 6 shall meet the requirements of the National Civil Aviation Security Programme and shall contain measures to ensure that—

- (a) passengers and their carry-on baggage are screened prior to boarding an aircraft engaged in civil aviation operations;
- (b) transfer and transit passengers and the carry-on baggage of such passengers are subjected to adequate security controls aimed at preventing unauthorized articles from being taken on board an aircraft engaged in civil aviation operations;
- (c) weapons, incendiary devices or any other dangerous device, the carriage or bearing of which is not authorized and which may be used to commit an act of unlawful interference, are not introduced, by any means whatsoever, on board an aircraft engaged in civil aviation operations;

Aircraft
operator
security
programme to
develop
security
measures

- (d) measures are taken, in respect of a flight which may be under an increased threat, to ensure that disembarking passengers do not leave items on board the aircraft at transit stops for such flight;
- (e) adequate measures are taken to ensure that during flight unauthorized persons are prevented from entering the flight crew compartment;
- (f) there is no possibility, after the security screening points at aerodromes serving international civil aviation operations have been passed, of mixing or contact between passengers subjected to screening and other security control and other persons not subjected to such control;
- (g) checked baggage is subjected to screening and other appropriate security controls prior to being loaded into an aircraft engaged in civil aviation operations;
- (h) checked baggage intended for carriage on passenger flights is protected from unauthorized access and tampering from the point it is checked in, whether at an aerodrome or elsewhere, until it is placed on board an aircraft;
- (i) the baggage of passengers who are not on board the aircraft is not transported unless that baggage is subjected to appropriate security controls which may include screening;
- (j) storage areas are established at aerodromes through which the aircraft operator operates, where mishandled baggage may be held until forwarded, claimed or disposed of in accordance with local laws to ensure that they are not tampered with;
- (k) consignments checked in as baggage by courier services for carriage on passenger aircraft engaged in civil aviation operations are screened;
- (l) transfer checked baggage are subjected to appropriate security controls to prevent unauthorized articles from being taken on board aircraft engaged in civil aviation operations;
- (m) when providing a passenger service only checked baggage which is authorized for carriage in accordance with the requirements specified in the National Civil Aviation Security Programme is transported; and
- (n) procedures are specified for the control of entry of firearms on board an aircraft which ensure that checked firearms are not loaded and are not accessible to passengers during flight time.

Content of Security Programme

12. (1) In addition to the matter set out in regulation 11 an aircraft operator shall ensure that his Aircraft Operator Security Programme, required under regulation 5, contains—

Contents of
aircraft
operator
security
programme

- (a) provisions to meet his international obligations;
- (b) provisions to meet the requirement of the National Civil Aviation Security Programme and his national obligations under the Act or Regulations made thereunder;

(2) In addition to the requirements under subregulation (1), a national aircraft operator shall ensure that his Aircraft Operator Security Programme contains—

- (a) a security policy and the procedures for ensuring—
 - (i) security of passengers and passenger carry on and checked baggage;
 - (ii) security of crew, crew carry on and checked baggage;
- (b) procedures for—
 - (i) passenger and checked baggage reconciliation;
 - (ii) ensuring security of—
 - (A) his aircraft;
 - (B) airline catering, stores and supplies;
 - (C) aircraft cleaning operations;
 - (D) cargo, courier, express parcels and mail;
 - (iii) recruitment of staff;
 - (iv) training of staff;
 - (v) incident reporting;
- (c) details of contingency planning; and
- (d) supervision and performance monitoring procedures to meet the security requirements for aerodromes through which he operates.

(3) An Aircraft Operator Security Programme under subregulation (1) shall include details of how he plans to meet the requirements set out in Schedule 2 in the manner set out therein.

Schedule 2

Approval of Aircraft Operator Security Programme

13. (1) Upon a proposed Aircraft Operator Security Programme submitted under regulation 5, being accepted by the Authority under regulation 7, the aircraft operator shall within thirty days of such acceptance ensure that such Aircraft Operator Security Programme is implemented and in full operation.

Aircraft
operator to
ensure
accepted
aircraft
operator
security
programme is
implemented

(2) Where an aircraft operator has implemented his accepted Aircraft Operator Security Programme, he shall notify the Authority that he—

- (a) has implemented such accepted Aircraft Operator Security Programme; and
- (b) wishes to commence operations under such implemented Aircraft Operator Security Programme once it is approved by the Authority.

(3) Where the Director General is satisfied that the implemented Aircraft Operator Security Programme implemented in the operations of the aircraft operator and the accepted Aircraft Operator Security Programme are identical, he may recommend the Authority approve the Aircraft Operator Security Programme for full operation in commercial air transport operations.

(4) Notwithstanding subregulation (3), where the Aircraft Operator Security Programme implemented in the operations of the aircraft operator and the accepted Aircraft Operator Security Programme are not identical, but the differences are within an acceptable level the Director General may recommend the Authority approve such Aircraft Operator Security Programme subject to a limitation.

Contents of a Regulated Agent Security Programme

Contents of a regulated agent security programme

14. (1) A regulated agent shall ensure that his Regulated Agent Security Programme, required under regulation 5, contains—

- (a) provisions to meet his international obligations;
- (b) provisions to meet the requirement of the National Civil Aviation Security Programme and his national obligations under the Act or Regulation made thereunder; and
- (c) include details of how he plans to meet the requirements set out in Schedule 3 in the manner set out therein;
- (d) procedures for—
 - (i) ensuring the security of his goods;
 - (ii) ensuring the security of his buildings, premises, transport facilities and cargo buildings,
 - (iii) recruitment and training of staff involved in the handling of goods; and
 - (iv) incident reporting.

Schedule 3

(2) A Regulated Agent Security Programme under subregulation (1), shall be set out in the manner specified in Schedule 3.

Schedule 3

Approval of Regulated Agent Security Programme

15. (1) Upon a proposed Regulated Agent Security Programme submitted under regulation 5, being accepted by the Authority under regulation 7, the regulated agent shall within thirty days of such acceptance ensure that such accepted Regulated Agent Security Programme is implemented and in full operation.

(2) Where the regulated agent has implemented his accepted Regulated Agent Security Programme in accordance with subregulation (1), he shall—

- (a) notify the Authority that he has implemented his accepted Regulated Agent Security Programme; and
- (b) wishes to commence operations under such implemented Regulated Agent Security Programme once it is approved by the Authority.

(3) Where the Director General is satisfied that the Regulated Agent Security Programme implemented in the operations of the regulated agent and the accepted Regulated Agent Security Programme are identical, he may recommend the Authority approve the Regulated Agent Security Programme, (hereinafter referred to as “an approved Regulated Agent Security Programme”) for full operation in the operations of the regulated agent.

(4) Notwithstanding subregulation (3), where the approved Regulated Agent Security Programme implemented in the operations of the regulated agent and the accepted Regulated Agent Security Programme are not identical, but the differences are within an acceptable level the Director General may recommend the Authority approve such Regulated Agent Security Programme subject to a limitation.

Contents of a Catering Operator Security Programme

16. (1) A catering operator shall ensure that his Catering Operator Security Programme, required under regulation 5, contains—

- (a) provisions to meet his international obligations;
- (b) provisions to meet the requirement of the National Civil Aviation Security Programme and his national obligations under the Act or Regulation made thereunder; and
- (c) include details of how he plans to meet the requirements set out in Schedule 4 in the manner set out therein;

(d) procedures for—

- (i) ensuring the security of his goods;
- (ii) ensuring the security of his buildings, premises, transport facilities and catering buildings;
- (iii) recruitment and training of staff involved in the handling of goods; and
- (iv) incident reporting.

(2) A Catering Operator Security Programme under subregulation (1), shall be set out in the manner specified in Schedule 4.

Schedule 4

Approval of Catering Operator Security Programme

Approval of
Catering
Operator
Security
Programme

17. (1) Upon a proposed Catering Operator Security Programme submitted under regulation 5, being accepted by the Authority under regulation 7, the catering operator shall within thirty days of such acceptance ensure that such accepted Catering Operator Security Programme is implemented and in full operation.

(2) Where the catering operator has implemented his accepted Catering Operator Security Programme in accordance with subregulation (1), he shall—

- (a) notify the Authority that he has implemented his accepted Catering Operator Security Programme; and
- (b) wishes to commence operations under such implemented Catering Operator Security Programme once it is approved by the Authority.

(3) Where the Director General is satisfied that the Catering Operator Security Programme implemented in the operations of the catering operator and the accepted Catering Operator Security Programme are identical, he may recommend the Authority approve the Catering Operator Security Programme, (hereinafter referred to as “an approved Catering Operator Security Programme”) for full operation in the operations of the Catering Operator.

(4) Notwithstanding subregulation (3), where the Catering Operator Security Programme implemented in the operations of the catering operator and the accepted Catering Operator Security Programme are not identical, but the differences are within an acceptable level the Director General may recommend the Authority approve such Catering Operator Security Programme subject to a limitation.

Changed Conditions Affecting Security

18. (1) Where a security programme has been approved under regulations 10, 13, 15 and 17 (hereinafter referred to as “an approved Security Programme”), the aerodrome operator, aircraft operator, regulated agent or catering operator where applicable shall follow the procedures under subregulation (2), whenever he determines—

Procedures where changed conditions affect aerodrome security

- (a) in respect of an aerodrome operator—
 - (i) any description of the aerodrome area set out in such Aerodrome Operator Security Programme is no longer accurate;
 - (ii) the changes to the designation of the Aerodrome Security Co-ordinator required under regulation 38;
- (b) any description of his operations set out in his programme is no longer accurate the procedures included, and the facilities and equipment described, in such Aerodrome Operator Security programme are no longer adequate.

(2) Whenever a condition described in subregulation (1), occurs the aerodrome operator, aircraft operator, regulated agent or catering operator where applicable shall—

- (a) immediately notify the Director General of the changed condition, and identify each interim measure being taken to maintain adequate security until approval is granted for an appropriate amendment to his approved Security Programme; and
- (b) within thirty days after notifying the Director General in accordance with paragraph (a), submit for approval in accordance with regulation 19, an amendment to his Security Programme to bring it into compliance with these Regulations.

Amendment of Approved Security Programme by Aerodrome Operator, Aircraft Operator, Regulated Agent or Catering Operator

19. (1) Where an aerodrome operator, aircraft operator, regulated agent, or catering operator wishes to amend his approved Security Programme, he shall submit the request for such approval to the Authority at least thirty days before the proposed effective date of intended implementation of the amended approved Security Programme.

Amendments to Approved Security Programme

(2) When the Director General is satisfied that the proposed amendment to the approved Security Programme provides the level of security required by these Regulations, he may recommend the Authority approve the amended approved Security Programme.

Amendment of Approved Security Programme by the Authority

Amendment
to approved
Security
Programme
upon request
by Authority

20. (1) The Director General may recommend that that the Authority require an aerodrome operator, aircraft operator, regulated agent or catering operator amend his approved Security Programme, where he determines that safety and the public interest require the amendment.

(2) Except in an emergency as provided in subregulation (5), where the Authority requires an aerodrome operator, aircraft operator, regulated agent or catering operator amend his approved Security Programme under subregulation (1), the Director General shall notify the aerodrome operator, aircraft operator, regulated agent or catering agent in writing of the required amendment and allow a period of thirty days from the date contained in the notice, for a written response from such aerodrome operator, aircraft operator, regulated agent or catering operator.

(3) Upon receipt of a notice of a proposed amendment under subregulation (2), the aerodrome operator, aircraft operator, regulated agent or catering operator may submit an alternative amendment to his approved Security Programme which meets the intent of the required amendment under subregulation (2), for consideration by the Director General.

(4) When the Director General is satisfied that the alternative amendment submitted under subregulation (3), would provide an overall level of security equal to that required by the Authority, he may recommend the Authority approve the alternative amendment to the approved Security Programme.

(5) Where the Director General determines that an emergency exists which requires immediate action that makes the procedure in subregulation (2) and (3), impracticable or contrary to the public interest and safety, he may recommend the Authority direct the aerodrome operator, aircraft operator, regulated agent or catering operator to deviate in a specified manner from his approved security programme in the area of concern, for a specified period.

PART III

AERODROME SECURITY

Aerodrome Operator Responsibilities

21. (1) An aerodrome operator shall, prior to the implementation of any renovation and expansion works to his aerodrome or the construction of additional aerodrome facilities at the same location, submit to the Authority a revision of his measures designed to safeguard against acts of unlawful interference which may arise.

General
responsibilities of
aerodrome
operator in
relation to his
Aerodrome
Operator
Security
Programme

(2) Where foreign air operator uses the aerodrome facilities of an aerodrome operator the Director General may, in coordination with the aerodrome operator, recommend the Authority approve an inspection by the authority responsible for aviation security of the Contracting State of such foreign air operator in order to assess the adequacy of the security measures.

(3) An aerodrome operator shall keep at the aerodrome a current scale map of the aerodrome that identifies the restricted areas, security barriers and restricted area access points.

Aerodrome Security Committee

22. (1) An aerodrome operator shall establish an Aerodrome Security Committee to ensure the implementation of any national civil aviation security initiatives that may be required by the Authority from time to time.

Requirement
to establish
Aerodrome
Security
Committee

(2) An Aerodrome Security Committee under subregulation (1), shall comprise—

- (a) the aerodrome manager;
- (b) a representative of the aerodrome tenants;
- (c) a representative of each governmental agency resident at the aerodrome;
- (d) operators who utilize the aerodrome;
- (e) a representative of the Air Traffic Control;
- (f) where applicable, a representative of general aviation and aerodrome security agencies; and
- (g) any other representatives of the tenants of the aerodrome who the aerodrome operator determines should be included.

(3) The terms of reference for the Aerodrome Security Committee shall be as set out in Schedule 5.

Aviation Security Officers and Aviation Screening Officers

Aerodrome
operator to
provide
aviation
security
officers

23. (1) An aerodrome operator shall provide aviation security officers and aviation screening officers, in the number and in a manner adequate to support—

- (a) his Aerodrome Operator Security Programme; and
- (b) each passenger screening system required under this Part IV of these Regulations.

