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From : Working Party on Aviation
On : 14 November 2001
No. Cion prop. : 12662/01 AVIATION 84 CODEC 1006
Subject : **CIVIL AVIATION SECURITY**

Following the meeting of the Working Party on 14 November 2001, delegations will find attached a revised version of the draft Regulation of the European Parliament and of the Council on establishing common rules in the field of civil aviation security. Changes with respect to doc. 13772/01 AVIATION 105 are indicated in bold and strike-through characters, whereas individual positions of delegations and the Commission appear in the footnotes.

At the meeting on 14 November, the Council Legal Service addressed the issue of confidentiality. It observed that while drafting the Regulation, in particular the Annex, delegations should be aware that all Community legislation, including implementing rules that are adopted through comitology, must be published. It is not possible to adopt 'confidential' legislation and not publish it.

DRAFT
REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
on establishing common rules in the field of civil aviation security
(Text with EEA relevance) ¹

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 80(2) thereof,

Having regard to the proposal from the Commission ²,

Having regard to the opinion of the Economic and Social Committee ³,

Having regard to the opinion of the Committee of the Regions ⁴,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁵,

⁶ [Whereas:

- (1) The criminal acts committed in New York and Washington on 11 September 2001 show that terrorism is one of the greatest threats to the ideals of democracy and freedom and the values of peace, which are the very essence of the European Union.
- (2) A high uniform level of protection of the European citizen should at all times be ensured in civil aviation by preventing acts of unlawful interference.

¹ DK, GR, A and FIN entered a general scrutiny reservation; UK and DK entered a Parliamentary scrutiny reservation.

² OJ C

³ OJ C

⁴ OJ C

⁵ OJ C

⁶ The Working Party has not yet examined the recitals.

- (3) Without prejudice to **rules of the Member States in the field of national security and of** ⁷ measures to be taken on the basis of Title VI of the Treaty on European Union, such objective should be achieved by the adoption of common civil aviation security rules and by measures ensuring that they are applied effectively and uniformly in the Community; and executive powers should be delegated to the Commission to adopt the related detailed implementation measures.
- (4) Common aviation security rules should be fully consistent with the Charter of Fundamental Rights of the European Union.
- (5) The various types of aviation activities are not subject to the same type of threat; it is therefore necessary for the detailed implementation measures to be duly adjusted to the special circumstances of each activity.
- (6) The Convention on International Civil Aviation, signed in Chicago on 7 December 1944, provides for minimum standards to ensure the security of civil aviation.
- (7) In view of the diversity of the parties involved in the implementation of security measures at national level, it is necessary for each Member State to designate a competent authority responsible for the co-ordination and the monitoring of the implementation of aviation security programmes.
- (8) Member States shall be given the necessary flexibility to adjust their **aviation** security programme to special circumstances, **taking into account** ~~subject to an appropriate review by the Commission in order to ensure~~ that such measures **must** ~~do not~~ extend beyond what is necessary and proportionate to address such circumstances. ⁸

⁷ This addition is a Presidency suggestion drawn up with the assistance of the Council Legal Service.

⁸ The modifications in this Recital are a Presidency suggestion drawn up with the assistance of the Council Legal Service.

- (9) The effective and uniform implementation of security measures requires the setting up at national level of appropriate quality control systems and the organisation of a collective peer review under the **supervision** ⁹ ~~authority~~ of the Commission, so as to verify the effectiveness of each national system.
- (10) In accordance with Article 2 of Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission, measures for the implementation of this Regulation should be adopted by use of the procedures provided for in Articles 3 or 5 of that Decision, as the case may be.
- (11) In accordance with the principles of subsidiarity and proportionality as set out in Article 5 of the Treaty, the objectives of the proposed action, namely the establishment and uniform application of common rules in the field of aviation security, cannot be sufficiently achieved by the Member States and can therefore, by reason of the European-wide scope of this Regulation, be better achieved by the Community. This Regulation confines itself to the minimum required in order to achieve those objectives and does not go beyond what is necessary for that purpose,]

HAVE ADOPTED THIS REGULATION:

⁹ Presidency suggestion drawn up with the assistance of the Council Legal Service.

Article 1
Objectives

1. The main objective of this Regulation is to establish **and implement** appropriate Community measures in order to prevent acts of unlawful interference against civil aviation.
2. The additional objective is:
[]¹⁰
to provide a basis for a uniform implementation¹¹ of the related provisions of the Chicago Convention, in particular its Annex 17.
3. The means of achieving the objectives set out in paragraphs 1 and 2 shall be:
 - (a) the setting of common basic standards on **aviation** security measures [~~and of technical specifications for equipment in support of aviation security~~]¹²;
 - (b) the setting up of appropriate compliance monitoring mechanisms.

¹⁰ The first subparagraph, which was deleted, read as follows: “*to facilitate the free movement of goods and persons through the uniform enforcement of common standards*”. Cion entered a reservation on the deletion of this subparagraph, indicating that it was inspired on the EASA draft Regulation and that its deletion might alter the whole proposal.

¹¹ UK entered a reservation because of the words “*uniform implementation*”.

¹² Cion entered a reservation on this deletion, as well as on the deletions indicated in Article 4, which result from the deletion in Article 1(3).

Article 2
Definitions

For the purpose of this Regulation:

- (a) [deleted] ¹³
- (b) “airport” shall mean any area in a Member State which is open for commercial air transport operations. ¹⁴
- (c) “Chicago Convention” shall mean the Convention on International Civil Aviation and its annexes, signed in Chicago on 7 December 1944;
- (d) “aviation security” shall mean the combination of measures and human and natural resources intended to safeguard civil aviation against acts of unlawful interference.

Article 3 ¹⁵
Scope

The measures prescribed by this Regulation shall apply to any airport ¹⁶ located in the territory of the Member States to which the Treaty applies.

¹³ The first definition, which was deleted, read as follows: “ ‘Air navigation facility’ shall mean a physical unit which is used to provide services necessary to facilitate air navigation, such as air traffic management, meteorology, telecommunication.”

¹⁴ The present wording is the same as in Regulation N° 2408/92. Several delegations suggested alternative wordings.

¹⁵ FIN and S entered a scrutiny reservation.

¹⁶ The question was raised whether there should be a different regime for small airports. It was generally agreed that the objectives of the measures prescribed by the Regulation should be attained in an equal way at all airports, but that the practical implementation of these measures might be ‘tailored’ to the size of the airport concerned. The experts were invited to take this observation into account while working on the Annex to the Regulation.

