

The Aviation Security (Bailiwick of Guernsey)

Direction, 2024 No. 32

<i>Made</i>	<i>26th March, 2024</i>
<i>Coming into operation</i>	<i>26th March, 2024</i>

THE COMMITTEE FOR ECONOMIC DEVELOPMENT, in exercise of the powers conferred on it by sections 169A, 169B and 169C of the Aviation (Bailiwick of Guernsey) Law, 2008^a, by sections 12(1), 13(1), 13A(1), 14(1A), 17(1), 24A and 38(6) of the Aviation Security Act 1982^b, and all other powers enabling it in that behalf, hereby makes the following Direction:-

Implementation of measures for aviation security.

1. (1) Annexes A, B, C and D to this Direction shall have effect, and no person to whom this Direction applies, in accordance with paragraph 2, shall contravene or fail to comply with them or anything done under them.

(2) If the provisions of more than one Annex apply to any matter and the provisions conflict, the applicable provisions are those of the Annex with the highest priority, to be determined in accordance with subparagraph (3) below.

^a Order in Council No. XXVIII of 2008, as amended by No. X of 2013.

^b An Act of United Kingdom's Parliament, Chapter 36 of 1982, as extended to Guernsey by the Aviation Security (Guernsey) Order 1997, registered on the Records of the Island of Guernsey by Order of the Royal Court on 19 January 1998 (UK S.I. No. 2989 of 1997), as amended by Ordinance No. XXXIII of 2003 (Machinery of Government (Transfer of Functions) Ordinance, 2003).

(3) The Annexes are listed in descending order of priority, with the highest priority listed first, and the lowest last -

- (a) Annex D, Channel Islands Restricted More Stringent Measures,
- (b) Annex C, Channel Islands Restricted Detailed Measures Supplemental to Annex A,
- (c) Annex B, Channel Islands Detailed Measures Supplemental to Annex A,
- (d) Annex A, Channel Islands Common Basic Standards.

Application.

2. This Direction applies to:

- (a) all operators of airports in the Bailiwick of Guernsey,
- (b) all operators of aircraft providing services at such airports, and
- (c) all persons with access to a restricted zone of such airports for the purposes of the activities of a business carried on by him.

Confidentiality of Annexes C and D.

3. (1) Annexes C and D are confidential and restricted and shall not be disclosed by the Regulator to any person unless –

- (a) this Direction applies to them,
- (b) it is necessary for them to have sight of those Annexes in order properly to carry out their functions, or
- (c) unless the Royal Court so orders.

(2) Any person to whom Annexes C and D are disclosed shall keep the contents thereof confidential and shall not release them to any other person without the express consent in writing of the Regulator or by order of the Royal Court.

(3) The Regulator shall, when disclosing any information to any person (whether pursuant to the provisions of this section or otherwise) -

- (a) impose such conditions in relation to the use, disclosure, safekeeping and return of that information by that person or by any other person who may obtain the information from him,
- (b) require any such person to enter into such undertakings in relation to such use, disclosure, safekeeping and return, and
- (c) take such other steps to ensure that the confidentiality

of the information is protected,

as the Regulator thinks fit.

Authorised persons.

4. For the purposes of Part II of the Act –
 - (a) the Regulator, and
 - (b) anyone to whom he delegates such power for such period as may be specified in writing

is an authorised person as defined in section 24A of the Act.

Revocations.

5. The following direction is revoked the Aviation Security (Bailiwick of Guernsey) Direction, 2021^c.

Interpretation.

6. (1) In this Direction, unless the context otherwise requires –

"Act" means the Aviation Security Act 1982 as extended to Guernsey by the Aviation Security (Guernsey) Order 1997^d,

^c G.S.I. No 41 of 2013.

^d registered on the Records of the Island of Guernsey by Order of the Royal Court on 19 January 1998 (UK S.I. No. 2989 of 1997), as amended by Ordinance No. XXXIII of 2003 (Machinery of Government (Transfer of Functions) Ordinance, 2003).

"**Aviation Law**" means the Aviation (Bailiwick of Guernsey) Law, 2008^e

"**the Regulator**" means the Director of Civil Aviation (or anyone to whom he assigns his functions under this Direction) whose office was established under section 1 of the Aviation Law,

"**Royal Court**" means the Royal Court of Guernsey sitting as an Ordinary Court.

(2) Words used in this Direction have the same meaning as given to them in the Act.

Citation and commencement.

7. This Direction may be cited as the Aviation Security (Guernsey) Direction, 2024 and shall come into force on the date on which it is made.

Dated this 26th day of March, 2024



DEPUTY N. R. INDER
President of the Committee *for* Economic Development
For and on behalf of the Committee

^e Order in Council No. XXVIII of 2008.

EXPLANATORY NOTE

(This note is not part of the Direction)

This Direction updates the measures to be taken to ensure aviation security to ensure that the measures are equivalent to those applied to the UK and in Europe.

This Direction comes into force on 26th March, 2024.

DCA Office of the Director
of Civil Aviation

ANNEX A

**CHANNEL ISLANDS COMMON
BASIC STANDARDS FOR
SAFEGUARDING CIVIL
AVIATION AGAINST ACTS OF
UNLAWFUL INTERFERENCE**

**ANNEX A - CHANNEL ISLANDS BASIC STANDARDS FOR
SAFEGUARDING CIVIL AVIATION AGAINST ACTS OF
UNLAWFUL INTERFERENCE**

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This Annex is based on Regulation (EC) No 300/2008.

Part I is based on the Articles found at the beginning of Regulation (EC) No 300/2008.

Appendix I must be read subject to Appendix II.

Note that Appendix II is based on the following EC Regulations:

Chapter 1: Commission Regulation (EU) No 18/2010

Chapter 2: Commission Regulation (EU) No 1254/2009

GENERAL

Basic standards

1. The common basic standards for safeguarding civil aviation against acts of unlawful interference that jeopardise the security of civil aviation shall be as laid down in this Annex.

Airport security programme

2.1 Every airport operator shall draw up, apply and maintain an airport security programme. That programme shall describe the methods and procedures which are to be followed by the airport operator in order to comply both with this direction. The programme shall include internal quality control provisions describing how compliance with these methods and procedures is to be monitored by the airport operator.

2.2 The airport security programme shall be submitted to the Regulator, who may take further action if appropriate.

Air carrier security programme

3.1. Every air carrier shall draw up, apply and maintain an air carrier security programme. That programme shall describe the methods and procedures which are to be followed by the air carrier in order to comply with this direction. The programme shall include internal quality control provisions describing how compliance with these methods and procedures is to be monitored by the air carrier.

3.2. Upon request, the air carrier security programme shall be submitted to the

Regulator, who may take further action if appropriate.

3.3 Where an air carrier security programme has been validated by the State granting the operating licence, the air carrier shall be recognised as having fulfilled the requirements of paragraph 1. This is without prejudice to the Regulator's right to request from any air carrier details of its implementation of:

(a) the security measures applied by in the Bailiwick by the Regulator; and/or

(b) local procedures that are applicable at the airports served.

Entity security programme

4.1. Every entity required under the Channel Island Common Aviation Security Programme ('CICASP') to apply aviation security standards shall draw up, apply and maintain a security programme.