(2) An aerodrome operator shall ensure that an aviation security officer or aviation screening officer employed by him—

- (a) abstains from the consumption of alcoholic beverages while assigned to duty; and
- (b) is readily identifiable by uniform and displays or carries a badge or other identification of his authority while assigned to duty; and
- (c) has completed a training programme that meets the requirements in subregulation (7).

(3) An aerodrome operator shall ensure that an aviation security officer employed by him—

- (a) is a precepted officer within the meaning of the Supplemental Police Act; and
- (b) conducts security duties in accordance with the applicable provisions of these Regulations.

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(4) An aerodrome operator may have an aviation security officer armed with a firearm while on duty at the aerodrome.

(5) An aviation security officer shall, while on duty at an aerodrome, have the authority to arrest with or without a warrant, for—

- (a) a crime committed in his presence; or
- (b) an offence, when he has reason to believe that the suspect has committed such offence.

(6) The training programme required by subregulation (2)(c), shall provide training in the subjects specified in subregulation (7) and meet the training standards for members of the Trinidad and Tobago Police Service performing comparable functions.

(7) The training programme required by subregulation (2)(c) shall include training in—

- (a) the courteous and efficient treatment of persons subject to inspection, detention, search, arrest, and other aviation security activities;

- (b) the responsibilities of members of the Trinidad and Tobago Police Service under the approved Aerodrome Operator Security Programme; and
- (c) any other area the Authority determines necessary.

Employer Responsibility for Aviation Security Officers and Aviation Screening Officers

24. (1) An aerodrome operator shall not employ any person as an aviation security officer or aviation screening officer unless—
- (a) such person meets the requirements of these Regulations;
 - (b) such person has been trained in accordance with the requirements of these Regulations, where his duties are in respect to screening of passengers, crew, baggage and mail;
 - (c) where employed by the aerodrome tenant as an aviation security officer, such person is approved by the aerodrome operator.
- (2) An aerodrome operator shall ensure that—
- (a) initial and periodic background checks are performed in respect of each aviation security officer and aviation screening officer; and
 - (b) initial and recurrent training on aviation security is received by each aviation security officer and aviation screening officer in his employ.
- (3) An aerodrome operator shall keep an accurate record of the initial and periodic background check, experience and training of an aviation security officer and aviation screening officer in his employ and such record shall be retained for the duration of his employment and thereafter for a period of one year.

Use of Members of the Protective Services

25. (1) Whenever the number of aviation security officers, required under regulation 23, are not available to meet the requirements of these Regulations, an aerodrome operator may request through the Authority the use of members of the protective services.
- (2) A request for the use of members of the protective services under subregulation (1), shall be accompanied by the following information:
- (a) the number of passengers who boarded at the aerodrome during the preceding year and the current year as of the date of the request;

- (b) the anticipated risk of criminal violence and acts of unlawful interference including aircraft piracy at the aerodrome involving the operations of aircraft operator at the aerodrome;
- (c) a copy of that portion of the approved Aerodrome Operator Security Programme of the aerodrome operator which describes the required support from the protective services necessary to comply with these Regulations;
- (d) an estimate from the aerodrome operator of the number of persons required from the protective services to supplement available aviation security officers and the period of time for which they would be needed; and
- (e) any other information the Authority considers necessary.

(3) In response to a request submitted in accordance with this regulation, the Director General may recommend that that the Authority, with the approval of the Minister with responsibility for national security, approve the assignment of members of the protective services at the aerodrome.

Requirement to Screen Carry on Baggage, Goods or Vehicle

Requirement to screen carry on baggage, goods or vehicle

26. An Aviation Security Officer or Aviation Screening Officer shall require every person entering or leaving a restricted or sterile area his carry on baggage, goods or vehicle to be screened.

Refusal of Screening

Procedure on refusal of person to submit to screening

27. (1) Where, after entering a restricted or sterile area, a person who is required by an aviation security officer or aviation screening officer, to submit to screening of his person, goods, vehicle or means of conveyance refuses such a search, the aviation security officer shall order such person to leave the restricted or sterile area and remove the goods, vehicle or means of conveyance in his possession from the restricted or sterile area.

(2) Where, after having boarded an aircraft, a passenger is required by an aviation security officer or aviation screening officer to submit to screening of his person, or of the goods that he carried or had placed on board the aircraft and he refuses such a screening, the aviation security officer shall order such person to disembark the aircraft and remove the carry-on baggage, goods or checked baggage of such person.

Unaccompanied Goods

28. Where goods are received at an aerodrome for transport on an aircraft and such goods are not accompanied by a person who may give the permission to screen such goods, an aviation security officer or aviation screening officer, may carry out an authorized search of the goods in the presence of the aircraft operator concerned or a regulated agent and in carrying out that search may use such force as may reasonably be necessary to gain access to the goods.

Treatment of unaccompanied goods

Security Incidents

29. (1) An aerodrome operator, aircraft operator, aerodrome tenant or regulated agent shall immediately notify an aviation security officer or aviation screening officer, when there is—

Requirement for resident aerodrome security coordinator to be notified

- (a) the discovery of an unauthorized firearm other than an unloaded firearm allowed under the security programme of an aircraft operator;
- (b) the discovery, at the aerodrome, or on board an aircraft, of an explosive substance or an incendiary device or a suspected explosive substance or suspected incendiary device;
- (c) refusal by a person to submit to the security screening required under these Regulations;
- (d) refusal by a person to remove himself and his goods from a restricted area when so ordered by an aviation security officer;
- (e) a report of unattended baggage located in his area of responsibility;
- (f) a report of suspicious packages, articles or goods in his area of responsibility;
- (g) a specific threat against the aerodrome comes to his attention.

(2) An aerodrome operator shall investigate any of the reported security incidents set out in subregulation (1), and provide a report of the incident to the Authority in accordance with procedures set out in his approved Aerodrome Operator Security Programme.

(3) An aerodrome operator shall not assign or let any area in the defined sterile area to any person other than an aircraft operator.

Aerodrome Tenant Responsibility

Responsibilities of aerodrome tenants

30. (1) An aerodrome tenant shall develop security measures to manage access to restricted areas under his control in compliance with the Aerodrome Operator Security Programme of the aerodrome and submit the details in writing for the approval of the aerodrome operator.

(2) An aerodrome tenant shall ensure that his personnel receive aerodrome security training or security awareness training as appropriate, in accordance with the approved Aerodrome Operator Security Programme.

(3) An aerodrome tenant shall not use a person as an aviation security officer unless the employment of such person has been approved by the aerodrome operator.

Confidential Security Information

Prohibition on release of security measures at an aerodrome

31. A person shall not divulge documented information in respect of security measures in effect at an aerodrome without the permission of the aerodrome operator.

False Statements, Entries or Unauthorized Reproduction

Prohibition on making false statements, entries or unauthorized reproductions

32. A person shall not make, or cause to be made, any of the following:

- (a) a fraudulent or intentionally false statement in any Aerodrome Operator Security Programme or an application for any security programme, access medium, or identification medium;
- (b) a fraudulent or intentionally false entry in any record or report that is kept, made or used to show compliance with this Part or exercise any privileges under this Part; and
- (c) a reproduction or alteration of any report, record, security programme, access medium or identification medium issued under this Part without the approval of the aerodrome operator.

Access Control System

Aerodrome operator to control access to and within aerodrome

33. (1) An aerodrome operator shall ensure that the location and function of restricted areas at the aerodrome are designated and properly defined.

(2) The level of access to a restricted or sterile area shall be clearly defined and made known to all persons at the aerodrome whose duties require them to have restricted or sterile areas access.

(3) An aerodrome operator shall include in his approved Approved Aerodrome Operator Security Programme details of a system, method and procedure which shall ensure that—

- (a) access points into restricted or sterile areas are limited in number and physical access through those points are strictly controlled;
- (b) entry points which cannot be effectively controlled are locked or otherwise secured against entry by unauthorized persons;
- (c) access by persons and vehicles to restricted and sterile areas is restricted only to persons who have a clear need for such access by virtue of their duties;
- (d) security restricted areas not subject to continual access control measures shall be subjected to a thorough search prior to being brought into use;
- (e) a person whose duties require him to be at the aerodrome is required to have on display on his person, a valid aerodrome identification media and any baggage or item he carries shall be screened before being allowed access to restricted or sterile areas;
- (f) the screening under paragraph (e) shall be to the same standard as that required for passengers, under regulation 26; and
- (g) persons at an aerodrome are aware of what areas they are prohibited access.

(4) Notwithstanding the screening requirements under subregulation 2(e), the Authority may consider screening at certain access points on a random basis depending on the assessed risk where details of such risks are included in an approved Aerodrome Operator Security Programme.

(5) The system under subregulation (2), shall provide a means to differentiate between persons authorized to have access to only a particular portion of the secured areas and persons authorized to have access only to other portions or to the entire secured area and shall be capable of limiting the access of an individual by time and date.

(6) The system under subregulation (2), shall describe the scope of initial and periodic background checks conducted on applicants for all types of passes issued.

Aerodrome Identification Media System

Aerodrome operator to establish and use aerodrome identification media system

34. (1) An aerodrome operator shall ensure that access to a restricted or sterile area of his aerodrome are controlled by the use of an identification media system to identify persons and vehicles and facilitate access where authorized.

(2) An aerodrome operator shall ensure that all persons working at his aerodrome are issued with an aerodrome security identification media by the organization approved for such purpose and all such persons shall display such identification permit on their person at all times while at the aerodrome.

(3) An aviation operator shall not issue to any person any identification medium that provides unescorted access to restricted area unless the person has successfully completed training in accordance with a curriculum specified in the approved Aerodrome Operator Security Programme of the aerodrome operator.

(4) The curriculum under subregulation (3), shall detail the methods of instruction and shall include—

- (a) control, use and display of approved aerodrome security identification media;
- (b) procedures by aviation security officers, aerodrome screening officers and members of the protective services for dealing with perceived unauthorized access;
- (c) restrictions on disclosure of information concerning an act of unlawful interference with civil aviation where such information is likely to jeopardize the safety of domestic or international aviation;
- (d) non-disclosure of information regarding the aerodrome security system or any security system of an aerodrome tenant; and
- (e) any other topic deemed necessary by the Authority.

(5) A person shall not use an aerodrome identification medium that provides unescorted access to a security restricted area to gain such access unless that medium was issued to such person by the aerodrome operator.

(6) An aerodrome operator shall keep a record of all training given to each person under this regulation for six months after the termination of the unescorted access privileges of that person.

Security of Air Operations Area

35. (1) An aerodrome operator of an aerodrome serving scheduled passenger operations shall perform the following control functions:

- (a) control of access to each air operations area, including methods for preventing the entry of unauthorized persons and ground vehicles;
- (b) control of movement of persons and ground vehicles within each air operations area, including, when appropriate, requirements for the display of security identification; and
- (c) detection and taking action to control each entry, or attempted entry to an air operations area by a person whose entry is not authorized under his approved Aerodrome Operator Security Programme.

(2) An aerodrome operator is not required to comply with subregulation (1), with respect to an exclusive area under the control of the aircraft operator, where the aerodrome operator is satisfied that the aircraft operator has included the following in his approved Aerodrome Operator Security Programme:

- (a) a description of the procedure to satisfy the control functions under subregulation (1);
- (b) a description of the facilities and equipment, used by the aircraft operator to perform the control functions described in subregulation (1); and
- (c) procedures by which the aircraft operator will notify the aerodrome operator when his procedures, facilities, and equipment are not adequate to perform the control functions described in subregulation (1).

Records

36. (1) An aerodrome operator shall ensure that a record is kept of every security incident at his aerodrome.

(2) A record required to be kept under subregulation (1), shall—

- (a) be kept for a minimum of ninety days;
- (b) be made available to the Authority upon request; and
- (c) include the number—
 - (i) and type of weapons and incendiary devices discovered during any passenger screening process and the method of detection of each;
 - (ii) of acts and attempted acts of air piracy;
 - (iii) of bomb threats received, real and simulated bombs found and actual bombings at the aerodrome; and
 - (iv) of detentions and arrests and the immediate disposition of each person detained or arrested.

Evidence of Compliance

Aerodrome operator to provide evidence of compliance

37. On request of the Director General, an aerodrome operator shall provide evidence of compliance with this Part and his approved Aerodrome Operator Security Programme.

Aerodrome Security Co-ordinator

Designation of aerodrome security co-ordinator

38. (1) An aerodrome operator shall designate, in his approved Aerodrome Operator Security Programme, an officer in his organization as the Aerodrome Security Co-ordinator, who shall be available at all times.

(2) An Aerodrome Security Co-ordinator shall serve as the primary contact of the aerodrome operator for security-related activities and communications with the Director General, as set forth in the approved Aerodrome Operator Security Programme.

Measures in the event of Specific Threat at Aerodrome

Aerodrome operator to take necessary measures in event of specific threat at aerodrome

39. Where an aerodrome operator determines that a specific threat that jeopardizes the security of his aerodrome exists, he shall immediately take all of the measures necessary to ensure the safety of the aerodrome and persons at the aerodrome, including informing the appropriate protective service of the nature of the threat.

Obligation of aerodrome operator where threat is against facility or aerodrome

Obligation of aerodrome operator where threat is against facility or aerodrome

40. An aerodrome operator who is made aware of a threat against his facility or any part of his aerodrome that is under the control of a person carrying on any activity at his aerodrome, other than the aerodrome operator, he shall immediately—

- (a) notify the person of the nature of the threat; and
- (b) determine whether there is a specific threat that jeopardizes the security of the aerodrome.

Person Authorized to Screen to Inform Aerodrome Operator of Threat Against Aerodrome

Person authorized to screen to inform aerodrome operator of threat against aerodrome

41. Where a person authorized to conduct any screening activity at an aerodrome is made aware of a threat against the aerodrome, such person shall—

- (a) immediately notify the aerodrome operator of the nature of the threat; and
- (b) assist the aerodrome operator in determining whether there is a specific threat that jeopardizes the security of the aerodrome.