Article 4
Common standards

1. The common basic standards on **aviation** security measures ~~and the technical specifications for equipment in support of aviation security~~ are laid down in the Annex.
2. The necessary measures for the implementation ~~and the technical adaptation~~ of these common **basic** standards ~~and the technical specifications referred to in paragraph 1~~¹⁷ shall be adopted following the procedure laid down in Article 8(3), giving due consideration to the various types of operation.¹⁸

Article 5
*National **aviation** security programme for civil aviation*

1. Within one month¹⁹ following the entry into force of this Regulation, each Member State shall adopt a national **aviation** security programme, including a quality control system, in order to ensure the application of the common standards referred to in Article 4(1) and the measures adopted in accordance with Article 4(2) by the date specified in these measures.
2. Notwithstanding that within a Member State one or more bodies or entities may be involved in security, each Member States shall designate an **appropriate authority** ~~official body~~ responsible for the co-ordination and the monitoring of the implementation of the security programme.

¹⁷ The deletions are a Presidency suggestion following a request by F, in order to harmonise with the deletion in Article 1 (3).

¹⁸ NL requested clarification on the elements that may be covered by comitology. It will try to sort this out bilaterally with Cion.

¹⁹ D and NL requested to provide a period of one year, but could also live with a period of six months. I and L also wanted a period longer than one month, but did not specify the length of the desirable period. ES and A entered a scrutiny reservation.

Article 6²⁰

More stringent measures

Member States may apply more stringent measures than those laid down in this Regulation. As soon as possible after their application, Member States shall inform the Commission ~~and the other Member States~~ of the nature of these measures ~~[and as far as practicable the reasons therefore]~~²¹.
The Commission shall inform the other Member States.²² []²³

²⁰ Scrutiny reservation by most delegations.

²¹ Cion entered a reservation on this deletion.

²² Presidency suggestion following a request by F.

²³ The last sentence of this Article, which was deleted, read as follows:

“If the Commission considers that these measures are discriminatory or unnecessarily restrictive and are not justified by the particular circumstances, it may decide, following the procedures laid down in Article 8(2), that the measures shall be withdrawn.”

Cion entered a reservation on this deletion. Moreover, as a compromise solution, it suggested to replace the said last sentence by a new paragraph 2, which would read as follows:

“2. The Commission shall thereafter investigate the situation, using all information available and, following the procedure laid down in Article 8 (x) (safeguard procedure), take one of the following measures, as the case may be:

- *If the measure is justified, decide whether it shall:*
 - *apply in all Member States and in such case, initiate in addition the necessary process to adjust the common standards or the technical specifications or the measures taken for their implementation in accordance with Article 4(2); or*
 - *continue to apply in the Member States concerned and in such case require the other Member States to assist it as appropriate.*
- *If the measure is not justified, decide that the measure shall be withdrawn.”*

Article 7
Compliance monitoring

1. The specifications for the quality control system to be implemented by the Member States shall be adopted following the procedure laid down in Article 8(3). Such system shall be based on best practices and allow for the swift detection and correction of failures.
2. The Commission shall conduct, in co-operation with the ~~official body~~ **appropriate authority** referred to in Article 5(2), inspections to monitor the application by Member States of the provisions of this Regulation. The procedures for conducting such inspections shall be adopted in accordance with the procedure laid down in Article 8(3).
3. The officials mandated by the Commission to conduct inspections in accordance with paragraph 2 above shall exercise their powers upon production of an authorisation in writing specifying the subject-matter, the purpose of the inspection and the date on which it is to begin. In good time before the inspection, the Commission shall inform the Member State concerned of the inspection and of the identity of the authorised officials. The Member State concerned shall submit to such inspections and shall ensure that bodies or persons concerned also submit to inspections.
4. The inspection reports shall be communicated by the Commission to the concerned Member State which shall within three months of notification indicate the measures taken to remedy any eventual shortcoming. The report and the answer of the ~~official body~~ **appropriate authority** referred to in Article 5 (2) shall be communicated to the Committee instituted by Article 8(1).
5. The inspection reports and the answer of the Member States shall be subject to Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents²⁴. Member States shall treat as confidential such information when it is related to other Member States²⁵.

²⁴ OJ L 145, 31.5.2001, p. 43.

²⁵ S entered a positive scrutiny reservation.

Article 8
Committee

1. The Commission shall be assisted by a committee composed of representatives of the Member States and chaired by the representative of the Commission.
2. Where reference is made to this paragraph, the advisory procedure laid down in Article 3 of Decision 1999/468/EC shall apply in compliance with Article 7 and Article 8 thereof.
3. Where reference is made to this paragraph, the regulatory procedure laid down in Article 5 of Decision 1999/468/EC shall apply in compliance with Article 7 and Article 8 thereof.
4. The period provided for in Article 5 (6) of Decision 1999/468/EC shall be one month.

Article 9 ²⁶
Publication of information

The Commission shall publish each year a report on the implementation of this Regulation and on the situation in the Community as far as aviation security is concerned, drawing conclusions from the inspection reports

²⁶ Due to the sensitive nature of security measures, the question of confidentiality was raised. Cion agreed that it should be adequately addressed, possibly in specific provisions.

Article 10
Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Communities*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at...,

For the European Parliament
The President

For the Council
The President

ANNEX ²⁷

Common standards for security measures and technical specifications of equipment in support of aviation security

1. DEFINITIONS

- 1.1 “Airside”. The movement area of an airport, adjacent terrain and buildings, or portions thereof, access to which is controlled.
- 1.2 “Background”. A check of a person’s identity and previous experience, including any criminal history, as part of the assessment of an individual suitability for unescorted access to security restricted areas.
- 1.3 “Continuous Random Check” means to conduct a checks during the entire period of activity, whilst those checks are to be conducted on a random basis.
- 1.4 “EDS”-Explosive Detection System is a system or combination of different technologies which has the ability to detect, and so to indicate by means of an alarm, explosive material contained in baggage, irrespective of the material from which the bag is made.
- 1.5 “EDDS”-Explosive Device Detection System is a system or combination of different technologies which has the ability to detect, and so to indicate by means of an alarm, an explosive device by detecting one or more components of such a device contained in baggage, irrespective of the material from which the bag is made.
- 1.6 “Hold Baggage”. Baggage checked-in by passenger, forwarded or otherwise delivered, security screened in care of air carrier placed in hold of aircraft for purpose of carriage.
- 1.7 “Known Consignor”.
- (a) For Cargo: The originator of property for transportation by air for his own account and who has established business with a regulated agent or air carrier on the basis of criteria detailed in this regulation.
- (b) For Mail: A known consignor in respect of mail is the originator of mail for transportation by air for his own account and who has established business with a regulated postal authority/administration.

²⁷ Draft Annex as drawn up by the experts on 8 November 2001.