That programme shall describe the methods and procedures which are to be followed by the entity in order to comply with the CICASP. The programme shall include internal quality control provisions describing how compliance with these methods and procedures is to be monitored by the entity itself.

4.2. Upon request, the security programme of the entity applying aviation security standards shall be submitted to the Regulator, who may take further action if appropriate.

APPENDIX I

CHAPTER 1 AIRPORT SECURITY

The responsibility for airport security as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the airport operator, and where appropriate air carrier and regulated agent.

1.1. AIRPORT PLANNING REQUIREMENTS

1.1.1. When designing and constructing new airport facilities or altering existing airport facilities, requirements for the implementation of the basic standards set out in this Annex shall be fully taken into account.

1.1.2. At airports the following areas shall be established:

- (a) landside,
- (b) airside,
- (c) security restricted areas, and
- (d) critical parts of security restricted areas.

1.2. ACCESS CONTROL

1.2.1 Access to airside shall be restricted in order to prevent unauthorised persons and vehicles from entering these areas.

1.2.2 Access to security restricted areas shall be controlled in order to ensure that no unauthorised persons and vehicles enter these areas.

1.2.3. Persons and vehicles may be granted access to airside and security restricted areas only if they fulfil the required security conditions.

1.2.4. Persons, including flight crew members, shall have successfully completed a background check before either a crew identification card or an airport identification card authorising unescorted access to security restricted areas is issued to them.

1.3. SCREENING OF PERSONS OTHER THAN PASSENGERS AND ITEMS CARRIED

1.3.1. Persons other than passengers, together with items carried, shall be screened on a continuous random basis upon entering security restricted areas in order to prevent prohibited articles from being introduced into these areas.

1.3.2. All persons other than passengers, together with items carried, shall be screened upon entering critical parts of security restricted areas in order to prevent prohibited articles from being introduced into these parts.

1.4. EXAMINATION OF VEHICLES

Vehicles entering a security restricted area shall be examined in order to prevent prohibited articles from being introduced into these areas.

1.5. SURVEILLANCE, PATROLS AND OTHER PHYSICAL CONTROLS

There shall be surveillance, patrols and other physical controls at airports and, where appropriate, in adjacent areas with public access, in order to identify suspicious behaviour of persons, to identify vulnerabilities which could be exploited to carry out an act of unlawful interference and to deter persons from committing such acts.

CHAPTER 2 DEMARCATED AREAS OF AIRPORTS

The responsibility for demarcated areas of airports as detailed in this paragraph,

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and the corresponding paragraphs of the other Annexes, is that of the airport operator.

Aircraft parked in demarcated areas of airports to which alternative measures approved by the Regulator apply, shall be separated from aircraft to which the basic standards apply in full, in order to ensure that security standards applied to aircraft, passengers, baggage, cargo and mail of the latter are not compromised. Such alternative measures shall be justified by the Regulator by reasons relating to the size of the aircraft, or by reasons relating to the nature, scale or frequency of operations or of other relevant activities.

CHAPTER 3 AIRCRAFT SECURITY

The responsibility for aircraft security as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the air carrier.

3.1. Before departure, an aircraft shall be subjected to an aircraft security check or aircraft security search in order to ensure that no prohibited articles are present on board. An aircraft in transit may be subjected to other appropriate measures.

3.2. Every aircraft shall be protected from unauthorised interference.

CHAPTER 4 PASSENGERS AND CABIN BAGGAGE

Unless otherwise stated, the responsibility for complying with the requirements as to passengers and cabin baggage as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the airport operator and air carrier responsible.

4.1. SCREENING OF PASSENGERS AND CABIN BAGGAGE

4.1.1. All originating, transfer and transit passengers and their cabin baggage shall be screened in order to prevent prohibited articles from being introduced into security restricted areas and on board an aircraft.

4.1.2. Transfer passengers and their cabin baggage may be exempted from screening if they arrive from a compliant territory, unless the Regulator or that compliant territory has provided information that those passengers and their cabin baggage cannot be considered as having been screened to the common basic standards or they arrive from any other airport designated by the appropriate authority.

4.1.3. Transit passengers and their cabin baggage may be exempted from screening if -

- (a) they remain on board the aircraft,
- (b) they do not mix with screened departing passengers other than those who board the same aircraft, or
- (c) they arrive from a compliant territory unless the Regulator or that compliant territory has provided information that those passengers and their cabin baggage cannot be considered as having been screened to the common basic standards, or.
- (d) they arrive from a third country where the security standards applied are recognised as equivalent to the common basic standards in accordance with the Channel Island Civil Aviation Security Programme.

4.2. **PROTECTION OF PASSENGERS AND CABIN BAGGAGE**

4.2.1. Passengers and their cabin baggage shall be protected from unauthorised interference from the point at which they are screened until departure of the aircraft on which they are carried.

4.2.2. Screened departing passengers shall not mix with arriving passengers unless the passengers arrive from a domestic airport or any other compliant territory airport, provided that the Regulator or that compliant territory has not provided information

that those arriving passengers and their cabin baggage cannot be considered as having been screened to the common basic standards.

4.3. POTENTIALLY DISRUPTIVE PASSENGERS

Before departure potentially disruptive passengers shall be subjected to appropriate security measures.

CHAPTER 5 HOLD BAGGAGE

Unless otherwise stated, the responsibility for complying with the requirements as to hold baggage as detailed in this paragraph and the corresponding paragraphs of the other Annexes is that of the airport operator and air carrier responsible.

5.1. SCREENING OF HOLD BAGGAGE

5.1.1. All hold baggage shall be screened prior to being loaded onto an aircraft in order to prevent prohibited articles from being introduced into security restricted areas and on board aircraft.

5.1.2. Transfer hold baggage may be exempted from screening if it arrives from a compliant territory airport, unless the Regulator or that compliant territory has provided information that this hold baggage cannot be considered as having been screened to the common basic standards.

5.1.3. Transit hold baggage may be exempted from screening if it remains on board the aircraft.

5.2. PROTECTION OF HOLD BAGGAGE

Hold baggage to be carried on an aircraft shall be protected from unauthorised interference from the point at which it is screened or accepted into the care of the air carrier, whichever is earlier, until the departure of the aircraft on which it is to be carried.

5.3. BAGGAGE RECONCILIATION

5.3.1. Each item of hold baggage shall be identified as accompanied or unaccompanied.

5.3.2. Unaccompanied hold baggage shall not be transported, unless that baggage has been either separated due to factors beyond the passenger's control or subjected to appropriate security controls.

CHAPTER 6 CARGO AND MAIL

Unless otherwise stated, the responsibility for complying with the requirements as to cargo and mail as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the airport operator, regulated agent, air carrier or entity as defined.

6.1. SECURITY CONTROLS FOR CARGO AND MAIL

6.1.1. All cargo and mail shall be subjected to security controls prior to being loaded on an aircraft. An air carrier shall not accept cargo or mail for carriage on an aircraft unless it has applied such controls itself or their application has been confirmed and accounted for by a regulated agent, a known consignor.

6.1.2. Transfer cargo and transfer mail may be subjected to alternative security controls, as detailed in the other Annexes to this Direction or provided such controls are approved by the Regulator.

6.1.3. Transit cargo and transit mail may be exempted from security controls if it remains on board the aircraft.

6.2. PROTECTION OF CARGO AND MAIL

6.2.1. Cargo and mail to be carried on an aircraft shall be protected from

unauthorised interference from the point at which security controls are applied until the departure of the aircraft on which it is to be carried.