Aerodrome Operator to Take Measures in Event of Specific Threat

42. (1) Where it is determined that there is a specific threat that jeopardizes the security of the aerodrome, the aerodrome operator shall immediately take all of the measures necessary to ensure the safety of the aerodrome and persons at the aerodrome, including informing the appropriate protective service of the nature of the threat.

(2) An aerodrome operator shall immediately inform the Authority of the receipt of a bomb threat against a specific aircraft which is at his aerodrome or which is en-route to his aerodrome.

Discovery of Weapons, Incendiary Devices or Explosives at Aerodrome

43. An aerodrome operator shall immediately notify the Authority when there is—

- (a) the discovery, at the aerodrome, of a weapon, other than an unloaded firearm allowed under regulations 29(1)(a) or 49 ;
- (b) the discovery, at the aerodrome, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed under the Act or regulations made thereunder;
- (c) an explosion at the aerodrome, unless the explosion is known to be the result of an excavation, a demolition, construction or the use of fireworks displays; or
- (d) a specific threat against the aerodrome.

Aerodrome Operator to keep Map of Aerodrome

44. An aerodrome operator shall keep at the aerodrome a current map to scale of the aerodrome that identifies the restricted and sterile areas, security barriers and restricted area access points and sterile area access ports.

Aerodrome Operator to Provide Information and Map of Aerodrome

45. (1) The aerodrome operator shall provide to the Authority, on reasonable notice given by the Authority, written or electronic records or other information relevant to the security of the aerodrome, including—

- (a) information concerning the method of implementing the security measures that apply to the aerodrome operator under regulation 5(1); and
- (b) a copy of the scale map referred to in regulation 44.

(2) An aerodrome operator shall provide the Authority with written notice of any new commercial air transportation service that is to commence operations at the air terminal building.

PART IV

AIRCRAFT OPERATOR SECURITY

Requirement of Aircraft Operator Security Programme

Requirement
of Aircraft
Operator
Security
Programme

46. An aircraft operator having an approved Aircraft Operator Security Programme shall—

- (a) maintain one complete copy of his approved Aircraft Operator Security Programme at his principal business office;
- (b) maintain a complete copy or the pertinent portions of his approved Aircraft Operator Security Programme at each aerodrome where security screening is being conducted;
- (c) make the documents under paragraphs (a) and (b), available for inspection upon request by the Director General; and
- (d) restrict the distribution, disclosure, and availability of sensitive security information only to persons who by their defined roles in the programme require to have such information for the performance of their function.

Screening of passengers and property

Security
requirements
of national
aircraft
operator

47. (1) An aircraft operator shall conduct screening of—

- (a) passengers, transit passengers, transfer passengers and crew traveling on his aircraft;
- (b) carry-on baggage of persons under paragraph (a);
- (c) checked baggage of persons under paragraph (a); and
- (d) other goods in the hold of his aircraft.

(2) Notwithstanding subregulation (1), an aircraft operator may authorize the aerodrome operator of the aerodrome from which he operates or any other person to conduct the screening functions set out in his approved Aircraft Operator Security Programme.

(3) In giving an authorization to an aerodrome operator or any other person under subregulation (2), the aircraft operator shall further instruct such aerodrome operator or person, to prohibit any passenger refusing to be screened from entry onto any of his aircraft.

(4) An aircraft operator or person authorized by him under subregulation (1), shall use the procedures and the facilities and equipment described in his Aircraft Operator Security Programme—

- (a) to prevent or deter the carriage of any weapon or incendiary device on or about the person of an individual or accessible property and the carriage of any weapon or incendiary device in checked baggage on aircraft;
- (b) to detect the existence of a weapon or incendiary device, to inspect each person entering a sterile area at each pre-boarding screening check point and to inspect all accessible property under the control of such person; and
- (c) to perform the following control functions with respect to each aircraft operation for which screening is required:
 - (i) prohibit unauthorized access to the aircraft;
 - (ii) ensure that baggage carried in the aircraft is checked-in by a properly trained agent and that identification is obtained from all passengers and persons shipping goods or cargo on board the aircraft;
 - (iii) ensure that cargo and checked baggage carried on board the aircraft are handled in a manner that prohibits unauthorized access; and
 - (iv) conduct a security inspection of the aircraft before placing it in service and after it has been left unattended.

(5) An aircraft operator shall refuse to transport—

- (a) any person who does not consent to an authorized search of his person when required to do so by the aircraft operator or person authorized to conduct such searches on his behalf; and
- (b) any property of any person who does not consent to a search or inspection of that property in accordance with the screening system prescribed by subregulation (1).

(6) An aircraft operator shall ensure that screening check point areas are properly served with properly trained supervisory and non-supervisory personnel in adequate numbers and in accordance with the standards specified in his Aircraft Operator Security Programme.

Prevention and Management of Hijackings and Sabotage Attempts

Aircraft operator to prevent and manage hijackings and sabotage attempts

48. (1) An aircraft operator shall—
- (a) assign an appropriately qualified and trained person as a Ground Security Co-ordinator to co-ordinate the ground security duties specified in his approved Aircraft Operator Security Programme; and
 - (b) designate the pilot in command as the In-flight Security Co-ordinator for each flight, as required by his approved Aircraft Operator Security Programme to co-ordinate activities in response to threats of acts of unlawful interference.

Schedule 6

(2) In applying security measures for the prevention and management of hijackings and sabotage attempts under this section, an aircraft operator or the aerodrome operator shall ensure that the items in Schedule 6 and other items prescribed by the Authority from time to time are controlled in the manner specified therein.

(3) An aircraft operator shall, where directed by the Director General, permit and facilitate the carriage of an air marshal on specific flights to prevent—

- (a) unauthorized persons from gaining access to the flight deck; and
- (b) hijackings and other criminal acts on board the aircraft.

(4) An air marshal under this section, where required to be on board a flight, shall—

- (a) prevent unauthorized persons from gaining access to the flight deck and prevent hijackings and other criminal acts on board the aircraft; and
- (b) conduct a crew briefing prior to departure to ensure the flight crew and cabin crew understand his role on board the aircraft.

Carriage of Weapons

Requirement of aircraft operator to prohibit the carriage of weapons by passengers on board an aircraft

49. (1) An aircraft operator required to conduct screening under an approved Aircraft Operator Security Programme shall not permit any person to have, nor may any person have, on or about his person or property, a weapon, either concealed or unconcealed, accessible to him while on board an aircraft.

(2) Subregulation (1), shall not apply to an air marshal required to be on board under regulation 48.

(3) A person shall not, while on board an aircraft operated by an aircraft operator, carry on or about his person, a weapon, either concealed or unconcealed.

(4) An aircraft operator shall not knowingly permit any person to transport, nor shall any person transport or tender for transport, a weapon, incendiary device or loaded firearm in checked baggage on board an aircraft.

(5) For the purpose of this regulation, “a loaded firearm” means a firearm, which has inserted in it a live round of ammunition, cartridge, detonator or powder in the chamber or in a clip, magazine or cylinder.

(6) An aircraft operator shall not knowingly permit any person to transport, nor may any person transport or tender for transport, any unloaded firearm in checked baggage on board an aircraft unless—

- (a) such person declares to the aircraft operator, either orally or in writing before tendering the baggage for the purpose of being checked in that he has a firearm carried in his checked baggage and it is unloaded;
- (b) the baggage or container in which a firearm is carried is locked;
- (c) the checked baggage or container containing the firearm is loaded on the aircraft in an area that is inaccessible to passengers; and
- (d) such person presents a licence for such firearm from the State that permits him to have in his possession such firearm, an export licence for such firearm from the State of departure and an import licence for such firearm to the State of destination.

(7) Where a firearm to be transported in checked baggage but is not secured in such checked baggage it shall be carried in the hold of the aircraft, in a container that the aircraft operator considers appropriate for air transportation.

Use of X-ray Systems

50. (1) An aircraft operator or person authorized to conduct screening on his behalf, shall not use an X-ray system within Trinidad and Tobago to inspect carry-on or checked baggage unless specifically authorized under an approved Aircraft Operator Security Programme required by regulation 12 or use such a system contrary to his approved Aircraft Operator Security Programme.

Requirements for the use of X-ray systems by an aircraft operator

(2) An aircraft operator may be authorized by the Authority, to use X-ray systems for inspecting carry-on or checked baggage under an approved Aircraft Operator Security Programme where he shows that—

- (a) his X-ray system complies with the standards for cabinet X-ray systems designed primarily for the inspection of carry-on and checked baggage and meets the performance requirements set out in Part A of Schedule 7;
- (b) a programme for initial and recurrent training of operators of the system is established, which includes training in radiation safety, the efficient use of X-ray systems, and the identification of weapons and other dangerous articles; and
- (c) the system meets the imaging requirements described in the approved Aircraft Operator Security Programme in accordance with the combined test requirements set out in Part B of Schedule 7.

(3) An aircraft operator shall ensure that an X-ray system is not used—

- (a) unless within the preceding twelve months, a radiation survey has been conducted which show, that the system meets the applicable performance standards or guidelines prescribed by the Director General;
- (b) after the system is initially installed or after it has been moved from one location to another, unless a radiation survey is conducted which shows that the system meets the applicable performance standards or guidelines prescribed by the Director General; and
- (c) to inspect carry-on or checked articles unless a sign is posted in a conspicuous place at the screening station and on the X-ray system which—
 - (i) notifies passengers that such items are being inspected by an X-ray and advises them to remove all X-ray, scientific and high-speed film from carry-on and checked baggage before inspection;
 - (ii) advises passengers that they may request that an inspection be made of their photographic equipment and film packages without exposure to an X-ray system.

(4) Where the X-ray system under subregulation (2)(c), exposes any carry-on or checked articles to more than 1 milliroentgen during the inspection, the aircraft operator shall post a sign which advises passengers to remove film of all kinds from their baggage before inspection.

(5) Where a passenger requests his photographic equipment and film packages be inspected without exposure to an X-ray system under subregulation (3)(c)(ii), such photographic equipment and film packages shall be inspected without exposure to an X-ray system.

(6) An aircraft operator shall maintain at least one copy of the results of the most recent radiation survey conducted under subregulation (3) and shall make it available for inspection upon request by the Authority at each of the following locations:

- (a) the principal business office of the aircraft operator; and
- (b) the place where the X-ray system is in operation.

(7) An aircraft operator shall ensure that screening staff comply with X-ray operator duty time limitations specified in his Aircraft Operator Security Programme.

Security Threats and Procedures

51. (1) Where an aircraft operator determines that there is a specific threat which jeopardizes the security of an aircraft or flight, he shall immediately take all of the measures necessary to ensure the safety of the aircraft, passengers and crew on board such aircraft, including—

- (a) informing the pilot in command, the crew members assigned to the aircraft or flight, the aerodrome operator and the appropriate protective service of the nature of the threat;
- (b) where the aircraft is on the ground, moving such aircraft to a place of safety at the aerodrome according to the directions of the aerodrome operator; and
- (c) the inspection of the aircraft and search of the passengers and goods on board such aircraft, unless the inspection and search are likely to jeopardize the safety of the passengers and crew members.

(2) Where the aircraft, under subregulation (1), is on the ground, the pilot in command shall comply with any direction given by the aerodrome operator under subregulation 1(a), or a member of the appropriate protective service, unless complying with such direction is likely to jeopardize the safety of the passengers and crew members.

(3) Immediately upon receiving information that an act or suspected act of air piracy has been committed, the aircraft operator shall notify the Authority.

Obligations of
an aircraft
operator
where there
is specific
threat to
aircraft or
flight

(4) Where an aircraft operator determines that there is a specific threat which jeopardizes the security of a facility or part of an aerodrome under his control, he shall immediately take all of the measures necessary to ensure the safety of the facility or part of the aerodrome and persons at the facility or aerodrome, including informing the aerodrome operator and the appropriate protective service of such threat.

(5) Where the aircraft under subregulation (3), is in airspace within the jurisdiction of a State other than Trinidad and Tobago, the aircraft operator shall also notify the appropriate authority of the State in whose territory the aircraft is located and, if the aircraft is in flight, the appropriate authority of the State in whose territory the aircraft is to land.

(6) Upon receipt of a bomb threat against a specific aircraft, each aircraft operator shall attempt to determine whether or not any explosive or incendiary device is aboard the aircraft involved by doing the following:

- (a) conducting a security inspection on the ground before the next flight or, where the aircraft is in flight, immediately after its next landing;
- (b) where the aircraft is being operated on the ground, advising the pilot in command to immediately submit the aircraft for a security inspection; and
- (c) where the aircraft is in flight, immediately advising the pilot in command of all pertinent information available so that necessary emergency action can be taken.

(7) Notification of the appropriate air traffic control authority is sufficient action to meet the requirements of this regulation.

Reporting of Security Incidents

An aircraft operator to notify where Authority in specific circumstances

52. (1) An aircraft operator shall immediately notify the Authority when there is—

- (a) a hijacking or attempted hijacking of an aircraft;
- (b) the discovery, on board an aircraft, of a weapon, other than an unloaded firearm allowed under regulations 29(1)(a) or 49;
- (c) the discovery, on board an aircraft, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed on board the aircraft under the Act or regulations made thereunder;
- (d) an explosion on an aircraft; or
- (e) a specific threat against an aircraft, a flight or a facility or part of an aerodrome under its control.

(2) An aircraft operator shall immediately notify the aerodrome operator when a weapon other than a firearm allowed under regulations 29(1)(a), or 49, is detected in any part of the aerodrome under its control.

Person Authorized to Conduct Screening Activities

53. (1) A person authorized to conduct screening activities shall immediately notify the appropriate aircraft operator, aerodrome operator, the Trinidad and Tobago Police Service and the Authority when any of the following is detected at a restricted area access point where screening is conducted of persons and carry-on baggage and other articles in the possession or control of persons who are screened:

- (a) a weapon, other than a weapon allowed under regulations 29(1)(a) or 49;
- (b) an explosive substance, other than—
 - (i) ammunition carried by a person allowed to carry or have access to a weapon or firearm under regulations 29(1)(a) and 49;
 - (ii) an explosive substance allowed under the Act or regulations made thereunder; or
- (c) an incendiary device, other than an incendiary device allowed under the Act or regulations made thereunder.