- 1.8 “Landside”. The area of an airport which is not airside and includes all public areas.
- 1.9 “Mail”. Despatches of correspondence and other objects tendered by and intended for delivery to postal administrations. A postal authority/administration is defined by Member States.
- 1.10 “Security Restricted Area”. All passenger departure areas between screening points and aircraft, the ramp, baggage make-up areas, cargo sheds, mail centres and airside cleaning and catering premises.
- 1.11 “Screening”. The application of technical or other means which are intended to identify and /or detect explosives or other dangerous devices which may be used to commit an act of unlawful interference.
- 1.12 “Regulated Agent”. An agent or freight forwarder who conducts business with an air carrier and provides security controls that are accepted or required by the Appropriate Authority in respect of cargo, courier and express parcels or mail.
- 1.13 “Terminal”. The main building or group of buildings where the processing of commercial passengers and the boarding of aircraft occurs.

2. SECURITY MEASURES AT AIRPORTS

2.1 Airport planning requirements

The design or layout of airports, passenger terminals, cargo terminals and other airport buildings having direct access to the airside shall take into account the essential requirements related to:

- a) security measures for passengers including hand baggage, hold baggage and its identification;
- b) security measures for cargo, express parcels, mail and supplies;

- c) the protection of and controlled access to:
 - i) **restricted** terminal areas,
 - ii) separate terminal areas for the check-up and boarding of high-risk passengers,
 - iii) the airside, and
 - iv) other specific sensitive areas and facilities; and
- d) the efficient use of security equipment.

2.2 Control of access to airside, *restricted parts of terminal and other security* restricted areas of airports and aircraft **shall be established and enforced.**

2.2.1 Security Restricted Areas

Security Restricted Areas shall be established at each airport and access to such areas shall be controlled.

2.2.2 Boundaries between landside and airside

Boundaries shall be established between landside and airside areas. Passages through such boundaries shall be protected.

2.2.3 Terminal areas

Surveillance shall be maintained over all terminal areas accessible to the public. Terminals shall be patrolled, and passengers and other persons kept under surveillance by security personnel.

2.2.3.1 Air carriers shall be required and assisted to exercise control over areas allocated to them on landside and over their passengers on airside.

2.2.4 Other public areas

The means of controlling access to public areas, which are close to aircraft movement areas (spectator terraces, airport hotels and car parks) shall be provided. *Other public areas which shall require supervision are but not limited to; facilities which are always located landside include patron and other public parking areas, terminal and public access roadways, rental car facilities, taxi and ground transportation staging areas, and any on-airport hotel facilities.*

Arrangements shall also be made to ensure that such public areas may be closed at short notice in the event of an increase in threat. Security guards shall patrol these areas when open to the public.

2.2.5 Access control.

2.2.5.1 Access to airside and other restricted areas shall be controlled at all times in order to ensure that no unauthorized person can access to these areas and that no object which can be used to commit an act of unlawful interference can be introduced into an aircraft *or restricted part of an airport terminal.* An indicative list of such objects is given in Attachment A.

(a) All staff requiring access to security restricted areas must be subjected to a 5-year background check.

(b) All staff requiring access to security restricted areas must also receive regular training in aviation security (see 2.5) including the risks to aviation security and instructed to report to the appropriate airport authority or police any incident which may pose a threat to aviation security.

(c) All staff requiring access to security restricted areas together with items carried shall be screened. Where this is not practicable, then items carried shall be subjected to random screening at a frequency indicated by risk assessments conducted by the appropriate authority in each Member State. The random search shall be extended to all items carried onboard aircraft by any service providers including cleaning, catering, duty-free, and other parties with aircraft access. The standard of searching shall be the same as for passengers and their cabin baggage.

2.2.5.2 At any airport, identity cards shall be issued to all personnel working in the airport or visiting it frequently (including airport and air carrier employees and employees of other organizations). The identity card shall carry **name and** a photograph of the bearer. It shall be valid for a limited period only. Security *background check* before issue *shall be required*. **The airport authority shall determine the requirement when an airport identity card shall be issued to frequent visitors.**

2.2.5.3 The identity card shall be worn in a visible place, at all times.

2.2.5.4 The airport authority shall issue passes for vehicles requiring to move between landside and airside. The pass shall be specific to the vehicle and fixed to it in an easily visible place. Other vehicles requiring access to airside shall be admitted only after having been inspected and issued with a temporary pass. Only vehicles on emergency missions may be exempted from these requirements.

2.2.5.5 Identity cards and vehicle passes shall be checked at all access points to the airside, either visually by security personnel or electronically by an automatic system which shall be at least as effective.

2.2.5.6 Vehicles and supplies to be conveyed into the airside or other restricted areas shall be inspected on a *continues random* basis *to assure that no explosive devices or dangerous items or weapons are introduced to security restricted areas.*

2.2.6 Additional security measures on aprons and other restricted areas.

2.2.6.1 There shall be frequent patrols of the apron, other operational areas, the perimeter fence and adjacent areas outside this fence, including those in the immediate vicinity of runway threshold and taxiways, with variations in timing, routes and procedures.

Airport, air carrier and other airport users shall execute strict challenging procedures for persons without ID media displayed, and persons accessing areas for which they are unauthorized.

2.2.6.2 Aprons and other parking areas shall be adequately lit, and the lighting shall include specially vulnerable sections of the airport perimeter.

2.2.6.3 Technical and maintenance areas shall be protected by fencing, guards, patrols and the control of access by means of identity cards and vehicle passes. Similar measures shall be taken to protect the perimeter and such installations as power supplies, electrical sub-stations, **navigational facilities**, control towers and other buildings used by the air traffic services, and fuel and communications facilities. Special precautions shall be taken against attempts to sabotage fuel and communications facilities.

2.2.6.4 *Access to airside or restricted areas via tenant offices, maintenance hangars, cargo facilities and other service buildings and facilities shall be restricted to minimal required.*

2.2.7 Aircraft Security

2.2.7.1 All aircraft shall be subject to pre-departure security searches of originating flights implemented to discover weapons, explosives and sabotage or other dangerous devices, which may have been placed on board.

(a) aircraft not in service shall be searched immediately before being taken into a restricted area for a flight; aircraft may be searched other than immediately before being taken service but must be secured (.e.g. sealed) or guarded; and

(b) such originating pre-departure search shall be defined as **aircraft search**; and include a thorough inspection of the interior and the exterior of the aircraft for the purpose of discovering weapons, explosives or other dangerous devices. An indicative list of search areas included in the aircraft search are listed in the attachment B.

2.2.7.2 Appropriate security measures and facilities shall be implemented to ensure that weapons, explosives or other dangerous devices are not left on board an aircraft at transit stops by passengers who disembark.

(a) aircraft in service shall be searched after passenger disembarkation or once all service providers (caterers, cleaners, duty-free and other) have left the cabin. Aircraft and cabin sterility shall be maintained until and throughout the boarding and pre-departure process.