6.2.2. Cargo and mail that are not adequately protected from unauthorised interference after security controls have been applied shall be screened.

CHAPTER 7 AIR CARRIER MAIL AND AIR CARRIER MATERIALS

Unless otherwise stated, the responsibility for complying with the requirements as to air carrier mail and air carrier materials as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the air carrier, airport operator or entity as defined.

Air carrier mail and air carrier materials shall be subjected to security controls and thereafter protected until loaded onto the aircraft in order to prevent prohibited articles from being introduced on board an aircraft.

CHAPTER 8 IN-FLIGHT SUPPLIES

Unless otherwise stated, the responsibility for complying with the requirements as to in-flight supplies as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the air carrier, airport operator or entity as defined.

In-flight supplies, including catering, intended for carriage or use on board an aircraft shall be subjected to security controls and thereafter protected until loaded onto the aircraft in order to prevent prohibited articles from being introduced on board an aircraft.

CHAPTER 9 AIRPORT SUPPLIES

Unless otherwise stated, the responsibility for complying with the requirements as to airport supplies as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the airport operator.

Supplies intended to be sold or used in security restricted areas of airports, including supplies for duty-free shops and restaurants, shall be subjected to security controls in order to prevent prohibited articles from being introduced into these areas.

CHAPTER 10 IN-FLIGHT SECURITY MEASURES

Unless otherwise stated, the responsibility for complying with the requirements as to in-flight security measures as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the air carrier.

10.1. Without prejudice to the applicable aviation safety rules:

- (a) unauthorised persons shall be prevented from entering the flight crew compartment during a flight;
- (b) potentially disruptive passengers shall be subjected to appropriate security measures during a flight.

10.2. Appropriate security measures such as training of flight crew and cabin staff shall be taken to prevent acts of unlawful interference during a flight.

10.3. Weapons, with the exception of those carried in the hold, shall not be carried on board an aircraft, unless the required security conditions in accordance with national laws have been fulfilled and authorisation has been given by the territories involved.

10.4. Subparagraph 10.3 shall also apply to in-flight security officers if they carry weapons.

CHAPTER 11 STAFF RECRUITMENT AND TRAINING

Unless otherwise stated, the responsibility for complying with the requirements as to staff recruitment and training as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the airport operator and the entity who employs the person in question.

11.1. Persons implementing, or responsible for implementing, screening, access control or other security controls shall be recruited, trained and, where appropriate, certified so as to ensure that they are suitable for employment and competent to undertake the duties to which they are assigned.

11.2. Persons other than passengers requiring access to security restricted areas shall receive security training, before either an airport identification card or crew identification card is issued.

11.3. Training as mentioned in subparagraphs 11.1 and 11.2 shall be conducted on initial and recurrent basis.

11.4. Instructors engaged in the training of the persons mentioned in subparagraphs 11.1 and 11.2 shall have the necessary qualifications.

CHAPTER 12 SECURITY EQUIPMENT

Unless otherwise stated, the responsibility for complying with the requirements as to security equipment as detailed in this paragraph, and the corresponding paragraphs of the other Annexes, is that of the airport operator and entity using the equipment.

Equipment used for screening, access control and other security controls shall comply with the defined specifications as applicable in the United Kingdom and be capable of performing the security controls concerned.

CHAPTER 13 INTERPRETATION

In this Part –

"**access control**" means the application of means by which the entry of unauthorised persons or unauthorised vehicles, or both, may be prevented,

"**accompanied hold baggage**" means baggage, carried in the hold of an aircraft, which has been checked in for a flight by a passenger travelling on that same flight,

"**account consignor**" means a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of that cargo on all-cargo aircraft or mail on all-mail aircraft,

"**air carrier**" means an air transport undertaking holding a valid operating licence or equivalent,

"**air carrier mail**" means mail whose origin and destination are both an air carrier,

"**air carrier materials**" means materials either whose origin and destination are both an air carrier or that are used by an air carrier,

"**aircraft security check**" means an inspection of those parts of the interior of the aircraft to which passengers may have had access, together with an inspection of the hold of the aircraft in order to detect prohibited articles and unlawful interferences with the aircraft,

"**aircraft security search**" means an inspection of the interior and accessible exterior of the aircraft in order to detect prohibited articles and unlawful interferences that jeopardise the security of the aircraft,

"**airside**" means the movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is restricted,

'**annual traffic volume**' means the total number of passengers arriving, departing and in transit (counted once);

"**aviation security**" means the combination of measures and human and material resources intended to safeguard civil aviation against acts of unlawful interference that jeopardise the security of civil aviation,

"**background check**" means a recorded check of a person's identity, including any criminal history, as part of the assessment of an individual's suitability for unescorted access to security restricted areas,

"**cabin baggage**" means baggage intended for carriage in the cabin of an aircraft,

"**cargo**" means any property intended for carriage on an aircraft, other than baggage, mail, air carrier mail, air carrier materials and in-flight supplies,

"**civil aviation**" means any air operation carried out by civil aircraft, excluding operations carried out by State aircraft referred to in Article 3 of the Chicago Convention on International Civil Aviation,

"**demarcated area**" means an area that is separated by means of access control either from security restricted areas, or, if the demarcated area itself is a security restricted area, from other security restricted areas of an airport,

"**entity**" means a person, organisation or enterprise, other than an operator,

"hold baggage" means baggage intended for carriage in the hold of an aircraft,

"in-flight security officer" means a person who is employed by a state to travel on an aircraft of an air carrier licensed by it with the purpose of protecting that aircraft and its occupants against acts of unlawful interference that jeopardise the security of the flight,

"known consignor" means a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of cargo or mail on any aircraft,

"landside" means those parts of an airport, adjacent terrain and buildings or portions thereof that are not airside,

"mail" means dispatches of correspondence and other items, other than air carrier mail, tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union,

"operator" means a person, organisation or enterprise engaged, or offering to engage, in an air transport operation,

"prohibited articles" means weapons, explosives or other dangerous devices, articles or substances that may be used to commit an act of unlawful interference that jeopardises the security of civil aviation,

"potentially disruptive passenger" means a passenger who is either a deportee, a person deemed to be inadmissible for immigration reasons or a person in lawful custody,

"regulated agent" means an air carrier, agent, freight forwarder or any other entity who ensures security controls in respect of cargo or mail,

"screening" means the application of technical or other means which are intended to identify and/or detect prohibited articles,

"security control" means the application of means by which the introduction of prohibited articles may be prevented,

"security restricted area" means that area of airside where, in addition to access being restricted, other aviation security standards are applied,

"transfer passengers, baggage, cargo or mail" means passengers, baggage, cargo or mail departing on an aircraft other than that on which they arrived,

"transit passengers, baggage, cargo or mail" means passengers, baggage, cargo or mail departing on the same aircraft as that on which they arrived,

APPENDIX II
PROVISIONS OF GENERAL APPLICATION

Common specifications for the national quality control programme to be implemented by the Bailiwicks of Guernsey and Jersey in the field of civil aviation security

