

PART IV

AIRCRAFT OPERATOR SECURITY

Requirement of Aircraft Operator Security Programme

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

Requirement
of Aircraft
Operator
Security
Programme

- (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 and his approved Aircraft Operator Security Programme 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

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

Security
requirements
of national
aircraft
operator

- (a) originating 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 in writing 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, explosive or incendiary device or any dangerous articles or substances which may be used to commit an act of unlawful interference 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 on an aircraft is checked in by an authorized and properly trained agent and that appropriate identification is obtained and verified 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 from the point of acceptance to loading onto the aircraft; and
 - (iv) conduct an aircraft security search of the interior and exterior of the aircraft before placing it in service;
 - (v) where an aircraft has been left unattended after an aircraft security search was accomplished, the aircraft security search shall be performed again before flight.

(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, screening 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.

(7) An aircraft operator shall take measures to ensure that passengers disembarking from an aircraft at any time do not leave items on board the aircraft.

Prevention and Management of Hijackings and Sabotage Attempts

48. (1) An aircraft operator shall—

- (a) assign an appropriately qualified and trained person as a Ground Security Coordinator to co-ordinate the ground security duties specified in his approved Aircraft Operator Security Programme;
- (b) designate the pilot in command as the In-flight Security Coordinator 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;
- (c) conduct an aircraft security search of the interior and exterior of aircraft for the purpose of discovering suspicious objects, weapons, explosives or other dangerous devices, articles or substances prior to the boarding of passengers and the loading of baggage, cargo, mail, stores and catering;
- (d) conduct an aircraft security check of the interior and exterior of aircraft to which passengers may have had access and conduct an inspection of the hold in order to discover suspicious objects, weapons, explosives or other dangerous devices, articles or substances;
- (e) take the necessary measures to ensure that passengers disembarking from an aircraft at any time do not leave items on board;
- (f) ensure that the aircraft subjected to security measures referred to in paragraphs (c) and (d) are protected from unauthorized interference from the time the search or check has commenced until the aircraft departs;
- (g) ensure that appropriate measures are taken during flight to prevent unauthorized persons from entering the flight crew compartment;
- (h) ensure that the aircraft security search or check referred to in paragraphs (c) and (d) are documented on a checklist, a copy of which must be presented to the pilot in command;

Aircraft operator to prevent and manage hijackings and sabotage attempts

- (i) develop the checklist referred to paragraph (h) in accordance with the guidance established in the International Civil Aviation Organization's Security Manual for Safeguarding Civil Aviation against Acts of Unlawful Interference, Document 8973;
- (j) ensure that only items of hold baggage which have been individually identified as accompanied or unaccompanied, using a verifiable tracking system and authorized for carriage on that flight are accepted for carriage on the specific flight;
- (k) verify the identity of each passenger by examining their travel documents, at the point of check-in and at the time of boarding the aircraft;
- (l) ensure that security controls are applied to an aircraft when the aircraft is not in the security restricted area to prevent unauthorized access;
- (m) ensure that all items of hold baggage under paragraph (1) are screened;
- (n) ensure that passengers and cabin baggage which have been screened are protected from unauthorized interference from the point of screening until they board the aircraft;
- (o) ensure that where mixing or contact take place, with passengers and their cabin baggage that the passengers concerned and their cabin baggage must be re-screened before boarding the aircraft; and
- (p) ensure that measures are taken to deal with unidentified baggage in accordance with the approved Aerodrome Operator Security Programme from which he operates.

(2) Notwithstanding the measures required under subregulation (1), in applying security measures for the prevention and management of hijackings and sabotage attempts under this regulation, an aircraft operator or the aerodrome operator shall ensure that the measures set out in Schedule 6 and other measures prescribed by the Authority from time to time are applied in the manner specified.

Schedule 6

(3) An aircraft operator shall, where directed by the Director General, permit and facilitate the carriage of an in-flight security officer 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 in-flight security officer 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

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.

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

(2) Subregulation (1), shall not apply to an in-flight security officer 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 on his person or in carry – on baggage in the cabin of 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 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) a suitably qualified and trained person verify that the firearm is unloaded;
- (c) the firearm is transported in an appropriate container or case and is locked to prevent unauthorized access;
- (d) the checked baggage or container containing the firearm is loaded on the aircraft in an area that is inaccessible to passengers; and
- (e) such person presents –
 - (i) a licence for the firearm from the State that permitted him to have in his possession the firearm;

- (ii) an export licence for the firearm from the State of departure; and
- (iii) an import licence for the 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.

(8) Where an aircraft operator is granted approval by the Authority to transport unloaded firearms in the hold of his aircraft, the aircraft operator shall notify all passengers in writing or by placing appropriate signage at the point of check-in, relating to the declaration and transportation of firearms.

Use of X-ray Systems

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

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.

(2) An aircraft operator may be authorized by the Authority, to use X-ray system 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 and has been appropriately calibrated;
- (b) a programme for initial and recurrent training and certification 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 approved by the Authority; 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 appropriate signs are posted in a conspicuous place at the screening checkpoint which –
 - (i) notifies passengers that security measures are being taken to screen and or inspect passengers and all carry-on items;
 - (ii) notifies passengers that persons refusing to subject themselves and or their carry-on items to screening will not be allowed beyond the screening checkpoint;
 - (iii) advises passengers of items which are not permitted beyond the screening checkpoint;
 - (iv) 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; and
 - (v) advises passengers that an inspection may 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

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

51. (1) Where an aircraft operator determines that there is a specific threat which jeopardizes the security of an aircraft on the ground or in 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) an aircraft security search or check as necessitated by the nature of the threat and screening of the passengers and goods on board the aircraft, unless the aircraft search or check and screening is 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 unlawful interference has been committed, the aircraft operator shall immediately notify the Authority.