(b) *such in-transit pre-departure search shall be defined as **cabin and hold search** and include an inspection of the interior of the aircraft to which passengers may have had access and an inspection of the hold. An indicative list of search areas which shall be included in the cabin and hold search are listed in the attachment B.*

2.2.7.3 Appropriate control systems shall be implemented to identify transit passengers who disembark and fail to re-board the aircraft at transit stops. The hand baggage and **hold** baggage of such transit passengers shall not be transported.

2.2.8 Control of access to parked aircraft

2.2.8.1 Responsibility shall be established for controlling access to parked aircraft.
(generally the responsibility for control of access to aircraft falls on the individual carrier, who will assure that airport shall provide adequate security controls and facilities).

Access to aircraft shall be controlled as follows:

- (a) for aircraft in service, access shall be controlled from the start of the cabin and hold search until push-back to maintain the integrity of the check;
- (b) for aircraft not in service which have been searched and brought into a security restricted area, access shall be controlled from the start of the search until push-back to maintain the integrity of the search.

2.2.8.2 When aircraft is unattended following shall apply;

(a) *at airbridges or remote positions, cabin doors must be shut, if at airbridge, the bridge must be withdrawn unless the access doors to airbridges are equipped with locking devices and doors are locked or shutdown preventing unauthorized access from the terminal or ramp; and*

- (b) *at remote position, if ventral stairs are used, raise and shut the ventral stairs . If ventral stairs left down, shut cabin doors to prevent unauthorized access; and*
- (c) *aircraft shall be secured after a security search with tamper proof seals; seals shall be placed on:*
 - i) *all passenger cabin doors, internally or externally; and*
 - ii) *all closed cargo and access doors, and external compartments not in use; or*
- (d) *where all staff are not searched for security restricted area access, one guard posted per aircraft; or*
- (e) *where all staff are searched for restricted area access, foot or mobile patrol with each aircraft visited at least once every 30 minutes; or*
- (f) *each aircraft should be placed under cctv or other surveillance sufficient to detect unauthorised access.*

2.2.8.3 When aircraft is parked during a service rotation, *aircraft or cabin search shall be conducted once all service providers (caterers, cleaners, duty-free and other) have left. The empty cabin shall be checked in accordance with requirements for aircraft or cabin & hold search and sterility of the aircraft shall be maintained until and throughout the boarding and pre-departure process.*

When considering how to control access to aircraft, measures provided by airport authorities to protect the area in which the aircraft is parked shall be taken into account (aircraft should whenever possible be parked away from perimeter fences or other easily penetrable barrier in well lighted areas).

2.2.8.4 *Aircraft sealing security procedure. If aircraft sterility shall be depended on the security seals, the seals shall be tamper-evident and once seals have been violated appropriate security search shall be conducted. The sealing procedure guidelines are listed in the attachment C.*

2.2.9 Security measures for general aviation

2.2.9.1 General aviation aircraft using international airports shall not be parked in the close vicinity of aircraft, which are subject to security programs to avoid undermining the provisions of those programs.

2.2.9.2 Provisions to separate security-screened passengers of scheduled or non-scheduled air transport flights from occupants of general aviation aircraft shall be implemented, based on the following principles and methods:

- a) at major airports serving scheduled or non-scheduled air transport operations, physical arrangements and/or security measures shall be introduced to prevent mixing of departing and arriving occupants of general aviation aircraft with other already security-screened passengers;
- b) if possible, departing and arriving occupants of general aviation aircraft shall pass through a separate general aviation terminal and, also, when embarking or disembarking on the apron, shall either be separated from other security-screened passengers, or be transported in a special bus or car, or be under constant surveillance;

- c) if no separate terminal is available, occupants of general aviation aircraft shall either:
 - i) pass through a separate part of the terminal building and be escorted or transported by bus/car to and from their aircraft on the apron; or
 - ii) when passing through restricted areas of the terminal building is unavoidable, be subject to security screening prior to entering the restricted area; or
 - iii) be subjected to other security measures achieving the same effect depending on local circumstances.

2.3 Security measures related to passengers, baggage, mail and cargo

2.3.1 Security screening for passengers and hand baggage

2.3.1.1 Security screening for passengers

All departing passengers and their hand baggage shall be subject to security screening prior to departure on scheduled and non-scheduled air transport flights in order to ensure that no object, which could be used to commit an act of unlawful interference, is carried on board the aircraft. An indicative list of such objects is provided in attachment A.

2.3.1.2 Search or screening of passengers and persons.

All passengers and persons entering the restricted areas of the terminal shall be searched by the following methods:

(a) searched by hand; or

(b) *screened by Walk-Through Metal Detection equipment. Where WTMD equipment is used there is also to be a continuous random hand search of screened passengers. Such hand searches must include all passengers who cause the equipment to set of alarm as well as those that do not set of the alarm of the screening equipment; and if*

(i) *the alarm is activated the person shall be required to re-pass thru WTMD, or*

(ii) *searched by hand held metal detector or by hand.*

(c) *In addition the items described in Attachment A must be identified and removed from passengers and their cabin baggage before they are allowed to proceed into the restricted areas of the terminal.*

(d) *The calibration of the WTMD must be set to detect small items such as razors and paper cutters. It shall undergo daily test to assure that such items will set of the alarm.*

2.3.1.2.2 Exemptions for Screening.

Screening of diplomats and other privileged persons.

Subject to the provisions of the Vienna Convention on Diplomatic Relations, diplomats and other privileged persons and their personal baggage, except "diplomatic bags", shall be liable to search for security purposes. Air carrier staff responsible for receiving diplomatic bags shall make sure that they have, in fact, been sent by duly-appointed officials of the missions concerned.

Diplomatic couriers and their personal baggage are not exempted from security screening.

Only the following persons may be exempted from normal security screening:

- a) Heads of State;
- b) official guests invited by the Government; and
- c) persons duly authorized and accompanied by armed escorts; and
- d) law enforcement and military representatives on duty with proper credentials or as

2.3.1.3 Separation of screened and unscreened passengers

Security arrangements at airports shall prevent screened departing passengers from mixing with arriving passengers who may not have been screened to the standard detailed in this regulation. Where these passengers cannot be separated physically, and arriving passengers boarded their aircraft at an airport where the security measures do not meet the essential requirements contained in this regulation, arriving passengers shall not be permitted to:

- a) mix with screened departing passengers unless they have been subject to appropriate compensatory measures; or
- b) transfer to another flight before being subject to security screening.

2.3.1.4 Security provisions for potentially disruptive passengers

- a) Specific security measures shall be introduced for the air transport of the groups of potentially disruptive passengers defined below:
 - i) **Deportees**
Persons who previously had been legally admitted to a State, or had entered a State illegally, and who have now been formally ordered by the competent authorities to leave that State.
 - ii) **Inadmissible persons**
Persons whose entry to a State is refused by the competent authorities and which is being transported back to their State of departure, or to any other State where the persons are admissible.
 - iii) **Persons in lawful custody**
Persons either under arrest or convicted by courts of law who have to be transported to another State for legal reasons.

iv) Unruly passengers, who during boarding process were deemed in acceptable state, however while on ground at airport, during taxi or flight became disruptive.