CHAPTER 1 DEFINITIONS

1.1. For the purposes of this Annex, the following definitions shall apply:

- (1) “annual traffic volume” means the total number of passengers arriving, departing and in transit (counted once);
- (2) “auditor” means any person conducting national compliance monitoring activities on behalf of the appropriate authority;
- (3) “certification” means a formal evaluation and confirmation by or on behalf of the appropriate authority that a person possesses the necessary competencies to perform the functions of an auditor to an acceptable level as defined by the appropriate authority;
- (4) “compliance monitoring activities” means any procedure or process used for assessing the implementation of the CICASP;
- (5) “deficiency” means a failure to comply with an aviation security requirement;
- (6) “inspection” means an examination of the implementation of security measures and procedures in order to determine whether they are being carried out effectively and to the required standard and to identify any deficiencies;
- (7) “interview” means an oral check by an auditor to establish whether specific security measures or procedures are implemented;
- (8) “observation” means a visual check by an auditor that a security measure or procedure is implemented;
- (9) “representative sample” means a selection made from amongst possible options for monitoring which is sufficient in number and range to provide a basis for general conclusions on implementing standards;

- (10) “security audit” means an in-depth examination of security measures and procedures in order to determine if they are being fully implemented on a continual basis;
- (11) “test” means a trial of aviation security measures, where the appropriate authority simulates intent to commit an act of unlawful interference for the purpose of examining the effectiveness of the implementation of existing security measures;
- (12) “verification” means an action taken by an auditor to establish whether a specific security measure is actually in place;
- (13) “vulnerability” means any weakness in the implemented measures and procedures which could be exploited to carry out an act of unlawful interference.

CHAPTER 2 POWERS OF THE APPROPRIATE AUTHORITY

- 2.1. The Regulator shall perform compliance monitoring activities and have the powers necessary to require any identified deficiency to be rectified within set timeframes.
- 2.2 A graduated and proportionate approach shall be established regarding deficiency correction activities and enforcement measures. This approach shall consist of progressive steps to be followed until correction is achieved, including:
- a) advice and recommendations;
 - b) formal warning;
 - c) enforcement notice;
 - d) administrative sanctions and legal proceedings.

The regulator may omit one or more of these steps, especially where the deficiency is serious or recurring.

CHAPTER 3 OBJECTIVES AND CONTENT OF THE CHANNEL ISLANDS CIVIL AVIATION SECURITY QUALITY CONTROL PROGRAMME

- 3.1 The objectives of the Channel Islands Civil Aviation Security Quality Control Programme (CICASQP) are to verify that CICASP has been effectively and properly implemented and to determine the level of compliance therewith, by means of compliance monitoring activities.
- 3.2 The CICASQP shall include the following elements:
- a) organisational structure, responsibilities and resources;
 - b) job descriptions of, and qualifications required for auditors;
 - c) compliance monitoring activities, including scope of security audits, inspections, tests and, following an actual or potential breach of security, investigations, frequencies for security audits and inspections and also classification of compliance;
 - d) surveys, where there is cause to reassess security needs;
 - e) deficiency correction activities providing details concerning deficiency reporting, follow-up and correction in order to ensure compliance with aviation security requirements;
 - f) enforcement measures and, where appropriate, penalties, as specified in points 2.1 and 2.3 of this Annex;
 - g) reporting of compliance monitoring activities carried out including, where appropriate, information exchange between national bodies on compliance levels;
 - h) monitoring process of the airport, operator and entity internal quality control measures;

- i) a process to record and analyse the results of the national quality control programme to identify trends and steer future policy development.

CHAPTER 4 COMPLIANCE MONITORING

- 4.1 All airports, operators and other entities with aviation security responsibilities shall be regularly monitored to ensure the swift detection and correction of failures.
- 4.2 Monitoring shall be undertaken in accordance with the CICASQP, taking into consideration the threat level, type and nature of the operations, standard of implementation, results of internal quality control of airports, operators and entities and other factors and assessments which will affect the frequency of monitoring.
- 4.3 Monitoring shall include the implementation and effectiveness of the internal quality control measures of Airports, Air Carriers, Regulated Agents of Air Cargo and Mail, In-flight Supplies other aviation entities.
- 4.4 Monitoring at each individual airport shall be made up of a suitable mixture of compliance monitoring activities and provide a comprehensive overview of the implementation of security measures in the field.
- 4.5 The management, setting of priorities and organisation of the quality control programme shall be undertaken independently from the operational implementation of the measures taken under the CICASP.
- 4.6 Compliance monitoring activities shall include security audits, inspections, investigations, surveys and tests.

CHAPTER 5 METHODOLOGY

- 5.1 The methodology for conducting monitoring activities shall conform to a standardised approach, which includes tasking, planning, preparation, on-site activity, the classification of findings, feedback, the completion of the report and correction action process.
- 5.2 Compliance monitoring activities shall be based on the systematic gathering of information by means of observations (direct and indirect), interviews, examination of documents and verifications.
- 5.3 Compliance monitoring shall include both announced and unannounced activities.

CHAPTER 6 SECURITY AUDITS

- 6.1 A security audit shall cover:
- a) all security measures applied by an entity or
 - b) all security measures implemented by an individual aviation facility, terminal of an airport, operator or entity; or
 - c) a particular part of the CICASP.
- 6.2 The methodology for conducting a security audit shall take into consideration the following elements:
- a) announcement of the security audit and communication of a pre-audit questionnaire, if appropriate;
 - b) preparation phase including examination of the completed pre-audit questionnaire and other relevant documentation;
 - c) entry briefing with airport/operator/entity representatives prior to beginning the monitoring activity on-site;
 - d) on-site activity;
 - e) debriefing and reporting;
 - f) where deficiencies are identified, the corrective action process and the associated monitoring of that process.
- 6.3 In order to confirm that security measures are implemented, the conduct of a security audit shall be based on a systematic gathering of information by one or more of the following techniques:
- a) examination of documents;
 - b) observations (direct and indirect);
 - c) interviews;
 - d) verifications.
- 6.4 Airports and entities shall be subject to a security audit covering all aviation security standards at least every 12-months. The examination shall include a representative sample of information which may be conducted by a road map approach.

CHAPTER 7 INSPECTIONS

- 7.1 The scope of an inspection shall cover at least one set of directly linked security measures of CICASP and the corresponding implementing acts monitored as a single activity or within a reasonable time frame, not normally exceeding three months. The examination shall include a representative sample of information.
- 7.2 A set of directly linked security measures is a set of two or more requirements as referred to in the CICASP and the corresponding implementing acts which
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impact on each other so closely that achievement of the objective cannot be adequately assessed unless they are considered together. These sets shall include those listed in Appendix I to this Annex.

7.3 Inspections shall be unannounced. Where the regulator considers that this is not practicable, inspections may be announced. The methodology for conducting an inspection shall take into consideration the following elements:

- a) preparation phase;
- b) on-site activity;
- c) a debrief, depending on the frequency and the results of the monitoring activities;
- d) reporting/recording;
- e) corrective action process and its monitoring.

7.4 In order to confirm that security measures are effective, the conduct of the inspection shall be based on the systematic gathering of information by one or more of the following techniques:

- a) examination of documents;
- b) observations (direct and indirect);
- c) interviews;
- d) verifications.