(2) A person authorized to conduct screening activities shall immediately notify the appropriate aircraft operator, the aerodrome operator, the regulated agent, the catering operator, the appropriate protective service and the Authority when any of the following is detected in checked baggage:

- (a) a loaded firearm;
- (b) an explosive substance, other than ammunition; or
- (c) an incendiary device.

Security Information

54. An aircraft operator shall where the Authority provides reasonable notice, provide the Authority, with a written or electronic record or other information relevant to the security of his operations, including—

- (a) information concerning the method of implementing the security measures that apply to the aircraft operator under regulation 5(2); and
- (b) a description of the nature of operations related to a particular flight and the services provided in respect of the flight.

Provision of Information to the Authority on the Security of Operations by Service Providers

Persons who provide services to an aircraft operator and who transport goods to provide Authority with information on the security of their operations

55. A person who provide services to an aircraft operator and a person who provides a service related to the transportation of goods by air, shall provide to the Authority, on reasonable notice given by the Authority, written or electronic records or other information relevant to the security of the operations of the aircraft operator, including—

- (a) information concerning the method of implementing the security measures that apply to those persons under regulation 5(2); and
- (b) a description of the nature of the operations related to a particular flight and the services provided in respect of the flight.

Provision of Information to the Authority on the Security of Operations by Screening Personnel

Person authorized to screen on behalf of aircraft operator to provide Authority with information on the security of his operations

56. A person authorized to perform screening on behalf of an aircraft operator shall provide to the Authority, on reasonable notice given by the Authority, written or electronic records or other information relevant to the security of his screening operations, including—

- (a) information concerning the method of implementing the security measures that apply to it under regulation 5(2); and
- (b) a description of the nature of the screening operations related to a particular flight or at a particular aerodrome.

Use of Explosives Detection Systems

National aircraft operator to use explosive detections system to screen checked baggage

57. Where required by the Authority, an aircraft operator required to conduct screening under a security programme shall use an explosive detection system that has been approved by the Authority to screen checked baggage in accordance with his Aircraft Operator Security Programme.

Carriage of Passengers under the Control of Unarmed Officer of the Protective Services

Procedures for the carriage of passengers in the custody of escort officer

58. (1) An aircraft operator required to conduct screening under a security programme may carry a passenger in the custody of an officer of the protective services (hereinafter called an “escort officer”) on board an aircraft.

- (2) An aircraft operator shall ensure that prior to departure—
- (a) the escort officer, under subregulation (1), is equipped with adequate restraining devices to be used in the event restraint of any passenger under his control becomes necessary;
 - (b) each passenger under the control of the escort officer under subregulation (1), has been searched and does not have on or about his person or property anything that can be used as a weapon;
 - (c) a passenger under the control of an escort officer, under this regulation, is—
 - (i) boarded before any other passengers when boarding at the aerodrome from which the flight originates and deplaned at the destination after all other deplaning passengers have deplaned;
 - (ii) seated in the rear-most passenger seat when boarding at the aerodrome from which the flight originates; and
 - (iii) seated in a seat that is neither located in any lounge area nor located close to or directly across from any exit; and
 - (d) an escort officer and his escorted passengers shall be seated only in a row of two or more seats and at least one escort officer shall sit between the escorted passenger and any aisle.
- (3) An aircraft operator operating an aircraft under subregulation (1), shall not—
- (a) serve food, beverage, or provide eating utensils made of metal to a passenger under the control of an escort officer while on board such aircraft unless authorized to do so by the escort officer; or
 - (b) serve an escort officer or the passenger under the control of the escort officer any alcoholic beverages while on board such aircraft.
- (4) An escort officer carried under the provisions of subregulation (1), shall, at all times, accompany the passenger under his control and keep the passenger under surveillance while on board the aircraft including visits to the lavatory.
- (5) Where an escort officer is transported under this regulation, the aircraft operator shall ensure that such escort officer or any passenger under the control of such escort officer are not served and do not consume alcoholic beverages while on board the aircraft.

(6) This regulation shall not apply to the carriage of passengers under voluntary protective escort.

(7) A aircraft operator shall not conduct a flight with a passenger on board who refuses to submit to a screening, required under these Regulations, or while the carry-on or checked baggage of such person is on board his aircraft.

(8) A foreign aircraft operator shall not conduct a flight within Trinidad and Tobago with a passenger on board who refuses to submit to a screening, required under these Regulation or while the carry on or checked baggage of such person is on board his aircraft.

(9) Notwithstanding being in possession of a boarding pass, where the pilot in command of an aircraft has reasonable grounds to believe that a person is in violation of this Part, the pilot in command may order that person to disembark such aircraft.

Training

Restrictions
on use of
persons as
Security
Co-ordinator
by a national
aircraft
operator

59. (1) An aircraft operator shall not use any person as a Security Co-ordinator unless, within the preceding twelve months, such person has satisfactorily completed the required security training specified in his approved Aircraft Operator Security Programme.

(2) A national aircraft operator shall not use any person as a crewmember on any domestic or international flight unless within the preceding twelve months that person has satisfactorily completed the security training required by Part II of these Regulations as specified in his approved Aircraft Operator Security Programme.

Standards for Security Oversight

Security
obligations of
an aircraft
operator

60. (1) An aircraft operator shall ensure that—

(a) a person authorized to perform and performing a security-related function on his behalf has knowledge of—

- (i) the provisions of Part III of these Regulations, applicable security directives and information circulars promulgated pursuant to regulation 70; and
- (ii) elements of the approved Aircraft Operator Security Programme required for the performance of his functions.

(b) the Security Co-ordinator of the aircraft operator at each aerodrome—

- (i) reviews daily all security-related functions for effectiveness and compliance with—
 - (A) this Part;
 - (B) the approved Aircraft Operator Security Programme; and
 - (C) applicable security directives; and
- (ii) immediately initiates corrective action for each instance of non-compliance with—
 - (A) this Part;
 - (B) the approved Aircraft Operator Security Programme; and
 - (C) applicable security directives.

(2) The requirements prescribed under subregulation (1), shall apply to all security-related functions performed for the aircraft operator whether by his employee or the employee of a contractor.

(3) An aircraft operator conducting operations in Trinidad and Tobago shall not use any person to perform any required screening function, unless such person has—

- (a) a combination of education and experience, which the aircraft operator has determined is necessary for the person to perform his duties;
- (b) the following basic aptitudes and physical abilities:
 - (i) the ability to distinguish on the X-ray monitor the appropriate imaging standard specified in his national aircraft operator security programme including the perception of colours where displayed by the X-ray system;
 - (ii) the ability to distinguish each colour displayed on every type of screening equipment and explain what each colour signifies;
 - (iii) the ability to hear and respond to the spoken voice and to audible alarms generated by screening equipment in an active check point environment;
 - (iv) the ability to efficiently and thoroughly manipulate and handle such baggage, containers, and other objects subject to security processing; and
 - (v) the ability to have sufficient dexterity and capability to conduct partial and full body searches or hand held metal detector searches in accordance with the guidelines set out in Schedule 8;

- (c) the ability to read, write, and speak the English Language well enough to—
 - (i) carry out written and oral instructions in the English Language regarding the proper performance of screening duties;
 - (ii) read English Language identification media, credentials, airline tickets, and labels on items normally encountered in the screening process;
 - (iii) provide direction to and understand and answer questions from English-speaking persons undergoing screening; and
 - (iv) write incident reports and statements and log entries into security records in the English Language; and
- (d) satisfactorily completed all initial, recurrent, and appropriate specialized aviation security training required by the Aircraft Operator Security Programme.

(4) Notwithstanding the provisions of subregulation (1)(d), an aircraft operator may use a person during the on-the-job portion of training to perform security functions, not requiring a precepted officer, provided that the person is closely supervised and does not make independent judgments as to whether persons or property may enter a sterile area without further inspection.

(5) An aircraft operator shall not use a person to perform a screening function after that person has failed an operational test related to that function, until such person has successfully completed the remedial training specified in his Aircraft Operator Security Programme and has passed a re-test related to that function.

(6) An aircraft operator shall ensure that a Security Co-ordinator conducts and documents an annual evaluation of each person assigned screening duties and may continue the employment of that person in a screening capacity only upon the determination by that Security Co-ordinator that the person—

- (a) has not suffered a significant diminution of any physical ability required to perform a screening function since the last evaluation of those abilities;
- (b) has a satisfactory record of performance and attention to duty; and
- (c) demonstrates the current knowledge and skills necessary to courteously, vigilantly, and effectively perform screening functions.

(7) Subregulations (1) through (6), shall not apply to those aviation security screening functions conducted outside Trinidad and Tobago over which the national aircraft operator does not have operational control.

(8) At locations outside Trinidad and Tobago where the national aircraft operator has operational control over a screening function, he may use aviation security screeners who do not meet the requirements of subregulation (3)(c), provided that at least one of his representatives who has the ability to functionally read and speak the English language is present while the passengers of the aircraft operator are undergoing security processing.

PART V

REGULATED AGENT SECURITY

Aviation Security Responsibilities of a Regulated Agent

61. (1) A regulated agent prior to accepting goods for transport in an aircraft shall—

- (a) establish and register the name and address of the Responsibilities of a regulated agent consignor;
- (b) establish the credentials of the person who delivers the goods as an agent of the consignor;
- (c) ensure on the basis of random checks or security screening that such goods do not contain any prohibited items;
- (d) ensure the safeguarding of such goods from unauthorized interference after acceptance;
- (e) ensure the goods are received by staff who are properly recruited and trained by him;
- (f) designate a person to implement and supervise the screening process;
- (g) ensure that the following categories of goods are not carried by air unless they have been subjected to screening:
 - (i) unaccompanied baggage;
 - (ii) goods from unknown consignors;
 - (iii) goods for which the contents do not coincide with the description delivered; and
- (h) ensure that each shipment of goods be accompanied by documentation providing the statement of the security status of such shipment.

(2) An approved regulated agent who offers goods to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of goods accepted and offered for air transport, employee training records and airway bills.

***Responsibility of the Aircraft Operator Receiving Goods
from a Regulated Agent***

Respon-
sibility of the
aircraft
operator
where
receiving
goods from a
regulated
agent

62. (1) An aircraft operator accepting goods for transport on his aircraft—

- (a) may conduct screening of such shipments of goods; and
- (b) shall ensure—
 - (i) the safeguarding of such goods against unlawful interference until such goods have been placed in the aircraft;
 - (ii) that his shipments of goods are recorded; and
 - (iii) that whenever the goods are received from an approved regulated agent such goods are delivered by an authorized employee of such regulated agent.

(2) An aircraft operator shall not accept any goods for transport by aircraft unless the documentation for such goods is examined for inconsistencies and is accompanied by a valid security declaration.

(3) An aircraft operator shall not accept any goods, from a regulated agent, for transport by aircraft unless initially and within the preceding twelve months prior to accepting the goods, the aircraft operator—

- (a) has inspected facilities and procedures of such regulated agent;
- (b) has issued a letter to the regulated agent either accepting him or renewing his acceptance as a regulated agent for the purposes of the transport of goods through the national aircraft operator; and
- (c) assures the security of the goods in accordance with the procedures approved by the national aircraft operator.

(4) An aircraft operator shall provide an approved regulated agent to comply with the Technical Instructions.

(5) An aircraft operator shall make available to the Director General a report of any incident where an airway bill or equivalent document did not provide an accurate record of the goods being offered for air transport.

(6) An aircraft operator, except as provided in the Technical Instructions, shall not place in an aircraft any goods that are not acceptable.

(7) An aircraft operator shall preserve for not less than one year any record of acceptance checklists and inspections carried out under this Part.

Inspection of Goods Offered for Transport by Regulated Agent

63. (1) An aircraft operator may inspect any goods or any package, or container having goods offered for transport by air by a regulated agent. Inspection of goods offered for transport by regulated agent

(2) Where an inspection is conducted pursuant to subregulation (1), a regulated agent or a representative of the regulated agent may observe the inspection.

(3) In the absence of a regulated agent, or a representative of a regulated agent, an aircraft operator may use such force as is necessary to access the contents of any package or container containing goods offered for transport by air by such regulated agent, representative of a regulated agent or national aircraft operator.

(4) Where an inspection is conducted by an aircraft operator pursuant to subregulation (1), the package, container or goods shall remain in possession of the national aircraft operator until after the inspection is complete.

(5) Where an inspection of goods under this regulation provides evidence of a breach of this Part, the national aircraft operator shall maintain possession of the goods offered for air transport by a regulated agent and the airway bill and inform the Authority in the prescribed form.

PART VI

CATERING OPERATOR SECURITY

Aviation Security Responsibilities of a Catering Operator

64. (1) A catering operator prior to accepting raw materials and equipment for preparation as catering supplies for transport in an aircraft shall— Responsibilities of a catering operator

- (a) establish and register the name and address of the supplier of such raw materials and equipment;
- (b) establish the credentials of the person who delivers the raw materials and equipment as an agent of the supplier of such raw materials and equipment;

- (c) ensure on the basis of random checks or security screening that such raw materials and equipment do not contain any prohibited items;
- (d) ensure the safeguarding of such raw materials and equipment from unauthorized interference after acceptance;
- (e) ensure the raw materials and equipment are received by staff who are properly recruited and trained by him;
- (f) designate a person to implement and supervise the screening process;
- (g) ensure that the all catering stores and supplies are not carried by air unless they have been subjected to screening;
- (h) ensure that each shipment of catering stores and supplies be accompanied by documentation providing the statement of the security status of such shipment.

(2) An approved catering operator who offers catering stores and supplies to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of raw materials and equipment accepted and catering stores and supplies offered for air transport, employee training records and other accountable catering documents.