- b) The competent authorities (police, immigration and/or prison authorities) should notify the air carrier concerned in sufficient time in writing when they plan to embark potentially disruptive passengers. The air carrier concerned has to inform the pilot-in-command of the respective aircraft accordingly.
- c) The written notification to the air carrier and to the pilot-in-command according to para b) above should contain the following details:
 - i) identity of the person;
 - ii) reason for transportation;
 - iii) escort(s), if provided;
 - iv) risk assessments by the competent authorities;
 - v) prior seating arrangements, if required; and
 - vi) nature of available document(s).
- d) The supplementary safeguards shall be observed:
 - i) stringent search of potentially disruptive passengers and their baggage;
 - ii) boarding prior to all other passengers;
 - iii) no occupancy of aisle seats or seats next to emergency exits;
 - iv) no access to alcohol;
 - v) sufficient number of escorts, if provided;
 - vi) escorts should be able to converse with the aircraft crew;
 - vii) no public disclosure of the flight schedule for transporting potentially disruptive passengers; and
 - viii) restraining devices have to be provided as required.

2.3.1.5 Hand search or screening of hand baggage.

Screening of hand baggage should be carried out by hand or by X-ray equipment. When screening baggage *and hand carried items following methods must be applied:*

- (a) the operator must satisfy himself that nothing is present of a suspect nature. If he has any doubt, the item of baggage must be subjected to a hand search or *by the application of Trace Detection Equipment; and*
- (b) *a full hand search of the contents of each bag shall focus on suspicious signs, such as inconsistent weight, baggage contents, signs of tampering, etc; or*
- (c) *when screening by conventional x-ray equipment, at least 20% of baggage shall be searched by hand including those about which the operator has concerns; or*
- (d) *by screening by High Definition x-ray fitted with Threat Image Projection equipment actuated. (The Threat Image Projection equipment shall operate in accordance with defined specifications and criteria). Records of all TIP test shall be kept by the screening company. Only those bags about which the operator has concerns need be searched by hand but the hand search must be supported by the application of Trace Detection Equipment; or*
- (e) *by screening with specialist EDS equipment or certified K-9 explosive detection dog; and*
- (f) staff shall not be required to scrutinize X-ray images continuously for longer than 20 minutes and shall not resume the scrutiny of X-ray images for a further 40 minutes.

2.3.2 Handling of **hold** baggage

2.3.2.1 **Accompanied hold** baggage shall be protected from interference between the point of check-in and the aircraft. *To do so the following measures shall be taken:*

- a) **hold** baggage, **once screened** and prior to being loaded on the aircraft, shall held in *baggage make up* area of the airport to which only authorized persons may have access; and
- b) *any person entering such baggage make up areas or baggage storage without authorization shall be challenged and escorted out of the area by airport, or air carrier staff or other appropriate authority; and*
- c) *checked-in baggage, shall not be left unattended plane side prior to being loaded on the aircraft; and*
- d) *tail-to-tail transfer baggage, shall not be left unattended ramp or plane side prior to being loaded on the aircraft; and*
- e) *access to lost & found offices in the terminal shall be restricted to prevent introduction of unlawful items to stored baggage.*

2.3.2.2 Without prejudice to para 2.3.1.2, the following security requirements shall be applied to all direct flights:

- a) Passengers shall be advised that, unless they are declared, electric or electronic items shall not be placed in their checked-in baggage and that their checked-in baggage may be subjected to a security check;
- b) Passengers shall be warned that if security controls on checked-in baggage reveal the presence of undeclared electric or electronic items, this baggage might not be transported;

- c) Passengers checking in baggage shall be asked to contribute to the security of the flight by making declarations about the ownership, custody and contents of their baggage, and in particular, whether their baggage contains electric or electronic items. Should the results of the questioning necessitate it, the passenger and his baggage shall be required to undergo a security check. The staff involved in such questioning shall be appropriately trained.
- d) Checked-in baggage shall be screened by X-ray, other technical means or manually to determine to the greatest feasible extent that the baggage does not contain *any explosive devices or unlawful articles as those listed in Attachment A. Following procedures shall apply to screening of checked baggage:*

(i) searched by hand; or

(ii) *where conventional x-ray equipment is used, at least 10% of bags randomly selected so screened shall also be searched by hand, or screened by EDS/EDDS, or by certified K-9 explosive detection dogs; and*

(iii) *where conventional x-ray is used, each bag shall be screened from two different angles by the same operator at the same location; or*

(iv) *where conventional x-ray is used, supplemented check by vapour or trace detection equipment; or*

(v) screened by conventional x-ray equipment with Threat Image Projection installed and employed; or

(vii) screened by Explosive Detection System or Explosive Device Detection System.

2.3.2.4 Transfer and transit baggage shall be subjected to the security control measures specified in paragraph 2 above, if they have not been subject to measures at the points of departure and transit equivalent to those prescribed by these essential requirements.

2.3.3 Identification of hold baggage

2.3.3.1 Measures shall be introduced requiring air carriers to:

- a) accept and transport checked-in baggage only if it is properly marked externally to permit identification with the respective passengers;
- b) confirm that the passenger to whom the baggage belongs is ticketed for the intended flight; and
- c) ensure that checked-in baggage, prior to being loaded on the aircraft, will be held in an area of the airport to which only authorized persons may have access.

2.3.3.2 Unaccompanied hold baggage. Provision shall be made to ensure that passengers who have checked in their baggage do subsequently board the aircraft. Baggage, which has become separated from its owner, shall only be taken on board an aircraft after it has been subjected to *following security controls*;

(a) EDS/EDDS technology complying with the guidelines in section 2 (i.e. CTX, L3 etc); or

(b) screened at Level 2 in multi-level EDS based system (where at level 2 the images of all bags are viewed by the operator) ; or

(c) where conventional x-ray, each bag must be screened from two different angles by the same operator at the same location; or

(d) searched by hand, which may be supplemented by vapour or trace detection equipment; or

(e) searched by certified K-9 explosive detection dog.

2.3.3.3 When in special cases, due to risk assessment or because of exceptional circumstances at an airport, checked-in baggage is subjected to other security control measures which can prevent the introduction of weapons or articles likely to be utilized to commit an act of unlawful interference, a further reconciliation of boarding passengers with their checked-in baggage is not required.