CHAPTER 8 TESTS

8.1 Tests shall be carried out to examine the effectiveness of the implementation of at least the following security measures:

- a) access control to security restricted areas;
- b) aircraft protection;
- c) screening of passengers and cabin baggage;
- d) screening of staff and items carried;
- e) protection of hold baggage;
- f) screening of cargo or mail;
- g) protection of cargo and mail.

8.2 A test protocol including the methodology shall be developed taking into consideration the legal, safety and operational requirements. The methodology shall address the following elements:

- a) preparation phase;
- b) on-site activity;
- c) a debrief, depending on the frequency and the results of the monitoring activities;

- d) reporting/recording;
- e) corrective action process and the associated monitoring.

CHAPTER 9 SURVEYS

9.1 Surveys shall be carried out whenever the regulator recognises a need to re-evaluate operations in order to identify and address any vulnerabilities. Where a vulnerability is identified, the regulator shall require the implementation of protective measures commensurate with the threat.

CHAPTER 10 REPORTING

10.1 Compliance monitoring activities shall be reported or recorded in a standardised format which allows for an on-going analysis of trends.

10.2 The following elements shall be included:

- a) type of activity;
- b) airport, operator or entity monitored;
- c) date and time of the activity;
- d) name of the auditors conducting the activity;
- e) scope of the activity;
- f) findings with the corresponding provisions of the CICA SP;
- g) classification of compliance;
- h) recommendations for remedial actions, where appropriate;
- i) time frame for correction, where appropriate.

10.3 Where deficiencies are identified, the regulator shall report the relevant findings to the airport, operators or entities subjected to monitoring.

CHAPTER 11 COMMON CLASSIFICATION OF COMPLIANCE

11.1 Compliance monitoring activities shall assess the implementation of the C ICASP using the harmonised classification system of compliance set out in this Appendix

CHAPTER 12 CORRECTION OF DEFICIENCIES

12.1 The correction of identified deficiencies shall be implemented promptly. Where the correction cannot take place promptly, compensatory measures shall be implemented with agreement of the Regulator.

12.2 The Regulator will utilise the stepped-approach to compliance ensuring steps applied are proportionate to the non-compliance or area of improvement desired identified. The stepped-approach is as follows:

- a) advise;
- b) persuade;
- c) deficiency notice;
- d) formal interview;
- e) severe enforcement notice;
- f) prosecution.

In addition to the above, aviation security compliance feedback notices will be issued recording aspects that are positive and require improvement that include agreed corrective actions. This will normally form part of an inspection.

- 12.3 The regulator shall require airports, operators or entities subjected to compliance monitoring activities to submit for agreement an action plan addressing any deficiencies outlined in the reports together with a timeframe for implementation of the remedial actions and to provide confirmation when the correction process has been completed.

CHAPTER 13 FOLLOW-UP ACTIVITIES RELATED TO THE VERIFICATION OF THE CORRECTION

- 13.1 Following confirmation by the airport, operator or entity subjected to monitoring that any required remedial actions have been taken, the regulator shall verify the implementation of the remedial actions.

- 13.2 Follow-up activities shall use the most relevant monitoring method.

CHAPTER 14 AVAILABILITY OF AUDITORS

- 14.1 The Director of Civil Aviation shall ensure that a sufficient number of auditor(s) are available to perform all compliance monitoring activities.

CHAPTER 15 QUALIFICATION CRITERIA FOR AUDITORS

- 15.1 The Director of Civil Aviation shall ensure that auditors performing functions on behalf of the regulator: ¹

- a) are free from any contractual or pecuniary obligation to the airport, operator or entity to be monitored; and
- b) have the appropriate competencies, which include sufficient theoretical and practical experience in the relevant field.

Auditors shall be subject to certification or equivalent approval by the appropriate authority (ICAO National Inspectors or approved equivalent).

- 15.2 The auditors shall have the following competencies:

- a) an understanding of current applicable security measures and how they are applied to the operations being examined including:
 - an understanding of security principles,
 - an understanding of supervisory tasks,
 - an understanding of factors affecting human performance,
- b) a working knowledge of security technologies and techniques;
- c) a knowledge of compliance monitoring principles, procedures and techniques;
- d) a working knowledge of the operations being examined;
- e) an understanding of the role and powers of the auditor.

Auditors shall undergo recurrent development training at a frequency sufficient to ensure that existing competencies are maintained and new competencies are acquired to take account of developments in the field of security.

CHAPTER 16 POWERS OF AUDITORS

- 16.1 Auditors carrying out monitoring activities shall be provided with sufficient authority to obtain the information necessary to carry out their tasks.
- 16.2 Auditors shall carry a proof of identity authorising compliance monitoring activities on behalf of the appropriate authority and allowing access to all areas required.
- 16.3 Auditors shall be entitled to:
 - a) obtain immediate access to all relevant areas including aircraft and buildings for monitoring purposes; and
 - b) require the correct implementation or repetition of the security measures.
 - c) As a consequence of the powers conferred on auditors, the appropriate authority shall act in accordance with point 2.3 in the following cases:
 - d) intentional obstruction or impediment of an auditor;
 - e) failure or refusal to supply information requested by an auditor;
 - f) when false or misleading information is supplied to an auditor with intent to deceive; and
 - g) impersonation of an auditor with intent to deceive.

Appendix I

HARMONISED CLASSIFICATION SYSTEM OF COMPLIANCE

The following classification of compliance shall apply to assess the implementation of the national civil aviation security programme.

	Security audit	Inspection	Test
Fully compliant	✓	✓	✓
Compliant, but improvement desirable	✓	✓	✓
Not compliant	✓	✓	✓
Not compliant, with serious deficiencies	✓	✓	✓
Not applicable	✓	✓	-
Not confirmed	✓	✓	✓

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of Civil Aviation

ANNEX B

**CHANNEL ISLANDS DETAILED
MEASURES SUPPLEMENTAL TO
ANNEX A**

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CHANNEL ISLANDS DETAILED MEASURES SUPPLEMENTAL TO ANNEX A

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CHAPTER 1 AIRPORT SECURITY

1.0 GENERAL PROVISIONS

1.0.1 The Regulator, airport operator, air carrier or entity responsible in accordance with Annex A shall ensure the implementation of the measures set out in this Annex.

1.0.2 For the purposes of this chapter, an aircraft, bus, baggage cart or other means of transport, or a walkway or jet way shall be regarded as a part of an airport.

For the purposes of this chapter, "secured baggage" means screened departing hold baggage that is physically protected so as to prevent the introduction of any objects.

1.0.3 The Regulator may allow special security procedures or exemptions for the protection and security of airside areas at airports on days on which there is not more than one aircraft to be loaded, unloaded, boarded or disembarked at any one time either within the critical part of the security restricted area or at an airport that falls outside of the scope of point 1.1.3.

1.0.4 "Items carried by persons other than passengers" are belongings intended for the personal use of the person that carries them.

1.0.5. *No Provision*

1.1 AIRPORT PLANNING REQUIREMENTS

1.1.1 Boundaries

1.1.1.1. Boundaries between landside, airside, security restricted areas, critical parts and, where applicable, demarcated areas shall be clearly identifiable at each airport in order to enable the appropriate security measures to be taken in each of those areas.

1.1.1.2 The boundary between landside and airside shall be a physical obstruction that is clearly visible to the general public and which denies a person unauthorised access.