Responsibility of the Aircraft Operator Receiving Catering Stores and Supplies from a Catering Operator

Respon-
sibilities of
the aircraft
operator
where
receiving
goods from
catering
operator

65. (1) An aircraft operator accepting catering stores and supplies for transport on his aircraft—

- (a) may conduct screening of such shipments of catering stores and supplies; and
- (b) shall ensure—
 - (i) the safeguarding of such catering supplies and stores against unlawful interference until such catering supplies and stores have been placed in the aircraft;
 - (ii) that his shipments of catering supplies and stores are recorded; and
 - (iii) that whenever the catering supplies and stores are received such catering supplies and stores are delivered by an authorized employee of such catering operator.

(2) An aircraft operator shall not accept any catering supplies and stores for transport by aircraft unless the documentation for such catering supplies and stores is examined for inconsistencies and is accompanied by a valid security declaration.

(3) An aircraft operator shall not accept any catering supplies and stores, from a catering operator, for transport by aircraft unless initially and within the preceding twelve months prior to accepting the catering supplies and stores, the aircraft operator—

- (a) has inspected facilities and procedures of such catering operator;
- (b) has issued a letter to the catering operator either accepting him or renewing his acceptance as a catering operator for the purposes of the transport of catering supplies and stores through the national aircraft operator; and
- (c) assures the security of the catering supplies and stores in accordance with the procedures approved by the national aircraft operator.

(4) An aircraft operator shall provide an approved catering operator to comply with the Technical Instructions.

(5) An aircraft operator shall make available to the Director General a report of any incident where a catering or equivalent document did not provide an accurate record of the catering supplies and stores being offered for air transport.

(6) An aircraft operator, except as provided in the Technical Instructions, shall not place in an aircraft any catering supplies and stores that are not acceptable.

(7) An aircraft operator shall preserve for not less than one year any record of acceptance checklists and inspections carried out under this Part.

***Inspection of Catering Supplies and Stores
Offered for Transport by Air***

66. (1) An aircraft operator may inspect any catering supplies and stores or any package, or container having catering supplies and stores offered for transport by air by an approved catering operator.

Inspection of
goods offered
for transport
by regulated
agent

(2) Where an inspection is conducted pursuant to subregulation (1), a catering operator or a representative of the catering operator may observe the inspection.

(3) In the absence of a catering operator, or a representative of a catering operator, an aircraft operator may use such force as is necessary to access the contents of any package or container containing catering supplies and stores offered for transport by air by such catering operator, or representative of a catering operator.

(4) Where an inspection is conducted by an aircraft operator pursuant to subregulation (3), the package, container or catering supplies and stores shall remain in possession of the national aircraft operator until after the inspection is complete.

(5) Where an inspection of catering supplies and stores under this regulation provides evidence of a breach of this Part, the national aircraft operator shall maintain possession of the catering supplies and stores offered for air transport by a catering operator and the catering document and inform the Authority in the prescribed form.

PART VII

MISCELLANEOUS

Procedure for the Protection of Sensitive Security Information

Procedure for
the protection
of sensitive
security
information

67. (1) For the purpose of these Regulations the following information and records containing such information constitute sensitive security information:

- (a) an approved security programme for an aircraft operator, aerodrome operator, regulated agent or catering operator, any security programme that relates to transportation by air and any comments, instructions or implementing guidance pertaining thereto;
- (b) security directives, information circulars and any comments, instructions or implementing guidance pertaining thereto;
- (c) any profile used in any security screening process, including for persons, baggage or cargo;
- (d) any security contingency plan or information and any comments, instructions, or implementing guidance pertaining thereto;
- (e) technical specifications of any device used for the detection of any deadly or dangerous weapon, explosive, incendiary, or destructive substance;

- (f) a description of, or technical specifications of, objects used to test screening equipment;
- (g) communication procedures and technical specifications of any security communication equipment;
- (h) any information that the Director General has determined may reveal a systemic vulnerability of the aviation system or a vulnerability of aviation facilities, to attack;
- (i) information concerning threats against civil aviation released by the Authority;
- (j) specific details of aviation security measures whether applied directly by the Authority or regulated parties and includes, but is not limited to, information concerning specific numbers of aviation security officers and aviation security officers, deployments or missions, and the methods involved in such operations;
- (k) any other information, the disclosure of which the Authority has prohibited; and
- (l) any draft, proposed or recommended change to the information and records identified in these Regulations.

Director General to Prescribe Aviation Security Standards

68. For the purposes of protecting passengers, crew members, aircraft, goods on board aircraft and aerodromes facilities, preventing unlawful interference with civil aviation and ensuring that appropriate action is taken where that interference is likely to occur, the Director General may prescribe Aviation Security Standards applicable to—

- (a) aerodrome operators;
- (b) aircraft operators;
- (c) regulated agents;
- (d) catering operator;
- (e) persons who provide a service to a national aircraft operator that is related to the transport of passengers and goods;
- (f) persons who provide security services at aerodromes;
- (g) an aerodrome tenant, or any other person conducting a commercial activity at an aerodrome;
- (h) ground personnel; and
- (i) the general public.

Issue of Security Directive or Information Circular

Issue of
Security
Directive or
information
circular

69. (1) The Director General may recommend that the Authority issue a security directive or information circular to an aerodrome operator, aircraft operator, catering operator or regulated agent where necessary.

(2) An aerodrome operator, aircraft operator, catering operator or regulated agent shall comply with all security directives issued by the Authority within the time frame prescribed for compliance.

(3) An aerodrome operator, aircraft operator, catering operator or regulated agent who receives a security directive shall—

(a) no later than twenty-four hours after delivery by the Authority or within the time prescribed in the security directive, acknowledge receipt of such security directive;

(b) within the time prescribed in such security directive, specify the method by which the aerodrome operator, aircraft operator, catering operator or regulated agent has implemented or plans to implement the measures in the security directive; and

(c) ensure that information regarding the security directive and measures implemented in response to such security directive are distributed to specified personnel as prescribed in the security directive and to other personnel who require to have such information for the performance of their functions.

(4) In the event that an aerodrome operator, aircraft operator, catering operator or regulated agent is unable to implement the measures contained in the security directive, received under subregulation (3), he shall submit proposed alternative measures, and the basis for submitting the alternative measures, to the Director General within the time frame for compliance prescribed in the security directive.

(5) The Director General shall review alternative measures submitted by the aerodrome operator, aircraft operator, catering operator or regulated agent, under subregulation (4), and where he is satisfied that they meet the requirements of the security directive, he may recommend the Authority approve such alternative measures.

(6) The aerodrome operator, aircraft operator, catering operator or regulated agent shall implement any alternative measures approved by the Authority under subregulation (3).

(7) An aerodrome operator, aircraft operator, catering operator or regulated agent who receives a security directive or information circular, under subregulation (1), and each person who receives information from a security directive or information circular from the aerodrome operator, aircraft operator, catering operator or regulated agent in respect of his duties, shall—

- (a) restrict the availability of the security directive or information circular and information therein to those persons who require such information for the performance of their functions; and
- (b) refuse to release the security directive or information circular and information regarding the security directive or information circular to other persons without the prior written consent of the Authority.

Search of Persons and Goods

70. (1) A person who, prior to entering a restricted or sterile area is required by an aviation security officer or aviation screening officer—

Requirements
to submit to
search of
goods and
person

- (a) to submit to a search of his person;
- (b) to permit a search to be carried out of the goods that such person intends to take or have placed on board an aircraft or take into a restricted area; or
- (c) to submit to a search of a vehicle or other means of conveyance, under his control,

shall not board and shall not be allowed to board the aircraft, or enter the restricted or sterile area unless he submits to a search or permits a search to be carried out, as the case may be.

(2) Where a person is given an order by an aviation security officer or aviation screening officer pursuant to subregulation (1), the person shall thereupon leave the restricted or sterile area immediately and remove the goods, vehicle or means of conveyance in his possession from the restricted or sterile area.

(3) A person under subregulation (1) or (2) who is requested to leave a restricted or sterile area shall be escorted out of such restricted or sterile area by an aviation security officer or aviation screening officer.

Restrictions of PassengersRestrictions
of passenger

71. (1) A person shall not carry, or attempt to carry, prohibited items or dangerous good not authorized for transport under the Civil Aviation [(No. 2) Operations] Regulations, 2004, in carry-on baggage on board an aircraft.

(2) A person shall not offer for air transport, as goods or in checked baggage a weapon, incendiary device or any other dangerous device;

(3) A person shall not submit to screening of his person or of his carry-on baggage while in possession of a weapon, incendiary device, or any other dangerous device;

(4) A person shall not make a false statement to an aviation security officer, an aircraft operator, or a member of the Trinidad and Tobago Police Service assigned to aerodrome duties, in regard to possession of a weapon, incendiary device or any other dangerous device;

(5) A person shall not enter or remain in any part of an aerodrome that is not a public area where a notice is given orally by the aerodrome operator, aerodrome tenant, aircraft operator or by posted sign stating that trespassing is prohibited, or that entry is restricted to authorized persons.

(6) Where a person has been ordered to disembark an aircraft in accordance with regulation 27 or 58, he shall disembark the aircraft.

(7) A person who acts in contravention of this regulation commits an offence and shall be liable on summary conviction to a fine of four thousand dollars and to imprisonment for six months.

(8) A person under subregulation (3) shall upon a request to disembark, shall so disembark the aircraft and remove his carry-on baggage and have his checked baggage removed from the aircraft.

(9) A person who refuses the screening of goods that he intends to have transported on an aircraft or intends to take into a restricted or sterile area, shall not—

(a) place or attempt to place such goods; or

(b) cause the goods to be placed on board the aircraft, or taken into a restricted or sterile area.

Access to Aerodrome Restricted Areas

72. (1) A person shall not access or attempt to access a restricted area of an aerodrome unless the aerodrome operator has granted him a restricted area pass and is gaining access to the restricted area in accordance with the provisions of such restricted area pass.

(2) A person who has been granted access to a restricted area of an aerodrome, shall only access or attempt to access such restricted area at a restricted area access point.

(3) Subject to subregulation (4), a person shall not—

(a) provide another person with physical access to a restricted area where the latter has not been issued with a restricted area pass; or

(b) assist another person in gaining physical access to a restricted area where the latter has been issued a restricted area pass but does not have such restricted area pass in his possession.

(4) Notwithstanding subregulation (3), a person may enter certain restricted areas of an aerodrome where such person—

(a) has a valid boarding pass issued by an aircraft operator, is proceeding to the assigned gate for the purpose of boarding an aircraft and has been subject to the screening requirements of these Regulations; or

(b) he is identified in the emergency response plan of the aerodrome operator and is attending to an aerodrome emergency.

Restriction on Entry into Sterile Area

73. A person shall not enter a sterile area unless he has been screened and cleared for entry by an aviation security officer or aviation screening officer.

Submission to screening

74. A person shall not enter a sterile area without submitting to the screening of his person and property in accordance with the procedures being applied to control access to that area under regulation 33.

Director General may amend Schedules

75. The Director General may, by Order amend any of the Schedules.

SCHEDULE 1

[Regulation 8(3)]

AERODROME OPERATOR SECURITY PROGRAMME (CIVIL AVIATION
SECURITY AT INTERNATIONAL AND DOMESTIC AERODROMES)**1. PROGRAMME OBJECTIVE**

This Aerodrome Operator Security Programme is designed to meet the international standards and recommended practices contained in Annex 17 to the convention on International Civil Aviation Organization as well as related aviation security provisions found in annexes 2, 6, 9, 10, 11, 13 and 14.

The objective of the Aerodrome Operator Security Programme is to ensure that aviation security measures and responsibilities are clearly defined and understood by those who need to implement them. It shall clarify and detail all measures that are required to be implemented at the aerodrome to meet the requirements of the national civil aviation security programme.

An Aerodrome Operator Security Programme shall be produced and developed for each aerodrome within Trinidad and Tobago. The programme shall be prepared by the aerodrome security officer in consultation with all aerodrome users and endorsed, signed and dated by the aerodrome manager.

The programme shall be drafted in accordance with the layout detailed herein and submitted to the Authority for approval. It shall be reviewed and updated regularly and at least once every 12 months.

Proposed amendments and variations to the programme, other than minor changes or changes resulting from a change of national legislation shall be submitted to the Authority for approval before incorporation.

The programme shall have classified “restricted” in accordance with national guidelines and its contents handled in accordance with the national guidelines for document security.

2. SOURCES OF REGULATIONS

National legislation—Detail the national legislation (laws, decrees, etc.) that provides authority to the programme.

National civil aviation security programme—Refer to the appropriate articles of the national civil aviation security programme, on which the Aerodrome Operator Security Programme is based, and the relevant provisions for the development of measures and procedures.

Other regulations or legislation—Detail any other form of regulations or legislation which provides legal support for the Aerodrome Operator Security Programme. References to appropriate parts of Trinidad and Tobago criminal law shall be made as required.

3. DUTIES AND RESPONSIBILITIES

Aerodrome management—Describe the role and specific tasks of aerodrome management staff involved in the implementation of the Aerodrome Operator Security Programme.

Aerodrome security section—State the role and responsibilities of the aerodrome security officer, the organization of the aerodrome security section and the aviation security tasks they carry out.

Policing authority—State the tasks of the Trinidad and Tobago Police Service. Their responsibilities concerning aviation security shall be clearly described.

Other government agencies—State the role of the other government agencies (customs, immigration, etc.) involved in supporting the Aerodrome Operator Security Programme.

Aircraft operators—Describe the role of the aircraft operators (both national and foreign) operating at the aerodrome and any security function or task assigned to them in support of the programme. A list of persons in charge and their alternates for every airline, with all pertinent contact details (i.e., phone numbers both at work and home, home address, etc.), shall be included in an appendix.

Aerodrome tenants—Describe the responsibility of tenants and how their cooperation and assistance are required to contribute to aviation security.

District authorities—State which tasks will be required of any district authorities to assist in the implementation of the Aerodrome Operator Security Programme.

Other authorities—Any other authority involved in this programme (postal, communication, fire fighting, health, etc.) shall be mentioned. Describe the role they have and what assistance they may be required to provide.

General aviation—Describe how the Aerodrome Operator Security Programme affects general aviation operations at the aerodrome.