2.3.4 Cargo, courier and express parcels, mail and company mail.

2.3.4.1 Cargo, courier and express parcels

2.3.4.1.1 Application

All air carriers, regulated agents, consignors shall have a Member State approved cargo security program outlining the procedural actions to be taken when receiving, handling and processing cargo, courier, express parcels and mail. Cargo, courier and express parcels carried on passenger and all-cargo aircraft shall be subjected to security controls before being placed on board aircraft. *Once security controls have been enacted, whether on or off airport grounds, sterility of the shipments shall be maintained until such time that it is placed onboard aircraft and maintained until the departure of the aircraft.*

2.3.4.1.2 Security controls

Security controls shall have for aim to:

- a) Ensure that reception, processing and handling of cargo is performed by properly recruited and trained staff; and
- b) Ensure that the cargo does not contain any prohibited articles as described in points (iv) and (v) of attachment A by:
 - i) searching it by hand or physical check; or
 - ii) screening it by X-ray; or
 - iii) screening it by EDS/EDDS; or
 - iv) subjecting it to simulation chamber; or
 - v) applying other means, both technical and biosensory (e.g. sniffers, trace detectors, K9 explosive detection dogs, etc.)

Where none of the above means and methods of security screening can be applied due to the nature of the goods, a 24-hour security storage may be accepted.

2.3.4.1.3 Exemptions

The security controls at para 2 b) above need not be applied in respect of:

- cargo for which an appropriate traceability can be established to ensure that the objective of para 2 b) here above is met;
- cargo received from a known consignor;
- transshipment cargo, as defined in para 4 hereunder;
- human remains, originating from a recognized source;
- live animals;
- bona fide consignments of life-saving materials;
- high-value goods which have been screened to a standard at least equal to these essential requirements;
- special nuclear materials.

2.3.4.1.4 Transhipment cargo

Transhipment cargo arriving by air need not be screened provided that it is protected against unauthorized interference at the transit point. Other transhipment cargo, **such as land or rail**, not being submitted to security controls at the point of departure or en route, shall be screened in accordance with para 2 b) above and protected from unauthorized interference.

2.3.4.2 Mail

2.3.4.2.1 Application

Mail carried on passenger, all-cargo and all-mail aircraft shall be subjected to security controls before being placed on board an aircraft.

2.3.4.2.2 Definitions

Mail shall mean dispatches of correspondence and other objects tendered to, and intended for delivery by a postal authority/administration as defined by Member States.

3.3.4.2.3 Security controls

a) Time-sensitive mail

For time-sensitive mail (i.e. up to 48-hour delivery) the aim of the security controls is to:

- i) ensure that the reception, processing and handling of mail is performed by properly recruited and trained staff;

- ii) reasonably ensure that the mail does not contain any prohibited articles, as listed in points (iv) and (v) of Attachment A by:
 - searching it by hand or physical checks; or
 - screening it by X-ray; or
 - screening it by EDS/EDDS; or
 - subjecting it to simulation chamber; or
 - applying other means, procedural, technical and biosensory (e.g. sniffers, trace detectors, K9 explosive detection dogs, etc.); and
 - iii) ensure that the flight details and aircraft routing on which the mail is to be carried remain confidential.
- b) Other mail
- For mail which is not time-sensitive, the security controls described in para a) ii) above need only be applied to a random proportion of mail.

2.3.4.2.4 Exemptions

The security controls at 3 a) ii) above need not be applied in respect of:

- mail for which an appropriate traceability can be established to ensure that the objectives of para 2 here above are met;
- letters under a specified weight;
- human remains, originating from a recognized source;
- live animals;
- bona fide consignments of life-saving materials;
- high-value goods which have been screened to a level at least equal to these measures; and
- transshipment mail as defined in para 4 hereunder.

2.3.4.2.5 Transshipment mail

Transshipment mail arriving by air need not be screened provided that it is protected against unauthorized interference at the transit point. Other transshipment mail, **such as land or rail** not being submitted to security controls at the point of departure or en route shall be screened and protected from unauthorized interference.

2.3.4.3 Air Carrier Mail and Materials

2.3.4.3.1 Application

Air carrier company mail and materials carried on its own aircraft shall be subjected to security controls before being placed on board an aircraft.

2.3.4.3.2 Definitions

Mail and materials shall mean internal dispatches of correspondence and materials, such as but not limited to documentation, supplies, maintenance spares, catering and cleaning supplies and other articles, intended for delivery to its own or contracted organization for use within air carrier operations.

2.3.4.3.3 Security controls

- a) All air carrier shipments of company mail “co-mail” and company materials “co-mat” shall be subject to:*
 - i) control and security screening by air carrier to ensure that no unlawful and restricted articles as those listed in attachment A are introduced to company shipments.*
 - ii) ensure that the co-mail or co-mat shall not be left unattended prior to being loaded onboard aircraft; and*
 - ii) air carrier shall ensure that any other co-mail or co-mat shipment made on behalf of the carrier by contract organization such as but not limited to: catering equipment and stores, cleaning supplies and other materials handled by contracted service providers are inspected prior to loading onboard aircraft; and*

- iii) *all articles that are considered as dangerous goods or hazardous materials shall not be allowed for carriage onboard aircraft as co-mail or co-mat, such items include but are not limited to:*
- explosives/ammunition /flammable liquids/corrosive items; any explosive or incendiary components, which by themselves or in conjunction with other items can result in an explosion or fire. These include explosive materials, blasting caps, fireworks, gasoline, other flammable liquids, ammunition, etc., or any combination of these items. Any corrosive or toxic substances, including gases or gas containers such as oxygen bottles and other, whether or not under pressure.*

2.3.5 Protection of security checkpoints

Every effort shall be made to properly protect the staff involved in security screening.

Guards shall, where practicable, be posted at or patrol in the immediate vicinity of each security checkpoint in airport terminals.

2.3.6 Air carrier catering, stores and supplies

2.3.6.1 Application and objective

Measures shall be taken to ensure that air carrier catering, stores and supplies on board passenger aircraft do not contain any prohibited articles that could endanger the safety of the aircraft.

2.3.6.2 Security controls

2.3.6.2.1 Suppliers of air carrier catering, cleaning and stores and supplies shall introduce security measures necessary to prevent the introduction of weapons, explosives and other dangerous devices into catering supplies intended for carriage on passenger flights.

At least the following security measures shall be included:

- a) The appointment of a security officer responsible for the implementation and supervision of security in the company;
- b) When employing staff, high standards of reliability shall be required;
- c) All staff who have access to restricted and/or secured areas shall comply with *background checks and* instructions issued by the airport authority;
- d) The company shall prevent unauthorized access to its facilities;
- e) If the company is located outside the airport, ensure that catering supplies are transported in locked or sealed vehicles; and
- f) Ensure that processing and handling of catering supplies are carried out by properly recruited and trained staff.

2.3.6.2.2 After deliveries of catering supplies, the crew shall check the supplies on a random basis to ensure that they do not contain any prohibited articles and, if sealed, that there are no signs of interference.

