

PART V

AIR OPERATOR SECURITY MANAGEMENT

63. This Part provides the certification requirements that apply to air operator protection of aircraft, facilities and personnel from unlawful interference.

Applicability of Part V

64. A air operator shall ensure that all appropriate personnel are familiar, and comply with—

Security requirements

(a) such security requirements as required by the Authority; and

(b) such relevant national security requirements as established from time to time by the Minister with responsibility for national security.

Training

65. (1) An air operator shall establish and maintain an approved security training programme, which enables crew members to act appropriately to minimize the consequences of acts of unlawful interference.

Security training programmes

(2) As a minimum, an approved security training programme shall include the subject matters set out in Schedule 8.

Schedule 8

(3) In addition to the training under subregulation (1), an air operator shall also establish and maintain a training programme to familiarize appropriate employees with the preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft in order to prevent acts of sabotage, or other forms of unlawful interference.

Acts of Unlawful Interference

66. Where an act of unlawful interference occurs on board an aircraft the pilot in command or, in his absence, the national air operator shall submit, without delay, a report of such an act to the civil aviation authority of the relevant Contracting State and the Authority.

Reporting acts of unlawful interference

Search Procedure Check-list

67. (1) An air operator shall ensure that there is on board an aircraft a check-list of the procedures to be followed where—

Aircraft search procedure check-list

(a) searching for a bomb in case of suspected sabotage; and

(b) for inspecting an aircraft for concealed weapons, explosives or other dangerous devices when a well founded suspicion exists that the aircraft or its occupants may be the object of an act of unlawful interference.

(2) The check-list shall be supported by guidance appropriate on the course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aircraft.

(3) Where a least-risk bomb location is identified on an aircraft, the operator shall provide instructions at that location for disposal of bombs and explosive devices and for attenuating and directing an explosion.

***Preventive Measures against Unauthorized Persons,
Cargo and Prohibited Items***

Air operator to
establish
procedures to
secure flight
crew
compartment

68. (1) An air operator shall establish procedures to ensure that during flight unauthorized persons are prevented from entering the flight crew compartment.

(2) Where an aeroplane is equipped with a flight crew compartment door, the air operator shall ensure that such flight crew compartment door is capable of being locked and that there is a means by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin;

(3) The flight crew compartment door on an aeroplane operated for the purpose of carrying passengers shall be capable of being locked only from within the compartment in order to prevent unauthorized access.

(4) From November 1, 2003, all passenger carrying aeroplanes of a maximum certified take-off mass in excess of forty five thousand and five hundred kilogrammes or with a passenger seating capacity greater than sixty, shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel and to resist forcible intrusions by unauthorized persons.

(5) A flight crew compartment door under subregulation (4), shall be capable of being locked and unlocked from either pilot station.

(6) In all aeroplanes which are equipped with a flight crew compartment door under subregulation (5),—

(a) such door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and

(b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential th

(7) An air operator shall establish operational procedures to ensure the flight crew compartment access is co-ordinated in advance of the cabin inter-phone system. Where a request has been made by the cabin crew to enter the flight crew compartment, the flight crew shall visibly positively verify who is at the flight crew compartment door and the exact circumstances existing prior to unlocking the door.

(8) Where a person wishes to exit the flight crew compartment, such person, prior to unlocking the door shall—

- (a) verify with the cabin crew that the adjacent lavatory is not occupied by a passenger;
- (b) visually determine the exact circumstances existing outside the door particularly on high risk flights or where unknown passengers are within easy access of the flight crew compartment door;
- (c) confirm that cabin crew are positioned to block passenger access to the door area when it is unlocked.

(9) An air operator shall take measures to ensure that persons do not conceal themselves, cargo or prohibited items on board an aircraft.

Weapons of War or Munitions of War

69. (1) A national air operator shall not transport weapons of war or munitions of war by air unless—

- (a) an approval to do so has been granted by all States concerned; and
- (b) limitations are applied in accordance with the Technical Instructions for Safe Transport of Dangerous Goods by Air.

(2) A national air operator shall ensure that during air transportation, weapons of war and munitions of war approved for transportation under subregulation (1), are stowed in the aircraft in a place which is inaccessible to passengers during flight.

(3) A national air operator shall ensure that firearms approved for carriage are unloaded, unless before the commencement of the flight, approval has been granted by all States concerned that such firearms may be carried in circumstances that differ in part or in total from those indicated in these Regulations.

(4) Subregulation (3), shall not apply to a national air operator directed to transport an air marshal on board his flight, under the Civil Aviation [(No. 8) Aviation Security] Regulations, 2004.

(5) A national air operator shall ensure that the pilot in command of an aircraft is notified, before a flight begins, of the details and location on board the aircraft of any weapons of war and munitions of war intended to be carried.

Carriage of
weapons of war
or munitions of
war

Sporting Weapons

Carriage of
sporting
weapons and
ammunitions

70. (1) A national air operator shall take all appropriate measures to ensure that a sporting weapon and its ammunition intended to be carried by air are reported to him.

(2) A national air operator accepting the carriage of sporting weapons shall ensure that such sporting weapon are—

(a) stowed in the aeroplane in a place which is inaccessible to passengers during flight unless the Authority has determined that compliance is impracticable and has accepted that other procedures may apply; and

(b) unloaded, in the case of firearms or other weapons that can contain ammunitions.

(3) Ammunition for sporting weapons may be carried in checked baggage of passengers, subject to certain limitations in accordance with the Technical Instructions.

Definitions of certain clauses

Definitions of
certain clauses

71. For the purpose of this Part—

(a) a firearm is any gun, rifle or pistol which fires a projectile;

(b) the following firearms are generally regarded as being sporting weapons:

(i) those designed for shooting game, birds and other animals;

(ii) those used for target shooting, clay-pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces; and

(iii) air guns, dart guns, starting pistols; and

(c) weapon of war or munition of war means any device containing an explosive or any noxious gas, liquid or other thing designed or made for use in warfare against persons, including parts—whether components or accessories for such weapon, ammunition or article and does not include a firearm.