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1.1.2 Security restricted areas

1.1.2.1 Security restricted areas shall include at least the following:

- (a) a part of an airport to which screened departing passengers have access,
- (b) a part of an airport through which screened departing hold baggage may pass or in which it may be held, unless it concerns secured baggage, and
- (c) a part of an airport designated for the parking of aircraft to be boarded or loaded.

1.1.2.2 A part of an airport shall be regarded as a security restricted area at least for the period of time that the activities referred to in subparagraph 1.1.2.1 are taking place.

When a security restricted area is established, a security search of the parts that could have been contaminated shall be carried out immediately before such an area is established in order to reasonably ensure that it does not contain prohibited articles. This provision shall be considered to be met for aircraft that are subject to an aircraft security search.

[Persons carrying out a security search in areas different than those used by disembarking passengers not screened to the common basic standards, must be trained in accordance with point 11.2.3.1, 11.2.3.2, 11.2.3.3, 11.2.3.4 or 11.2.3.5.]

1.1.2.3 Whenever unauthorised persons may have had access to security restricted areas, a security search of the parts that could have been contaminated shall be carried out as soon as possible in order to reasonably ensure that it does not contain prohibited articles. This provision shall be considered to be met for aircraft that are subject to an aircraft security search.

1.1.3 Critical parts of security restricted areas

1.1.3.1 Critical parts shall be established at airports where more than 60 persons hold airport identification cards giving access to security restricted areas.

1.1.3.2 Critical parts shall include at least the following:

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- (a) all parts of an airport to which screened departing passengers have access, and
- (b) all parts of an airport through which screened departing hold baggage may pass or in which it may be held, unless it concerns secured baggage.

A part of an airport shall be regarded as a critical part at least for the period of time that the activities referred to in (a) or (b) are taking place.

1.1.3.3 When a critical part is established, a security search of the parts that could have been contaminated shall be carried out immediately before such a part is established in order to reasonably ensure that it does not contain prohibited articles. This provision shall be considered to be met for aircraft that are subject to an aircraft security search.

1.1.3.4 A security search of those critical parts that could have been contaminated shall be carried out as soon as possible in order to reasonably ensure that they do not contain prohibited articles, wherever access to critical parts has occurred by any of the following:

- (a) unscreened persons;
- (b) passengers and crew members arriving from third countries other than those listed in Attachment 4-B;
- (c) passengers and crew members arriving from Union airports where the relevant Member State has derogated from the common basic standards as provided for in Annex A unless they are met upon their arrival and escorted outside those areas in accordance with point 1.2.7.3.

This point shall be considered to be met for aircrafts that are subject to an aircraft security search, and it shall not apply when persons covered by point 1.3.2 and point 4.1.1.7 have had access to critical parts.

As far as points (b) and (c) are concerned, this provision shall only apply to those critical parts that are used by screened hold baggage and/or screened departing passengers not departing on the same aircraft as these passengers and crew members.

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1.2 ACCESS CONTROL

1.2.1 Access to airside

1.2.1.1 Access to airside may only be authorised if persons and vehicles have a legitimate reason to be there. Guided tours of the airport escorted by authorised persons shall be considered to have a legitimate reason.

1.2.1.2 In order to be granted access to airside a person shall carry an authorisation.

1.2.1.3 In order to be granted access to airside a vehicle shall display a vehicle pass.

1.2.1.4 Persons who are airside shall, upon request, present their authorisation for control.

1.2.2 Access to security restricted areas

1.2.2.1 Access to security restricted areas may only be granted if persons and vehicles have a legitimate reason to be there. Guided tours of the airport escorted by authorised persons shall be considered to have a legitimate reason

1.2.2.2 In order to be granted access to security restricted areas a person shall present one of the following authorisations:

- (a) a valid boarding card or equivalent,
- (b) a valid crew identification card,
- (c) a valid airport identification card,
- (d) a valid Regulator identification card; or
- (e) a valid compliance authority identification card recognised by the Regulator

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Alternatively, access may also be granted after positive identification via biometric data verification.

1.2.2.3 In order to be granted access to security restricted areas a vehicle shall display a valid vehicle pass.

1.2.2.4 The boarding card or equivalent referred to in subparagraph 1.2.2.2(a) shall be checked before a person is granted access to security restricted areas in order to reasonably ensure that it is valid.

The card referred to in subparagraphs 1.2.2.2(b) — (e), respectively, shall be checked before a person is granted access to security restricted areas in order to reasonably ensure that it is valid and corresponds to the holder.

Where biometric identification is used the verification shall ensure that the person seeking access to security restricted areas holds one of the authorisations listed under point 1.2.2.2 and that this authorisation is valid and was not disabled.

1.2.2.5 In order to prevent unauthorised access to security restricted areas access points shall be controlled by:

- (a) an electronic system which limits access to one person at a time,
- (b) authorised persons implementing access control.

The Regulator may define in the CICASP that the limitation to one person at a time under point (a) does not apply at access points exclusively used by law enforcement officers.

1.2.2.6 The vehicle pass shall be checked before a vehicle is granted access to security restricted areas to ensure that it is valid and corresponds to the vehicle.

1.2.2.7 Access to security restricted areas shall also be subject to the additional provisions as prescribed by the Regulator.

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1.2.3 Requirements for compliant territories crew identification cards and airport identification cards

1.2.3.1 A crew identification card of a crew member employed by a compliant territory air carrier and an airport identification card may only be issued to a person who has an operational need and has successfully completed an enhanced background check in accordance with subparagraph 11.1.3.

1.2.3.2 Crew and airport identification cards shall be issued for a period not exceeding five years.

1.2.3.3 The identification card of a person who fails an enhanced background check shall be immediately withdrawn, as applicable, and returned to the competent authority, operator or issuing entity, as appropriate.

1.2.3.4 The identification card shall be worn in a visible place at least whenever the holder is in security restricted areas.

A person who is not displaying his card in security restricted areas other than those areas where passengers are present shall be challenged by persons responsible for the implementation of subparagraph 1.5.1 (c) and, as appropriate, be reported.

1.2.3.5 The identification card shall be returned immediately to the issuing entity:

- (a) upon request of the issuing entity,
- (b) upon termination of employment,
- (c) upon change of employer,
- (d) upon change of the need to have access to areas for which an authorisation has been given,
- (e) upon expiry of the card; or

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- (f) upon withdrawal of the card.

1.2.3.6 The issuing entity shall be notified immediately of the loss, theft or failure to return an identification card.

1.2.3.7 An electronic card shall be immediately disabled following return, expiry, withdrawal or notification of loss, theft or failure to return.

1.2.3.8 Compliant territories crew identification cards and airport identification cards shall also be subject to the additional provisions in Annex C.

1.2.4 Supplementary requirements for compliant territories crew identification cards

1.2.4.1 A crew identification card of a crew member employed by a compliant territory air carrier shall display:

- (a) the name and photograph of the holder,
- (b) the name of the air carrier,
- (c) the word 'crew' in English,
- (d) the expiry date.

1.2.5 Supplementary requirements for airport identification cards

1.2.5.1 An airport identification card shall display:

- (a) the name and photograph of the holder,
- (b) the name of the employer of the holder, unless electronically programmed,
- (c) the name of either the issuing entity or the airport,

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- (d) the areas for which the holder is authorised to have access; and
- (e) the expiry date, unless electronically programmed.