2.3.6.2.3 Supplies from a company which does not fulfil the security control measures in para 1 above should not be taken on board an aircraft.

2.3.7 Air carrier cleaning, stores and supplies

2.3.7.1 Application and objective

Measures shall be taken by air carriers and cleaning companies to ensure that air carrier cleaning, stores and supplies boarded on passenger aircraft do not contain any prohibited articles that could endanger the safety of the aircraft.

2.3.7.2 Security controls

2.3.7.2.1 Suppliers of air carrier cleaning services, stores and supplies should introduce security measures necessary to prevent the introduction of weapons, explosives and other dangerous devices into cleaning supplies intended for carriage on passenger flights.

At least the following security measures should be included:

- a) The appointment of a security manager responsible for the implementation and supervision of security in the company;*
- b) When employing staff, high standards of reliability should be required;*
- c) All staff who have access to restricted areas shall comply with background checks and instructions issued by the airport authority;*
- d) The company shall prevent unauthorized access to its facilities;*
- e) If the company is located outside the airport, ensure that cleaning supplies are transported in locked or sealed vehicles; and*
- f) Ensure that if the vehicles used on airside are parked in public non-airside areas, that before vehicles is entered into service, vehicles is searched for any item that do not belong; and*
- g) Ensure that processing and handling of catering supplies are carried out by properly recruited and trained staff, as defined in para 1.1.9.*
- h) Articles that are in the care of cleaning companies for the use of the air carriers outside of the normal cleaning supplies used to perform services, are but not limited to; blankets, pillows, headset, headrest covers, toiletry supplies, trash bags, paper tissue, in-flight magazines and other items.*
- i) the screening of cleaning supplies shall take place especially when air carrier is co-mailing the supplies to its other outstations and supplies are delivered rampside by the cleaning provider and loaded in the hold of the aircraft.*

2.3.7.2.2 After deliveries of cleaning supplies, the crew should check the supplies on a random basis to ensure that they do not contain any prohibited articles and, if sealed, that there are no signs of interference.

2.3.7.2.3 Supplies from a company which does not fulfil the security control measures in para 2.3.10.3.1 should not be taken on board an aircraft.

2.4 Security staff

People who are deployed to undertake security duties either as all or part of their employment shall fulfill the following requirements.

2.4.1 Qualifications of security staff

- a) meet specified standards of physical and mental fitness;
- b) be subject to **background** checks sufficient to ensure they are of good character.

2.4.1.1 *Qualifications of security training staff*

a) managers and instructors developing and conducting security training for security and airport ground staff, shall possess necessary certification, knowledge and experience which shall at minimum include:

- i) 5 years experience in aviation security operations*
- ii) hold approved Member State aviation security certification; and*
- iii) hold necessary knowledge in following areas:*

- (1) security systems and access control; and*
- (2) lines of communications; and*
- (3) ground and in-flight security; and*
- (4) pre-boarding screening; and*
- (5) baggage and cargo security; and*
- (6) aircraft security and searches; and*
- (7) emergency response; and*
- (8) weapons and restricted items; and*
- (9) monitoring of ground services; and*

(10) overview of terrorism; and

(11) other areas and measures related to security that are considered appropriate to enhance security awareness.

b) managers and instructors involved and responsible for security training of security and airport ground staff shall undergo annual re-current training in aviation security and latest security developments

2.4.2 Training of security staff

- a) be subject to initial training before they undertake the duties to which they will be assigned;
- b) undergo regular recurrent training and, as appropriate, conversion training on new equipment or procedures.

c) the training scope for security staff shall include, but not be limited to following security areas:

1) security systems and access control; and

(2) lines of communications; and

(3) ground and in-flight security; and

(4) pre-boarding screening; and

(5) baggage and cargo security; and

(6) aircraft security and searches; and

(7) emergency response; and

(8) weapons and restricted items; and

(9) monitoring of ground services; and

(10) overview of terrorism; and

(11) other areas and measures related to security that are considered appropriate to enhance security awareness.

The scope of training may be increased subject to aviation security needs and technology development.

2.4.3 Motivation of security staff

Appropriate measures shall be promoted to ensure that security staff are highly motivated so as to be effective in the performance of their duties.

2.5 Other staff

Flight crew and airport ground staff Security Training and Awareness training program shall be conducted on initial and recurrent basis for all airport and air carrier *flight and airport* ground staff. The training shall contribute towards raised security awareness as well as improving the existing security systems. It shall incorporate the following components:

- (1) security systems and access control; and*
- (2) lines of communications; and*
- (3) ground and in-flight security; and*
- (4) pre-boarding screening; and*
- (5) baggage and cargo security; and*
- (6) aircraft security and searches; and*
- (7) emergency response; and*
- (8) weapons and restricted items; and*
- (9) monitoring of ground services; and*
- (10) overview of terrorism; and*
- (11) other areas and measures related to security that are considered appropriate to enhance security awareness.*

The security training course for all airport and air carrier ground staff with access to security restricted areas, shall include above listed components, and be designed for duration of at minimum 3 hours in the classroom and 1 hours field introduction.

3. TECHNICAL SPECIFICATIONS FOR EQUIPMENT

Equipment used in support of aviation security shall meet the specifications outlined in this section.

3.1 METAL DETECTION EQUIPMENT

3.1.1 Walk-through metal detectors

Walk-through metal detectors used in passenger screening at airports shall fulfil the following requirements:

a) Security

- 1) Equipment shall be capable of detecting the smallest item of different metals with a small proportion in favor of ferrous metals in all foreseeable conditions.
- 2) Equipment shall be capable of detecting metal objects independently of their orientation and location inside the frame.
- 3) The sensitivity of the equipment shall be as uniform as possible inside the whole frame and should remain stable and checked periodically.

b) Operating requirements

The functioning of the equipment shall not be affected by its environment.

c) Alarm indication

Metal detection shall be indicated automatically, leaving nothing to the operator's discretion (go/no go indicator system):

d) Controls

- 1) Equipment shall be capable of being adjusted to meet all specified detection requirements, as well as the volume of the audible alarm.
- 2) Controls for adjustment of detection levels shall be designed to prevent unauthorized access. The settings shall be clearly indicated.

e) Calibration

Calibration procedures shall not be made available to unauthorized persons.

3.1.2 Hand-held metal detectors

Hand-held metal detectors used in passenger screening shall fulfil the following requirements:

- a) Equipment shall detect very small quantities of metal without being in direct contact with the object in all foreseeable conditions. Sensitivity should enable it to detect 5 g of metal at 5 cm.
- b) Equipment shall detect both ferrous and non-ferrous metals.
- c) The detector coil shall be designed to pinpoint the position of detected metal easily.
- d) Equipment shall be fitted with audible and/or visible alarm indicators.