4. AERODROME SECURITY COMMITTEE

Terms of reference—State the relevant national programme requirements to establish an aerodrome security committee. Its terms of reference must be described clearly. Describe that the tasks of the committee shall mainly be the implementation of the requirements of the national security programme through the establishment of procedures and measures for the effective safeguarding of the aerodrome against acts of unlawful interference. The committee shall meet regularly, in its totality or partly as a smaller operational group, preferably with a specified periodicity indicated. Minutes for each meeting shall be kept, and after approval by the members, circulated to the authorities concerned.

Membership—List the membership of the aerodrome security committee. The list must include all agencies engaged in the operation of the aerodrome which contribute to the establishment and implementation of security measures. A full list of names, titles and any other useful details of all members of the aerodrome security committee must be included. The aerodrome manager will normally act as chair of the committee with the aerodrome security officer providing specialist security advice as appropriate.

5. COMMUNICATIONS

This section shall describe how the appropriate authority for security and the civil aviation security policy and regulatory section communicate the requirements of the national civil aviation security programme to the State's aviation industry.

Reference shall also be made to consultation procedures and the distribution of any reports resulting from security inspections, audits, surveys, tests and investigations carried out by the civil aviation security policy and regulatory section. Instructions and guidance on the correct classification and handling procedures for sensitive information contained in such reports shall also be described.

Policy on communications with other States, ICAO and the media regarding aviation security shall also be detailed.

6. DESCRIPTION OF AERODROME

General—This shall include the name, location with respect to closest town, and official address of the aerodrome, its nature, name of aerodrome proprietor, telephone number and identification code.

Landside, airside and security restricted areas—The various airside and landside areas and sectors of the aerodrome shall be defined followed by a brief description. The airside of the aerodrome shall be clearly marked and all security restricted areas indicated together with all control of access points. An accurate and to-scale location map and aerodrome plan shall be attached as an appendix.

Hours of operation—Detail the aerodrome operating hours, the hours of operation of the air traffic control tower, any onsite communications facilities. Detail whether control of access into security restricted areas and internal security of such areas is conducted on a 24-hour basis. Procedures for security outside the normal hours of operation shall also be included.

Aerodrome Operations and Organizations

List and detail a brief description of activities carried out by all aerodrome organizations and other entities which operate within or from the aerodrome. For example:

Aerodrome operating services—Includes administration, maintenance, communication, fire fighting or any other operational service.

Air traffic services—Includes tower, terminal, centre and flight services.

Aircraft operators—List all operators using the aerodrome and destinations served. Detail the average daily passenger movement and air cargo volume aggregated for all operators during high and low seasons.

General aviation—List all general aviation companies operating to and from the aerodrome. Detail volume of general aviation traffic and include any security controls imposed to certain locations, responsibility over general aviation facilities and access to the commercial ramp and apron areas.

Private organizations and businesses—Detail all the aerodrome tenants, shops, cargo handling firms, catering firms, tourist offices, private security firms or any other private firm operating at the aerodrome with particulars of managers and telephone numbers. Their location on the aerodrome and terminal premises shall be indicated on maps that shall be attached as an appendix.

Military organizations—Mention contact point for any military unit operating at the aerodrome. Details of memoranda of understanding shall be included.

7. SECURITY MEASURES AT AERODROME

This section shall detail the security measures, procedures and controls applied at the aerodrome in support of the national civil aviation security programme. The following headings and sample content shall be adapted to reflect actual local conditions.

Aerodrome Security

Access control measures—Describe the control of access methods applied to the airside and restricted security areas, including details of the pass or permit system as it pertains to persons and vehicles and the screening and searching procedures carried out. Describe the scope of background checks conducted on applicants for all types of passes issued. Describe what patrols are conducted of the landside, airside and restricted security areas including off aerodrome patrols of possible standoff attack and surface-to-air missile launch sites.

Physical security measures—Describe the physical security measures in relation to fencing, lighting, intruder detection systems, closed circuit television, etc., applied to the security of all airside and security restricted areas, parked aircraft and aprons, public terminal areas and observation decks and car parks, in-flight catering facilities, air cargo areas, aircraft maintenance areas and essential aerodrome facilities.

Air traffic services facilities, communication and navigation aids—Describe the physical security measures used for the protection of air traffic services facilities, communication and navigation aids, together with an assessment of vulnerability to interference, with reference to relative importance of individual facilities to the safety of air navigation.

General aviation—Describe the security measures for general aviation and any special procedure applied to general aviation crew or passengers operating to and from the aerodrome. Give details about the average number of daily movements with seasonal variations and the number of permanently stationed aircraft at the aerodrome.

Passenger and cabin baggage security

Authority—Describe the source giving legal authority for security measures and any local laws. Detail procedures to be followed if a person refuses to be subjected to security measures or is denied boarding for any reason. List in an appendix any persons such as diplomats or Heads of State exempt from screening or search.

Check-in—Describe the check-in process and location and any special measures or facilities for high risk passengers. Procedures for the protection of tickets, boarding passes, baggage tags documents. State clearly the authority and responsibility of handling agents in accordance with the provisions of the national security programme.

Travel documents—Describe where, when and how passenger identification and travel documents are checked including originating, transfer and transit passengers.

Screening procedures—Describe screening procedures and measures including minimum hand search ratios if applicable, identification of prohibited items and dangerous goods, special measures for electrical items, standards to be achieved, the procedures for persons with special needs, private arrangements and action to be taken on discovering weapons or explosive devices.

Equipment—List the equipment available at each search point and the routine testing and maintenance procedures required to ensure it is serviceable and meets the standards before use. Detail procedures to be followed when equipment fails or is unserviceable for any reason.

Security staff—Describe the staffing levels, positions and rotation of duties at each screening point as well as the training required (initial, “on-the-job” and refresher) and what records of such training maintained.

Segregation and control—State if segregation of screened and non-screened persons is achieved in the terminal after the screening point. If segregation is not achieved describe what compensatory procedures such as secondary screening at the gate area, are carried out. Describe what procedures can ensure the control of screened passengers when walking across apron areas or being transported by vehicle to aircraft.

Staff and flight crew procedures—State if the security measures will apply to all aerodrome staff, police and other government agencies. Clarify the procedures to be adopted and state clearly any particular measures to avoid misunderstanding and assure consistent implementation of security measures.

Diplomatic pouches and government couriers—State the procedures to be applied to diplomatic pouches and government couriers. Clarify whether the diplomatic bags may be screened, and if so, state the procedure. State the procedures for diplomatic mail in official pouches and embassy correspondence not in bags.

VIP facilities—Describe the location of any VIP facilities and the procedures for processing of VIP's. State clearly the existence of any prior arrangements for the handling of VIP passengers privately or semi-privately and any measures to limit exceptions from normal passenger screening channels minimum.

Special category passengers—Describe the procedures to be followed for passengers with diplomatic status and potentially disruptive passengers, for example, persons in custody, dangerous prisoners, and persons suffering from mental illness. State clearly the various tasks of the agencies involved. Make reference to the notification of the operator and the relevant pilot in command.

General Aviation—Mention any specific measures for security controls relating to aircraft passengers and crew of general aviation in particular during high threat situations.

Hold Baggage Security

Authority—Describe the source giving legal authority for security measures and detail procedures followed if a person refuses to allow hold baggage to be subjected to security measures. List in any persons such as diplomats or Heads of State whose hold baggage is exempt from screening or search.

Check-in—Describe the check-in process regarding hold baggage and the location and any special arrangements, measures or facilities for group travel or high risk passengers which will differ from normal procedures. Detail if any passenger questioning is carried out. State clearly the authority and responsibility of handling agents in accordance with the provisions of the national security programme.

Off-aerodrome check-in—If off-aerodrome or curb check-in is authorized, describe the measures for protection of baggage against acts of unlawful interference until it is loaded onto the aircraft.

Screening procedures—Describe screening procedures and measures including minimum hand search ratios if applicable, identification of prohibited items and dangerous goods, special measures for electronic and electrical items, standards to be achieved, and action to be taken on discovering weapons or explosive devices.

Equipment—List the equipment available at each search point and the routine testing and maintenance procedures required to ensure it is serviceable and meets the standards before use. Detail procedures to be followed when equipment fails or is unserviceable for any reason.

Security staff—Describe the staffing levels, positions and rotation of duties at each screening point as well as the training required (initial, "on-the-job" and refresher) and what records of such training are to be maintained.

Passenger and hold baggage reconciliation—Describe the procedures to ensure that the only hold baggage that is loaded belongs to passengers of the relevant flight who have actually boarded the aircraft, and that the hold baggage has been subjected to the necessary security controls and is authorized for loading on that flight. Specific reference to the various categories of passengers (originating, online and interline transfer, disembarking transit passengers) shall be made. The use of automation shall be mentioned describing the principle of the system and what is accomplished.

Staff and flight crew procedures—State if the security measures will apply to all flight crew. Clarify the procedures to be adopted and state clearly any particular measures to avoid misunderstanding and assure consistent implementation of security measures.

Unaccompanied baggage—Describe the procedures relating to baggage that is separated from its owner through a breakdown of the baggage handling system with reference to the additional security controls the baggage is subjected to before being loaded onto an aircraft.

Baggage reclaim areas—Describe what measures are applied to hold baggage which is not reclaimed by a passenger including details of screening or searching and secure storage. Describe also the measures to prevent passengers from retrieving prohibited items concealed in hold baggage at the baggage reclaim area which could be subsequently used to commit an act of unlawful interference in the arrival aerodrome terminal.

Air cargo security

The term “air cargo” in the context of aviation security includes normal freight, consolidations, transshipments, unaccompanied courier items, postal mail, diplomatic mail, company stores and unaccompanied baggage shipped as freight on a passenger-carrying aircraft.

Authority—Describe the source giving legal authority for security measures and the agency responsible for compliance.

Security procedures—Describe the procedures followed with reference to regulated agents, known consignors, known and unknown cargo, transshipment cargo, the role of the aircraft operator, random checks, documentary records, access control, secure storage and transportation.

Equipment—List the equipment available to carry out screening of air cargo and the required routine testing and maintenance procedures required to ensure it is serviceable and meets the required standards before use. Detail the procedures to be followed when equipment fails or is unserviceable for any reason.

Security of aircraft catering supplies and stores

Authority—Describe the source giving legal authority for security measures and the agency responsible for compliance.

Security procedures—Describe the procedures followed and responsibilities with reference to known and unknown stores, physical security measures, access control measures, customs bonded warehouses, tamper-evident sealing of goods, searching and sealing of vehicles, catering carts and containers, multiple loads, airside catering operations, receipt and validation of consignments into security restricted areas and aircraft operator security measures.

Control of firearms and weapons

Legislation and regulations—Describe the national legislation and regulations related to carriage of weapons and firearms on board aircraft departing or arriving at the aerodrome or carriage by persons in the area of jurisdiction of the aerodrome. The relevant provisions of the appropriate laws or decrees could be attached as an appendix.

Transporting firearms—Describe the procedure for handling and transportation of firearms in compliance with the provisions of the national security programme, in hold baggage or as cargo. Describe the role of the operator and crew. Mention any special arrangements to be made at check-in or baggage reclaim areas.

Carriage of firearms—Describe the national policy on authorized carriage of firearms in both national and foreign aircraft and the measures for the implementation of that policy. Explain the tasks of the agencies involved and those of the aircraft operators. State clearly the authority for the carriage of weapons granted to in flight security personnel, escorts of prisoners, deportees or escorts of VIPs. Describe the relevant procedure including notification of the aircraft operator and the pilot in command.

Security of aircraft

Basic responsibility for the security of aircraft rests with the operator, whose plans shall take into account the Aerodrome Operator Security Programme so that security measures can be coordinated.

Control of access to aircraft—Describe the measures for protection of aircraft on the ground with reference to the duty of aircraft crew and maintenance personnel servicing aircraft to identify any person approaching or boarding the aircraft, and that aircraft not in service or undergoing maintenance shall have all access points secured and access stairs or passenger loading bridges removed.

Security patrols—Describe what security patrols operate within the airside area, detail what communications are provided between security control and local air traffic control and what security equipment is carried.

Pre-flight precautions—Describe the pre-flight precautions conducted on a regular basis, during high threat situations or upon request. State clearly the agencies involved and their respective tasks.

Threat notification—Describe the procedures to respond to information which indicates that a specific aircraft may be subject to an act of unlawful interference and indicate who is responsible for implementing the additional security measures considered necessary to counter the threat. Define responsibilities for informing the appropriate authority for security if not the initiating agency of such threat notifications.

Flights under increased threat—Describe the procedures to be implemented for specific flights under increased threat, including isolated parking areas, individual guarding of aircraft, escorting of taxiing aircraft, and inspection of approach and take off flight paths. Include a plan of parking places.

Aircraft search—Describe the procedures for the inspection and searching of aircraft during both routine operations and at times when an aircraft may be under high threat. Define: which agencies will be responsible to conduct a search; the necessity for checklists to avoid duplication of effort; good lighting; and well-trained personnel with the support of aircraft crew or aircraft engineering support personnel. State the actions to be taken on discovery of suspect explosive devices and the responsibilities for decisions to move or evacuate the aircraft and the continuance of aerodrome operations.

Security equipment and specifications

Operation and maintenance—Describe the allocation of responsibilities among the agencies having responsibility for the procurement, installation, operation and maintenance of security equipment. List all security equipment at the aerodrome used in the support of civil aviation security including number, location, maintenance and calibration, and responsibilities. Include X-ray equipment, explosives detection equipment, hand-held and walk-through metal detectors, simulation chambers, explosive detection dogs and explosive disposal equipment. Provide a plan as an appendix showing the distribution of equipment at the aerodrome.

8. RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

Aerodrome contingency plan—The aerodrome contingency plan shall work in conjunction with the Aerodrome Operator Security Programme. Guidelines on the structure and the content of the plan shall be obtained from the appropriate authority for security and the civil aviation security policy and regulatory section. The plan shall include information regarding responsibilities for command, control and communications procedures, hostage negotiation procedures, designated aircraft parking locations, incident site access and control, communications equipment, guidelines on dealing with the media and the public. A copy of the aerodrome contingency plan shall be attached as an appendix to the Aerodrome Operator Security Programme.