The names and areas of access may be replaced by an equivalent identification.

1.2.5.2 In order to prevent the misuse of airport identification cards, a system shall be in place to reasonably ensure that attempted use of cards that have been lost, stolen or not returned is detected. Upon detection, appropriate action shall be taken.

1.2.6 Requirements for vehicle passes

1.2.6.1 A vehicle pass may only be issued where an operational need has been established.

1.2.6.2 A vehicle pass shall be specific to the vehicle and display:

- (a) the areas for which it is authorised to have access; and
- (b) the expiry date.

1.2.6.3 An electronic vehicle pass shall, either:

(a) be fixed to the vehicle in a manner which ensures that it is non-transferable;
or

(b) be linked to the company or individual registered vehicle user through a secure vehicle registration database.

Electronic vehicle passes need not display the areas for which the vehicle is authorised to have access nor the expiry date, provided that this information is electronically readable and checked before granting access to security restricted

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areas. Electronic vehicle passes shall also be electronically readable airside.

1.2.6.4 The vehicle pass shall be displayed in a visible place whenever the vehicle is airside.

1.2.6.5 The vehicle pass shall be returned immediately to the issuing entity:

- (a) upon request of the issuing entity,
- (b) when the vehicle is no longer to be used for access to airside; or
- (c) upon expiry of the pass, unless the pass is automatically invalidated.

1.2.6.6 The issuing entity shall be notified immediately of the loss, theft or failure to return a vehicle pass.

1.2.6.7 An electronic vehicle pass shall be immediately disabled following return, expiry or notification of loss, theft or failure to return.

1.2.6.8 In order to prevent the misuse of vehicle passes, a system shall be in place to reasonably ensure that attempted use of vehicle passes that have been lost, stolen or not returned is detected. Upon detection, appropriate action shall be taken.

1.2.6.9 Vehicles that are only used airside and have no permission to drive on public roads may be exempted from application of points 1.2.6.2 to 1.2.6.8 provided that they are clearly marked externally as operational vehicles in use at that airport.

1.2.7 Escorted access

1.2.7.1 Crew members, other than those holding a valid airport identification card, shall be escorted at all times when in security restricted areas other than:

- (a) areas where passengers may be present,

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- (b) areas in the immediate proximity of the aircraft on which they have arrived or will depart,
- (c) areas designated for crews; and
- (d) distances between the terminal or access point and the aircraft on which crew members have arrived or will depart.

1.2.7.2 Exceptionally, a person may be exempted from the requirements of subparagraph 1.2.5.1 and obligations on background checks on condition that the person is escorted at all times when in security restricted areas. A person may be exempted from the requirement to be escorted if that person displays an authorisation and is a holder of a valid airport identification card

1.2.7.3 An escort shall:

- (a) hold a valid identification card as referred to in subparagraph 1.2.2.2(c), (d) or (e),
- (b) be authorised to escort in security restricted areas,
- (c) have the escorted person or persons in direct line of sight at all times; and
- (d) reasonably ensure that no security breach is committed by the person or persons being escorted.

1.2.7.4 A vehicle may be exempted from the requirements of subparagraph 1.2.6 on condition that it is escorted at all times when airside.

1.2.7.5 Whenever a passenger does not travel as a result of an air carriage contract resulting in the delivery of a boarding pass or equivalent, a crew member escorting this passenger may be exempted from the requirements of point 1.2.7.3(a)

1.2.8 Other exemptions

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The provisions of Annex C apply.

1.3 SCREENING OF PERSONS OTHER THAN PASSENGERS AND ITEMS CARRIED

1.3.1 Screening of persons other than passengers and items carried

1.3.1.1 Persons other than passengers shall be screened by one of the following means:

- (a) hand search;
- (b) walk-through metal detection equipment (WTMD);
- (c) explosive detection dogs;
- (d) explosive trace detection (ETD) equipment;
- (e) security scanners which do not use ionizing radiation.
- (f) explosive trace detection (ETD) equipment combined with hand held metal detection (HHMD) equipment.
- (g) shoe metal detection (SMD) equipment
- (h) shoe explosive detection (SED) equipment.

SMD and SED equipment may only be used as a supplementary means of screening

1.3.1.2 Subparagraphs 4.1.1.3 — 4.1.1.6 and 4.1.1.10 – 4.1.1.11 shall apply to the screening of persons other than passengers.

1.3.1.3 Explosive detection dogs, ETD equipment and ETD equipment in combination with SED equipment may only be used as a supplementary means of screening of persons other than passengers or in unpredictable alternation with hand searches in combination with SMD equipment, WTMD or security scanners.

1.3.1.4 Items carried by persons other than passengers shall be screened by one of the following means:

- (a) hand search;
- (b) x-ray equipment;
- (c) explosive detection systems (EDS) equipment;
- (d) automated prohibited items detection (“APID”) software in combination with point (c);
- (e) explosive detection dogs in combination with point (a);

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(f) explosive trace detection (ETD) equipment.

Where the scanner cannot determine whether or not the cabin baggage contains any prohibited articles, it shall be rejected or rescreened to the screener.

1.3.1.5 Points 4.1.2.4 — 4.1.2.7 and 4.1.2.11 to 4.1.2.12 shall apply to the screening of items carried by persons other than passengers.

1.3.1.6 Explosive detection dogs and ETD equipment may only be used as a supplementary means of screening of items carried by persons other than passengers or in unpredictable alternation with hand searches, x-ray equipment or EDS equipment.

1.3.1.7 Where persons other than passengers and items carried have to be screened on a continuous random basis, the frequency shall be established by the appropriate authority on the basis of a risk assessment.

1.3.1.8 Animals used for operational needs and handled by a person carrying a valid airport identification card shall be subjected to a visual check before access to security restricted areas is granted.

1.3.1.9 The screening of persons other than passengers and items carried shall also be subject to the additional provisions laid down in a separate Commission Decision."

1.3.2 Exemptions and special screening procedures

1.3.2.1 The Regulator may, for objective reasons, allow persons other than passengers to be exempted from screening, or to be subjected to special screening procedures, provided that they are escorted by a person authorised to escort in accordance with subparagraph 1.2.7.3.

1.3.2.2 Screened persons other than passengers who temporarily leave critical parts may be exempted from screening on their return provided that they have been under constant observation by authorised persons sufficient to reasonably ensure that they do not introduce prohibited articles into those critical parts.

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1.3.2.3 Exemptions and special screening procedures shall also be subject to the additional provisions of Annex C.

1.4 EXAMINATION OF VEHICLES

1.4.1 Vehicles entering critical parts

1.4.1.1 All vehicles shall be examined before entering critical parts. They shall be protected from unlawful interference from after examination until entering critical parts.

1.4.1.2 The driver and any other occupants of the vehicle shall not be in the vehicle when the examination takes place. They shall be required to take their personal belongings out of the vehicle with them for screening.

1.4.1.3 There shall be defined methodologies to ensure the randomness of selection of the areas to be examined.

1.4.1.4 Vehicles entering critical parts shall also be subject to the additional provisions of Annex C.

1.4.2 Vehicles entering security restricted areas other than critical parts

1.4.2.1 The driver and any other occupants of the vehicle shall not be in the vehicle when the examination takes place. They shall be required to take their personal belongings out of the vehicle with them for screening.