3.2 STANDARDS AND TESTING PROCEDURES FOR X-RAY EQUIPMENT

3.2.1 Applicability

a) Equipment

These requirements and guidelines for X-ray security equipment are applicable to any X-ray-based screening equipment that provide an image for an operator to interpret. This includes conventional X-rays as well as EDS/EDDS used in indicative mode.

b) Items

Similarly, these requirements and guidelines for X-ray security equipment are applicable to every item being screened, whatever its type or size.

Any item going on board an aircraft, if it has to be screened, has to be screened to the same standards.

3.2.2 Performance requirements

a) Security

The X-ray equipment shall provide for the necessary detection, measured in terms of resolution, penetration and discrimination, to forbid that objects as listed in Attachment A, are carried on board aircraft.

b) Tests

Performance shall be assessed using appropriate test procedures.

c) Operational requirements

The X-ray equipment shall display a complete image of any item fitting into the tunnel. There shall be no corner cut off.

Distortion of the item displayed shall be kept to a minimum.

The belt of the machine shall be marked to indicate where bags shall be placed on the belt to obtain optimum images.

Contrast sketching: the X-ray equipment shall have the ability to display groups of grey levels (scan a smaller range).

The image of any part of the item being screened shall be displayed on the screen for at least 5 seconds. In addition, the operator shall have the ability to stop the belt and, if necessary, reverse the belt when further examination is required.

Screen size: the monitor's screen shall be sufficient in size for operator's comfort (typically 14 inches and above).

Screen characteristics: the screen shall be flicker-free and have at least 800 lines (typically 1024*1024 pixels, i.e. high-resolution monitors).

Where dual monitors are used, one shall be monochrome only.

The X-ray equipment shall indicate visually materials it cannot penetrate.

The X-ray equipment shall provide organic and inorganic stripping.

The systems shall provide automatic threat recognition to facilitate operator's search.

d) Maintenance

No unauthorized changes, including maintenance or repair, shall be made. There shall be no change in the hardware or the software of the machine without verifying that it does not adversely affect image performance.

The composition of the belt material shall not be changed without verifying that this induces no change in image performance.

If modem access for maintenance or upgrades is available, access shall be controlled and monitored.

Attachment A

Guidelines for classification of weapons, dangerous goods and restricted items that are prohibited in the restricted airport areas and aircraft cabins.

These are guidelines of possible shape of weapons and restricted items, common sense should however prevail in accessing if an object is raising cause to believe that it may be used a weapon.

(i)Firearms: Any weapon from which a shot may be fired by the force of an explosion or compressed air **or gas**, including starter and flare pistols.

(ii)Knives and cutting tools: Including sabers, swords, cardboard cutters, hunting knives, souvenir knives, martial arts devices, professional tools and such other knives with blades of 6 cm long or longer and/or knives considered illegal by local law.

(iii)Bludgeons: Blackjacks, billy clubs, baseball clubs or similar instruments.

(iv)Explosives/Ammunition /Flammable Liquids/Corrosive: Any explosive or incendiary components, which by themselves or in conjunction with other items can result in an explosion or fire. These include explosive materials, blasting caps, fireworks, gasoline, other flammable liquids, ammunition, etc., or any combination of these items. Any corrosive or toxic substances, including gases, whether or not under pressure.

(v)Disabling or Incapacitating Items: All tear gas, mace, and similar chemicals and gasses whether in pistol, canister, or other container, and other disabling devices such as electronic stunning/shocking devices.

(vi)Other Articles: Such items as ice picks, alpenstocks straight razors, and elongated scissors, even though not commonly thought of as a deadly or dangerous weapon, but could be used as a weapon, including toy or “dummy” weapons or grenades.

(vii)Articles of any kind giving rise to reasonable suspicion that an items may be used to simulate a deadly weapon, such could include but not be limited to: objects resembling explosive devices or other items that may give appearance of a weapon or dangerous item. “

(viii) Chemical/biological attack items and substances

The possibilities for chemical/biological attacks include the use of chemical or biological agents to attack persons in an aircraft in flight, as well as in public areas of airports, or persons in areas controlled for security purposes.

Items indicating nature of chemical/biological substance, or suspicion of such nature shall be immediately notified to airport authority, police, military or other applicable authority and prevented from access to restricted areas.

Such restricted chemical/biological substances shall include but not be limited to following: sulfur mustard, v.x., chlorine, sarin, cyanid, antrax, botulism, smallpox, tularemia, and vhf.

Therefore, contingency plans for chemical/biological attacks or handling shall be developed by the emergency services, including the airport authorities, airlines, airport police and military and other law enforcement and applicable governmental agencies.

Attachment B

Aircraft and Cabin Search

Following guidelines shall be enacted when executing aircraft and cabin searches.

Aircraft Search

1. An aircraft search shall include the following search areas:

- i) interior - the empty cabin (including flight station) search shall include without exceptions: overhead bins, closets, lavatories, galleys, trash receptacles, storage bins, seatbacks, seat pockets, under seats, crew equipment bins and other accessible compartments in the passenger cabin to which passenger may have had access to. Search should include random search of lifejacket pouches located under each seat if opened, or inspect any pouches that appear to have been tampered with.

Random checks shall be conducted of accessible avionics bay, maintenance areas accessible within cabin, random searches behind the “clip-down” panels, search behind the overhead bin “slot” areas and other areas accessible cabin areas.

- ii) exterior search shall include : aircraft service panels, wheel wells, service compartments accessible from ramp, cargo hold and adjacent areas. Search shall include checks of any stores contained within the cargo compartments (fly-away kits etc). Random search shall also include avionics compartment located in lower aircraft areas.

Cabin and Hold Search

2. A cabin and hold search shall include the following search areas:

- (i) *interior - the empty cabin (including flight station) search shall include without exceptions: overhead bins, closets, lavatories, galleys, trash receptacles, storage bins, seatbacks, seat pockets, under seats, crew equipment bins and other accessible compartments in the passenger cabin to which passenger may have had access to. Search should include random search of lifejacket pouches located under each seat if opened, or inspect any pouches that appear to have been tampered with.*
- (ii) *the cargo hold shall be searched for any left behind items.*

Attachment C

Aircraft Protection – Sealing Procedures

Aircraft sealing security procedure. If aircraft sterility shall be depended on the security seals, the seals shall tamper-evident and once seals have been violated appropriate security search shall be conducted. The sealing procedure guidelines are as follows;

- (i) *seals shall be tamper-evident; individually numbered and controlled; and*
- (ii) *the seal numbers shall be recorded and kept at the station by carrier for 30 days; and*
- (iii) *prior to entering aircraft into service, the seals shall be inspected by the carrier or appropriate authority for signs of tampering, if tampering shall be detected proper airport or air carrier authority shall be notified and aircraft search or cabin search shall be conducted prior to aircraft entering into service*