9. SECURITY TRAINING

Describe the aviation security training programmes given to security staff at the aerodrome and all other persons who have roles to play in aviation security, including management and the security personnel of the aerodrome, aircraft operators and cargo “regulated agents”, police, military, customs and immigration personnel, aircraft crew members and other aerodrome personnel. Also describe any other training including contingency plan exercises and exercises involving a reaction to an act unlawful of unlawful interference designed to test readiness.

10. APPENDICES

- (a) Organizational diagrams referring to the organizational structure of the aerodrome administration and security management;
- (b) Scale map of the aerodrome and peripheral area;
- (c) Detailed scale map showing landside, airside and security restricted areas and access control points;
- (d) Detailed map of the terminal incorporating security equipment location(s);
- (e) Aircraft operators' contact information;
- (f) Private organizations and businesses operating at the aerodrome;
- (g) List of persons exempt from screening or search measures;
- (h) National legislation and regulations related to carriage of weapons and firearms; and
- (i) Aerodrome contingency plan.

SCHEDULE 2

[Regulation 12(3)]

AIRCRAFT OPERATOR SECURITY PROGRAMME

- 1. International obligations and organizations
 - 1.1 The structure and roles of ICAO and ECAC
 - 1.2 The purpose of the various Conventions, ICAO Annex 17 and ECAC Doc. 3D
- 2. National obligations and responsibilities
 - 2.1 The relevant appropriate authority for the State of registration
 - 2.2 The relevant appropriate authority for the host State of operation
 - 2.3 The national aviation security programme of the host State
- 3. Airline security policy and organization
 - 3.1 Airline security policy
 - 3.2 The roles and responsibilities for aviation security in the airline
 - 3.3 Information and communication

- 3.4 Description of airline's operation
 - 4. Security of passengers and cabin baggage
 - 4.1 Purpose of screening and searching
 - 4.2 Procedures for screening and hand-searching of originating passengers
 - 4.2.1 Standards of screening and searching
 - 4.2.2 Location of screening or searching
 - 4.2.3 Details of screening equipment
 - 4.2.4 Details of operator or service provider
 - 4.3 Procedures for screening and hand-searching of transfer passengers
 - 4.3.1 Standards of screening and searching
 - 4.3.2 Location of screening or searching
 - 4.3.3 Details of screening equipment
 - 4.3.4 Details of operator or service provider
 - 4.4 List of persons exempted from screening and searching
 - 4.5 Screening and searching of cabin baggage
 - 4.5.1 Standards of screening and searching
 - 4.5.2 Location of screening and searching
 - 4.5.3 Details of screening equipment
 - 4.5.4 Details of operator or service provider
 - 4.6 Treatment of suspect passengers or cabin baggage
 - 4.7 Control of movement of passengers
 - 4.8 Measures for special category passengers
 - 4.8.1 Diplomats and other privileged persons
 - 4.8.2 Government couriers and diplomatic bags
 - 4.8.3 Passengers with reduced mobility and medical cases
 - 4.8.4 Inadmissible passengers/deportees/escorted prisoners
 - 4.9 Policy for unruly passengers
 - 4.9.1 Procedures on the ground
 - 4.9.2 Procedures in the air
 - 4.9.3 Authority for use of restraints
 - 4.9.4 Reporting procedures
 - 5. Security of hold baggage
 - 5.1 Purpose of the security measures
 - 5.2 Passenger identification checks
 - 5.2.1 Standard of checks
 - 5.2.2 Location of checks
 - 5.3 Questioning of passengers
 - 5.3.1 Description of questions
 - 5.3.2 Location of delivery
 - 5.3.3 Details of service provider
 - 5.4 Procedures for originating hold baggage screening and hand-searching

- 5.4.1 Standard of screening and searching
- 5.4.2 Location of screening and searching
- 5.4.3 Details of screening equipment
- 5.4.4 Details of operator or service provider
- 5.5 Procedures for transfer hold baggage screening and hand-searching
- 5.5.1 Standard of screening and searching
- 5.5.2 Location of screening and searching
- 5.5.3 Details of screening equipment
- 5.5.4 Details of operator or service provider
- 5.6 Protection of hold baggage
- 5.6.1 Description of procedures
- 5.7 Procedures for off aerodrome check-in of hold baggage
- 5.8 Procedures for carriage of firearms and weapons
- 5.8.1 Legal provisions and regulations
- 5.8.2 Acceptance procedures
- 5.8.2.1 Escorts of prisoners/deportees
- 5.8.2.2 Bodyguards to government VIPs
- 5.8.2.3 In-flight security guards
- 5.8.3 Protection on the ground
- 5.9 Treatment of suspect bags
- 6. Security of crew, cabin and hold baggage
- 6.1 Standards of screening and searching
- 6.2 Location of screening and searching
- 6.3 Details of screening equipment
- 6.4 Details of operator or service provider
- 7. Passenger and hold baggage reconciliation
- 7.1 Purpose of measures
- 7.2 Description of procedures
- 7.2.1 Details of equipment if automated
- 7.2.2 Details of manifest if relevant
- 7.2.3 Identification of no-show passengers
- 7.2.4 Identification of unaccompanied baggage
- 7.3 Procedures for screening of unaccompanied baggage
- 7.3.1 Standard of screening
- 7.3.2 Location of screening
- 7.3.3 Details of screening equipment
- 7.3.4 Details of operator or service provider
- 8. Security of aircraft
- 8.1 Purpose of security measures
- 8.2 Searches and checks of aircraft
- 8.2.1 Standard of searches and checks

- 8.2.2 Details of service provider
- 8.3 Control of access to aircraft
 - 8.3.1 Standard of access control
 - 8.3.2 Details of service provider
- 9. Security of airline catering, stores and supplies
 - 9.1 Purpose of measures
 - 9.2 Description of measures at airline catering unit
 - 9.2.1 Standard of physical security of premises
 - 9.2.2 Standard of access control to premises
 - 9.3 Description of measures for despatch and transportation
 - 9.3.1 Standard of access control to prepared meals
 - 9.3.2 Standard of access control to despatch bank
 - 9.3.3 Standard of access control to vehicles
- 10. Security of aircraft cleaning operations
 - 10.1 Purpose of measures
 - 10.2 Description of measures
 - 10.2.1 Standard of access control to cleaning stores
- 11. Security of cargo, courier, express parcels and mail
 - 11.1 Purpose of measures
 - 11.2 Description of measures for cargo
 - 11.2.1 Procedures for acceptance
 - 11.2.2 Regulated agent scheme and criteria
 - 11.2.3 Known consignor scheme and criteria
 - 11.2.4 Standard of screening and physical examination
 - 11.2.5 Location of screening and physical examination
 - 11.2.6 Details of screening equipment
 - 11.2.7 Details of operator or service provider
 - 11.2.8 List of exemptions from security screening or physical examination
 - 11.3 Description of measures for unaccompanied baggage and personal effects carried as cargo
 - 11.3.1 Standard of screening and hand-searching
 - 11.3.2 Location of screening and searching
 - 11.3.3 Details of screening equipment
 - 11.3.4 Details of operator or service provider
 - 11.4 Description of measures for courier and express parcels
 - 11.4.1 Procedures for acceptance
 - 11.4.2 Standard of screening and hand-searching
 - 11.4.3 Location of screening and searching
 - 11.4.4 Details of screening equipment
 - 11.4.5 Details of operator or service provider
 - 11.5 Description of measures for mail

- 11.5.1 Procedures for acceptance
- 11.5.2 Regulated postal authority/administration scheme and criteria
- 11.5.3 Known consignor scheme and criteria
- 11.5.4 Standard of screening
- 11.5.5 Location of screening
- 11.5.6 Details of screening equipment
- 11.5.7 Details of operator
- 11.6 Safeguarding of cargo, courier, express parcels and mail
- 11.6.1 Description of measures
- 11.7 Procedures for carriage of diplomatic mail
- 11.8 Treatment of suspect cargo or mail
- 12. Recruitment of staff
- 12.1 Description of procedures for recruitment of security staff, including background checks
- 13. Training of staff
- 13.1 Description of initial training for the following groups of staff:
 - 13.1.1 Aircrew
 - 13.1.2 Security staff who carry out screening, searching or checking duties
 - 13.1.3 Staff who question passengers
 - 13.1.4 Awareness training for other staff, including ground-handling staff
 - 13.1.5 Airline security managers/officers
- 13.2 Description of recurrent training for the following groups of staff:
 - 13.2.1 Aircrew
 - 13.2.2 Security staff who carry out screening, searching or checking duties
 - 13.2.3 Staff who question passengers
 - 13.2.4 Awareness training for other staff, including ground handling staff
 - 13.2.5 Airline security managers/officers
- 14. Contingency planning
- 14.1 Description of plans to deal with the following contingencies:
 - 14.1.1 Aircraft hijack
 - 14.1.2 Bomb threat
 - 14.1.3 Discovery of a suspect or prohibited article
 - 14.1.4 Equipment failure
 - 14.1.5 Enhanced measures for an increase in the level of threat
 - 14.1.6 High risk flights
- 15. Incident reporting
- 15.1 Description of airline security incident reporting procedures
- 16. Supervision and performance monitoring
- 16.1 Description of airline arrangements for monitoring implementation of security measures and quality control
- 17. Local aerodrome procedures

SCHEDULE 3

(Regulation 14)

REGULATED AGENT SECURITY PROGRAMME

1. International obligations and organizations
 - 1.1 The structure and roles of ICAO and ECAC
 - 1.2 The purpose of the various Conventions, ICAO Annex 17 and ECAC Doc. 3D
2. National obligations and responsibilities
 - 2.1 The relevant appropriate authority for the State of registration
 - 2.2 The relevant appropriate authority for the host State of operation
 - 2.3 The national aviation security programme of the host State
3. Procedures for the ensuring the security of:
 3. Security of cargo, courier, express parcels and mail
 - 3.1 Purpose of measures
 - 3.2 Description of measures for cargo
 - 3.2.1 Procedures for acceptance
 - 3.2.2 Regulated agent scheme and criteria
 - 3.2.3 Known consignor scheme and criteria
 - 3.2.4 Standard of screening and physical examination
 - 3.2.5 Location of screening and physical examination
 - 3.2.6 Details of screening equipment
 - 3.2.7 Details of operator or service provider
 - 3.2.8 List of exemptions from security screening or physical examination
 - 3.3 Description of measures for unaccompanied baggage and personal effects carried as cargo
 - 3.3.1 Standard of screening and hand-searching
 - 3.3.2 Location of screening and searching
 - 3.3.3 Details of screening equipment
 - 3.3.4 Details of operator or service provider
 - 3.4 Description of measures for courier and express parcels
 - 3.4.1 Procedures for acceptance
 - 3.4.2 Standard of screening and hand-searching
 - 3.4.3 Location of screening and searching
 - 3.4.4 Details of screening equipment
 - 3.4.5 Details of operator or service provider
 - 3.5 Description of measures for mail
 - 3.5.1 Procedures for acceptance
 - 3.5.2 Regulated postal authority/administration scheme and criteria
 - 3.5.3 Known consignor scheme and criteria
 - 3.5.4 Standard of screening
 - 3.5.5 Location of screening
 - 3.5.6 Details of screening equipment

- 3.5.7 Details of operator
- 3.6 Safeguarding of cargo, courier, express parcels and mail
- 3.6.1 Description of measures
- 3.7 Procedures for carriage of diplomatic mail
- 3.8 Treatment of suspect cargo or mail
- 4. Recruitment of staff
- 4.1 Description of procedures for recruitment of security staff, including background checks
- 5. Training of staff
 - Description of initial and recurrent training for the following groups of staff:
- 5.1 Staff who carry out screening or searching duties
- 5.2 Awareness training for other staff, including ground-handling staff
- 5.3 Managers/officers
 - 6. Description of plans to deal with the following contingencies:
- 6.1 Bomb threat
- 6.2 Discovery of a suspect or prohibited article
- 6.3 Equipment failure
- 7. Incident reporting
- 7.1 Description of security incident reporting procedures
- 7.2 Supervision and performance monitoring
- 8. Local aerodrome procedures

SCHEDULE 4

[Regulation 16(2)]

CATERING OPERATOR SECURITY PROGRAMME

- 1. International obligations and organizations
- 1.1 The structure and roles of ICAO and ECAC
- 1.2 The purpose of the various Conventions, ICAO Annex 17
- 2. National obligations and responsibilities
- 2.1 The relevant appropriate authority for the State of registration
- 2.2 The relevant appropriate authority for the host State of operation
- 2.3 The national aviation security programme of the host State
- 3. Procedures for the ensuring the security of:
 - 3.1 Security of raw materials and supplies
 - 3.1.1 Purpose of measures
 - 3.1.2 Description of measures
 - 3.1.3 Procedures for acceptance raw materials and supplies
 - 3.1.4 Standard of screening and physical examination
 - 3.1.5 Location of screening and physical examination
 - 3.1.6 Details of screening equipment