(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 an aircraft security search 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 an aircraft security search; 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) Immediately notify the appropriate air traffic control authority of the nature of the threat.

Reporting of Security Incidents

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.

An aircraft operator to notify where Authority in specific circumstances

(2) An aircraft operator shall immediately notify the aerodrome operator and the authority 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.

(3) An aircraft operator shall immediately notify the aerodrome operator and the Authority when a weapon or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference is discovered in any area beyond a screening checkpoint or security restricted area.

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 or security restricted area where screening is conducted of persons and carry-on baggage and other articles in the possession or control of persons who are screened:

Obligation of person authorized to conduct screening activities

- (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 explosive or incendiary device.

Security Information

An aircraft operator to provide Authority with information on the security of his operations

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);

- (b) a description of the nature of the operations related to a particular flight and the services provided in respect of the flight; and
- (c) any other information related to aviation security

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

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—

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

- (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

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.

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

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

58. (1) An aircraft operator required to conduct screening under an approved 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.

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

(1A) The State agency requesting the carriage of a person subjected to judicial or administrative proceedings shall inform the aircraft operator prior to the departure date of the person, the nature of the escort, including the results of any risk assessment carried out to determine the number of escorts required, the use of restraining devices and any special boarding and disembarking requirements not required under this regulation.

(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 —

- (a) not 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;
- (b) not serve an escort officer or the passenger under the control of the escort officer any alcoholic beverages while on board such aircraft; and
- (c) ensure that the pilot in command and the cabin crew are informed of —
 - (i) the names and assigned seats of persons under escort and the names of the escorting officers; and
 - (ii) the reason for the escort officers.

(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) An 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 Regulations or while the carry on or checked baggage of such person is on board his aircraft.

(9) Where a pilot in command of an aircraft has reasonable grounds to believe that a person on board an aircraft is in violation of any regulation under this Part or is a potential risk to the safety of the passenger and crew on board the aircraft he may order the person to disembark the aircraft

Training

59. (1) An aircraft operator shall not use any person as a Security Coordinator unless, within the preceding twelve months, such person has satisfactorily completed the required security training specified in the National Civil Aviation Security Training Programme and any other training in his approved Aircraft Operator Security Programme.

Restrictions
on use of
persons as
Security
Coordinator
by a national
aircraft
operator

(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 specified in the National Civil Aviation Security Training Programme required under these Regulations or as specified in his approved Aircraft Operator Security Programme.

(3) An aircraft operator shall not use any person as an –

- (a) Aviation Screening Officer to perform any screening functions unless, within the preceding twelve months, that person has successfully completed the security training specified in the National Civil Aviation Security Training Programme and was tested and certified by the Authority;
- (b) Aviation Security Officer to perform any aviation security functions unless, within the preceding twelve months, such person has satisfactorily completed security training specified in the National Civil Aviation Security Training Programme or as specified in his approved Aircraft Operator Security Programme; or
- (c) Aviation Security Instructor to deliver the security training specified in the National Civil Aviation Security Training Programme or his approved Aircraft Operator Security Programme unless, within the preceding twelve months, such person has met the basic qualifications for those duties as specified by the Authority and has been assessed and certified by the Authority.

(4) An aircraft operator shall develop and implement aviation security training programmes to meet the requirements of the National Civil Aviation Security Training Programme and any other training required under these Regulations.

(5) An aviation security training programme under subregulation (4) shall be submitted to the Authority for review and subsequent approval.

(6) Subregulations (3)(c) and (4) shall not apply to any qualified person or organization outside Trinidad and Tobago providing professional aviation education recognized by the Authority.

Standards for Security Oversight

Security obligations of an aircraft operator

60. (1) An aircraft operator shall employ a suitably qualified person within its organization as a Security Coordinator to be responsible for the management and coordination of the implementation of security controls for his operations.

(2) An aircraft operator shall designate, in his approved Aircraft Security Programme, the Security Coordinator as the primary contact of the aircraft operator for all aviation security related activities and communications with the Director General, and who shall be available at all times.

(3) The Security Coordinator shall be responsible for the development, maintenance and implementation of the Aircraft Operator Security Programme required under these Regulations.

(4) 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 Coordinator of the aircraft operator at each aerodrome—
 - (i) reviews daily all security-related functions for effectiveness and compliance with—
 - (A) these Regulations;
 - (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) these Regulations;

(B) the approved Aircraft Operator Security Programme; and

(C) applicable security directives.

(5) 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.

(5A) An aircraft operator shall not use any person to perform any required screening function, unless such person —

(a) meets the basic selection criteria and qualifications for such duties prior to being assigned to conduct screening function;

(b) meets the training standards for aviation screening officers established by the Authority and where appropriate, by the International Civil Aviation Organization; and

(c) is properly trained, examined, tested and certified by the Authority.

(6) 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 national civil aviation security programme and the approved Aircraft Operator Security Programme.

(7) 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 by a qualified person and does not make independent judgments as to whether persons or property may enter a sterile area without further inspection.

(8) 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 the national civil aviation security training programme and his Aircraft Operator Security Programme and has passed a re-test related to that function.

(8A) An aircraft operator shall ensure that screening officers are rotated regularly among the positions during a tour of duty. No screening officer shall be required to scrutinize X-ray images continually for more than 20 minutes and shall not resume this duty again for a further 40 minutes.

(9) An aircraft operator shall ensure that a Security Coordinator 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 Coordinator 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.

(10) 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.

(11) 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.

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