- 3.1.7 Details of operator or service provider
- 3.1.8 List of exemptions from security screening or physical examination
- 3.2 Security of catering supplies and stores
 - 3.2.1 Purpose of measures
 - 3.2.2 Description of measures
 - 3.2.3 Procedures for securing catering supplies and stores
 - 3.2.4 Standard of screening and hand-searching
 - 3.2.5 Location of screening and searching
 - 3.2.6 Details of screening equipment
 - 3.2.7 Details of operator or service provider
- 3.3 Security of buildings and premises
 - 3.3.1 Purpose of measures
 - 3.3.2 Description of measures
 - 3.3.3 Procedures for securing buildings and premises
 - 3.3.4 Standard of screening and hand-searching
 - 3.3.5 Location of screening and searching
 - 3.3.6 Details of screening equipment
 - 3.3.7 Details of operator or service provider
- 3.4 Security of carts, containers and catering transportation
 - 3.4.1 Purpose of measures
 - 3.4.2 Description of measures
 - 3.4.3 Procedures for securing carts, containers and catering transportation
 - 3.4.4 Standard of screening and hand-searching
 - 3.4.5 Location of screening and searching
 - 3.4.6 Details of screening equipment
 - 3.4.7 Details of operator or service provider
- 3.5 Recruitment of staff
 - 3.5.1 Description of procedures for recruitment of security staff, including background checks
- 3.6 Training of staff
 - 3.6.1 Description of initial and recurrent training for the following groups of staff:
 - 3.6.2 Staff who carry out screening or searching duties
 - 3.6.3 Awareness training for other staff, including ground-handling staff
 - 3.6.4 Managers/officers
- 3.7 Description of plans to deal with the following contingencies:
 - 3.7.1 Bomb threat
 - 3.7.2 Discovery of a suspect or prohibited article
 - 3.7.3 Equipment failure
- 3.8 Incident reporting
 - 3.8.1 Description of security incident reporting procedures
 - 3.8.2 Supervision and performance monitoring
- 3.9 Local aerodrome procedures

SCHEDULE 5

[Regulation 22(3)]

TERMS OF REFERENCE AERODROME SECURITY COMMITTEE

- (a) Coordinate the implementation of the National Civil Aviation Security Programme;
- (b) Oversee and monitor the Aerodrome Security Programme, including special measures introduced by the aerodrome administration, operators and aerodrome tenants;
- (c) Use the National Civil Aviation Security Programme manual or the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference as a guide;
- (d) Draw up and maintain a list of vulnerable points including essential equipment and facilities and review the security of those points from time to time;
- (e) Ensure that the minimum security measures and procedures are adequate to meet threats and are under constant review, providing normal situation and contingencies for periods of heightened tension and emergency situation;
- (f) Arrange for irregular spaced security surveys and inspections to be carried out;
- (g) Ensure the recommendations for improvements in security measures and procedures are implemented;
- (h) Inform the appropriate authority for security of the current state of security measures and procedures in effect at the aerodrome and refer any problems relating to the protection of the aerodrome and its services which cannot be resolved at the local level;
- (i) Arrange for security education and training of aerodrome and other staff; and
- (j) Ensure that the planning of aerodrome expansion programmes includes the planning of modifications to be made to the aerodrome control systems and equipment.

SCHEDULE 6

[Regulation 48(2)]

- (a) Knives: Steak knives for meal services and pocketknives that belong to crewmembers are not allowed into the cabin of an aircraft. Rounded blade butter knives and plastic knives are permitted for meal services in the cabin.
- (b) Carry-on Bags: Physical searches of carry-on bags shall be conducted to ensure that a continuous inspection process is taking place while passengers are boarding at the gate. Knives of any length or description [except as permitted in paragraph (4)(a) above] found during the search shall not allowed to be carried in the cabin of the aircraft. These inspections shall be performed in the presence of the passenger and at a location just prior to boarding the aircraft.
- (c) Checked Baggage: Physical searches of checked baggage shall be conducted to ensure that a continuous inspection process is taking place for each flight. These inspections shall be performed in the presence of the passenger. Ensure that no one other than direct aircraft operator employees, representatives of government agents have access to the contents or an compartment of a checked bag after it has been accepted for carriage.
- (d) Aircraft Security: Prior to entry into the cabin of the aircraft, screen all persons and their property, except that personnel employed directly by the aircraft operator and passengers boarding for transport who have previously been subjected to screening.
- (e) Crewmembers: An authorized aircraft operator representative shall examine the identification of all operational crewmembers and verify their assignment on that flight. If identification cannot be verified, deny boarding and notify appropriate authorities.

- (f) Aircraft Search: The following measures shall be applied to each aircraft after servicing, and prior to boarding any passengers:
- (i) Conduct a thorough physical search of the empty interior of the aircraft. The search shall include: overhead bins; closets; lavatories; galleys; trash receptacles; storage bins; seat backs; seat pockets; under seats; and other accessible compartments in the passenger cabin and flight deck; and galley carts that have not been sealed by the government or monitored from preparation to delivery. Personnel conducting the search shall be familiar with the aircraft and shall be provided with instructions for notifying the appropriate authorities if suspicious items are detected.
 - (ii) Conduct a visual inspection of accessible exterior areas if the aircraft for items that do not belong. Prior to loading freight or baggage, search the empty cargo hold areas of the aircraft for items that do not belong.
 - (iii) At intermediate stops, conduct continuous monitoring of freight and cargo loading activities.
- (g) Personnel: Physical inspection and pat-downs may only be carried out by direct aircraft operator employees, or authorized representatives, who have been trained to conduct such inspections in accordance with the approved security programme.
- (h) Certification: Prior to resuming service, the aircraft operator shall certify to its Primary Security Inspector that these requirements are being implemented at each location.

SCHEDULE 7(A)

[Regulation 50(2)(a)]

INTRODUCTION

1. Conventional X-ray equipment is used in support of the national civil aviation security programme to screen passenger cabin baggage, hold baggage and, increasingly, cargo, supplemented with manual searches. It is anticipated that equipment using X-ray technology, perhaps supported by other techniques, will be the basis of screening for the foreseeable future.

2. Difficulties in detecting explosive devices by X-ray, and difficulties which may be posed in the future by non-metallic firearms, demand further development of X-ray equipment. The information in this Attachment sets out the requirements for X-ray screening equipment which the civil aviation security policy and regulatory section considers incorporates the best features of current technology, but which leaves scope for further development.

DETENTION REQUIREMENTS

3. X-ray screening equipment is required for use in detecting both metallic and non-metallic objects. These items may be concealed in any form of luggage carried or placed on board an aircraft. The list of items to be identified includes—

- (a) firearms both metallic and non-metallic;
- (b) firearms components;
- (c) ammunition of all calibers;
- (d) grenades and other fragmentation/blast weapons; knives, batons, swords, etc.;
- (e) explosives, military and commercial;
- (f) detonators and timing devices;
- (g) electrical and electronic items; and
- (h) power sources.

PERFORMANCE REQUIREMENTS

4. Performance of conventional X-ray equipment should be measured using a combined test piece (CTP). These tests will determine whether an X-ray machine meets the civil aviation security policy and regulatory section requirements in terms of image quality parameters.

DISPLAY REQUIREMENTS

Most modern machines incorporate the following facilities:

- (a) Detector positioning. The arrangement of the detectors should be such that both a "top" and a "side" view of the object are displayed. Such an arrangement is commonly known as a "folded array";
- (b) Black and white image. Objects are distinguished by differing shades of grey. Such shades are caused by variations in the amount of X-rays penetrating the target bag. The image should be reversible. The civil aviation security policy and regulatory section considers that any equipment that uses only a black and white image display does not meet the standards required by the national civil aviation security programme;
- (c) Colour-coded image. Different colours should be assigned to metallic and organic material in multi-energy X-ray images. Also a third colour should be assigned to objects through which the X-rays cannot penetrate. The following colours can be used: (orange) for materials of low average atomic number (e.g., organic materials), (blue) for metals and (red) for areas where the X-rays cannot penetrate. With this method of imaging it should be possible to distinguish high-density organic material such as explosives. [The (colours) are given as examples and are those used on one type of commercially available equipment.];
- (d) Organic colour only. It should be possible to display a single colour image representing just the organic component. This simplified image should make it easier to identify explosives;
- (e) Image enlargement. The operator should be able to select a section of the image and expand it. There should be at least nine enlargeable sections in the complete image;
- (f) Brightness scanning. The human eye cannot distinguish between more than about a dozen variations in brightness, but computers have no such limitation. There should be at least 256 shades in the X-ray image. These 256 shades should be displayable in turn, as one of a group of adjacent shades, by scanning across the complete range of shades. Each level in the displayed group is to be assigned a visually discernible shade. In this way, more detail can be displayed;
- (g) Edge enhancement. This feature modifies the periphery of the image of an object so as to make it more visible on the display;
- (h) Display time. Every part of the item being examined should be displayed for not less than five seconds. When not in use the image of the last bag should be removed or a screen saver used to prevent image "burn in";
- (i) Operator identification. It should be possible for the displayed image to show an operator;
- (j) identification number and the time and date; and
- (k) Automatic detection. There is X-ray equipment available that can detect the presence of explosive material or components of an explosive device automatically. Such equipment does not need to provide an image if it is being used in a fully automatic mode. If such equipment is used in a way that requires an operator to make a decision based on an image (indicative mode), this image should be to the same standard as a conventional X-ray machine. Operators intending to use such equipment should discuss the application with the civil aviation security policy and regulatory section.

HARDWARE AND SOFTWARE

- (a) Expandability. New techniques will become available, particularly in image processing and pattern recognition. The equipment should be designed so that software enhancements can be easily implemented or a separate module can be easily added. It should be possible to program the machine via an input port. The protocol for this should be documented and be readily available to service technicians;
- (b) Software. The image processing and control software should be written to allow ease of updating;
- (c) Speed of operation. Any display mode should be available within one second of detection or selection. This time limit may not apply to future image processing techniques such as pattern recognition. However, the maximum allowable delay is six seconds;
- (d) Video connections. It should be possible to record easily the image seen by the operator. Outputs should be provided to permit the connection of a video recorder or an external "black box". Such outputs should provide both composite video and RGB signals compatible with the video system used by the State. It should be possible to input test images via a video input;
- (e) Health and safety. The machine must comply with the requirements of the State's current health and safety legislation, particularly with regard to mechanical, electrical and radiation hazards; and
- (f) Future developments. These requirements will be kept under review and may be subject to amendment in the future. However, it is the civil aviation security policy and regulatory section's intention that future requirements embody earlier versions. This should give an orderly progress to X-ray development.

SCHEDULE 7(B)

[Regulation 50(2)(c)]

This Attachment should be read in conjunction with the log sheet for the combined test piece. A tick on the log sheet should be used to record each correct image.

Together, tests 3 and 5 will also demonstrate the machine's dynamic range.

Test 1A: Single Wire Resolution

The Requirement is to Display the 33 Gauge Wire not Covered by the Step Wedge.

(A tick should be used on the log sheet to indicate visible wires.)

This test defines the ability of the system to display a single thin wire, 33 SWG (standard wire gauge, 0.254 mm). The composition of the wire should be un-insulated tinned copper wire. Wires of 25 SWG (0.508 mm), 33 SWG (0.254 mm), 36 SWG (0.193 mm), and 40 SWG (0.122 mm) are included in the CTP to demonstrate whether the X-ray machine single wire resolution capability surpasses that required or if its performance has deteriorated with time. The wires are laid out in "S" shaped curves.

Test 1B: Useful Penetration

The Requirement is that the 25 Swg Wire be seen under the Second Step of the Wedge ($5/16^{\circ}$).

This test defines what level of detail should be seen behind a thickness of a known material. The CTP has different gauges of wire behind varying thicknesses of aluminium. This is similar to the American Society for Testing and Materials (ASTM) step wedge that has wires behind the steps.

Test 2: Material Discrimination

The Requirement is that Different Colours be Allocated to the Sample of Organic and Inorganic Substances.

With multi-energy X-rays, it is possible to distinguish between materials of different average atomic number. This means that organic and inorganic substances can be differentiated. (Multi-energy, dual-energy and materials differentiation are considered synonymous in the present context.) The use of sugar and salt samples encapsulated on the test piece, as well as the various materials used in the construction of the CTP, will check the material discrimination facility. The present requirement is to allocate different colours to different types of material. This test is applicable only to those machines with this facility. A tick will indicate that the two samples are shown in different colours.

Test 3: Simple Penetration

The Requirement is that the Lead be Visible beneath 14 mm of Steel.

This test defines what thickness of steel the machine should be able to penetrate. The steel step wedge on the CTP begins with a 12 mm depth, with 2 mm increments per step up to 24 mm. A lead strip runs under the length of the wedge to check the capability of the machine. Ticks should indicate where the lead strip is visible.

Test 4: Spatial Resolution

The Requirement is that a Vertical and Horizontal Grating be seen.

This test defines the ability of the system to distinguish and display objects which are close together. The CTP tests this aspect of performance by using 16 copper sheet gratings at right angles to each other. A tick on the log sheet will indicate that gaps in the gratings are visible.

Test 5: Thin Metal Imaging

The Requirement is to Image Steel 0.1 mm thick.

This tests the machine's ability to image thin metal.

The staff should be rotated regularly among the positions during a tour of duty. No person should be required to scrutinize X-ray images continually for more than 20 minutes and should not resume this duty again for a further 40 minutes. This rotation can be easily achieved if the X-ray operator and bag searchers operate as a separate working unit with each X-ray operator actually searching the items he or she selects for hand search. This also serves to improve their X-ray image interpretation knowledge base.

In lieu of the general guidance provided above, a precise formula for determining passenger security screening area staffing requirements may be developed by States. Such a formula should take into account anticipated passenger flow, flight schedules, type of aircraft and the possible requirement for the screening of persons other than passengers.

SCHEDULE 8

[Regulation 60(3)(b)(v)]

SCREENING PERSONNEL

Personnel assigned to conduct passenger, baggage or cargo screening should meet the basic qualifications for such duties and not be assigned to conduct these functions until properly trained, examined, tested and certified by the appropriate authority for security. Recruitment of fully suitable people motivated to this type of work is of utmost importance. Initial and refresher training should focus primarily on:

- (a) screening regulations and pertinent legislation;
- (b) identification of firearms, weapons, incendiary or explosive devices, other dangerous devices, or parts thereof;
- (c) operation and testing of security equipment (metal detectors, X-ray units, explosives detection devices);
- (d) manual search of the person;
- (e) manual search of baggage, cargo, mail and stores; and
- (f) emergency procedures.

Made by the Authority this 19th day of March, 2004.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport.

F. A. KHAN
Minister of Works and Transport

Laid in the House of Representatives this 26th day of May, 2004.

J. SAMPSON-JACENT
Clerk of the House

Laid in the Senate this 1st day of June, 2004.

N. JAGGASSAR
Acting Clerk of the Senate