1.4.2.2 There shall be defined methodologies to ensure the randomness of selection of both vehicles and the areas to be examined.

1.4.2.3 Vehicles entering security restricted areas other than critical parts shall also be subject to the additional provisions of Annex C.

1.4.3 Methods of examination

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1.4.3.1 A hand search shall consist of a thorough manual check of the areas selected, including contents, in order to reasonably ensure that they do not contain prohibited articles.

1.4.3.2 The following methods may only be used as a supplementary means of examination:

- (a) explosive detection dogs,]
- (b) explosive trace detection (ETD) equipment.

1.4.3.3 Methods of examination shall also be subject to the additional provisions of Annex C.

1.4.4 Exemptions and special examination procedures

1.4.4.1 The Regulator may, for objective reasons, allow vehicles to be exempted from examination, or to be subjected to special examination procedures, provided that they are escorted by a person authorised to escort in accordance with subparagraph 1.2.7.3

1.4.4.2 Examined vehicles that temporarily leave critical parts may be exempted from examination on their return provided that they have been under constant observation by authorised persons sufficient to reasonably ensure that no prohibited articles have been introduced into the vehicles.

1.4.4.3. Exemptions and special examination procedures shall also be subject to the additional provisions laid down in Annex C.

1.5 SURVEILLANCE, PATROLS AND OTHER PHYSICAL CONTROLS

1.5.1 Surveillance or patrols shall be undertaken in order to monitor:

- (a) the boundaries between landside, airside, security restricted areas, critical parts and, where applicable, demarcated areas,
- (b) areas of, and in proximity of, the terminal that are accessible to the public, including parking areas and roadways,

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- (c) the display and validity of persons' identification cards in security restricted areas other than those areas where passengers are present,
- (d) the display and validity of vehicle passes when airside; and
- (e) hold baggage, cargo and mail, in-flight supplies and air carrier mail and materials in critical parts waiting to be loaded.

1.5.2 The frequency and means of undertaking surveillance and patrols shall be based on a risk assessment and shall be approved by the Regulator, and shall take into account:

- (a) the size of the airport, including the number and nature of the operations,
- (b) the layout of the airport, in particular the interrelationship between the areas established at the airport; and
- (c) the possibilities and limitations of means of undertaking surveillance and patrols.

The parts of the risk assessment relating to the frequency and means of undertaking surveillance and patrols shall, upon request, be made available in writing for compliance monitoring purposes.

1.5.3 Surveillance and patrols shall not follow a predictable pattern. The validity of identification cards shall be checked on a random basis.

1.5.4 Measures shall be in place that both deter persons from breaching security checkpoints and, should such a breach occur, promptly enable the breach and its repercussions to be resolved and rectified.

1.5.5. Procedures shall be established in order to deal with unidentified baggage and suspicious objects in accordance with a security risk assessment carried out or approved by the Regulator.

1.6 PROHIBITED ARTICLES

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1.6.1 Persons other than passengers shall not be permitted to carry into security restricted areas the articles listed in Attachment 1 –A.

1.6.2. An exemption to point 1.6.1 may be granted on condition that the person is authorised to carry prohibited articles into security restricted areas in order to undertake tasks that are essential for the operation of airport facilities or of aircraft, or for performing in-flight duties.

1.6.3. In order to allow re-conciliation of the person authorised to carry one or more articles as listed in Attachment 1-A with the article carried:

- (a) the person shall have an authorisation and shall carry it. The authorisation shall either be indicated on the identification card that grants access to security restricted areas or on a separate declaration in writing. The authorisation shall indicate the article(s) that may be carried, either as a category or as a specific article. If the authorisation is indicated on the identification card, then it shall be recognised on a need-to-know basis; or
- (b) A system shall be in place at the security checkpoint indicating which persons are authorised to carry which article(s) either as a category or as a specific article.

1.6.4 Reconciliation shall be performed before the person is allowed to carry the article(s) concerned into security restricted areas and upon being challenged by persons performing surveillance or patrols under point 1.5.1 (c).

1.6.5. Articles as listed in Attachment 1-A may be stored in security restricted areas provided they are kept in secure conditions. Articles as listed in points (c), (d) and (e) of Attachment 4C may be stored in security restricted areas provided they are not accessible to passengers.

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ATTACHMENT 1-A

PERSONS OTHER THAN PASSENGERS

LIST OF PROHIBITED ARTICLES

- (a) *guns, firearms and other devices that discharge projectiles* — devices capable, or appearing capable, of being used to cause serious injury by discharging a projectile, including:
- firearms of all types, such as pistols, revolvers, rifles, shotguns,
 - toy guns, replicas and imitation firearms capable of being mistaken for real weapons,
 - component parts of firearms, excluding telescopic sights,
 - compressed air and CO2 guns, such as pistols, pellet guns, rifles and ball bearing guns,
 - signal flare pistols and starter pistols,
 - bows, cross bows and arrows,
 - harpoon guns and spear guns,
 - slingshots and catapults;
- (b) *stunning devices* — devices designed specifically to stun or immobilise, including:
- devices for shocking, such as stun guns, tasers and stun batons,
 - animal stunners and animal killers,

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— disabling and incapacitating chemicals, gases and sprays, such as mace, pepper sprays, capsicum sprays, tear gas, acid sprays and animal repellent sprays;

(c) *explosives and incendiary substances and devices* — explosives and incendiary substances and devices capable, or appearing capable, of being used to cause serious injury or to pose a threat to the safety of aircraft, including:

— ammunition,

— blasting caps,

— detonators and fuses,

— replica or imitation explosive devices,

— mines, grenades and other explosive military stores,

— fireworks and other pyrotechnics,

— smoke-generating canisters and smoke-generating cartridges,

— dynamite, gunpowder and plastic explosives.

(d) Any other article capable of being used to cause serious injury and which is not commonly used in security restricted areas, e.g. martial art equipment, swords, sabres, etc.

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CHAPTER 2 DEMARCATED AREAS OF AIRPORTS

No provisions

CHAPTER 3 AIRCRAFT SECURITY

3.0 GENERAL PROVISIONS.

3.0.1 Unless otherwise stated, an air carrier shall ensure the implementation of the measures set out in this paragraph as regards its aircraft.

3.0.2 Compliant territories where the security standards applied are recognised as equivalent to the Channel Islands' Common Basic Standards as regards aircraft security are listed in Attachment 3-B.

3.0.3 An aircraft need not be subjected to an aircraft security check. It shall be subjected to an aircraft security search in accordance with subparagraph 3.1.

3.0.4 An air carrier shall, upon request, be notified by the airport operator whether or not its aircraft is in a critical part. When this is not clear, it shall be assumed that the aircraft is in a part other than a critical part.

3.0.5 When an area is no longer considered to be a critical part because of a change of security status then the airport shall inform those carriers that are affected.

3.0.6. The list of prohibited articles for aircraft security searches of the interior of aircraft is the same as the one set out in Attachment 1-A. Assembled explosive and incendiary devices shall be considered as prohibited articles for aircraft security searches of the exterior of aircraft.

3.0.7. For the purpose of this Chapter, 'aircraft service panels and hatches' means aircraft external access points and compartments that have external handles or external clip-down panels and are routinely used for providing aircraft ground handling services.

3.0.8. References to third countries in this Chapter and Annex C include other countries and territories to which, in accordance with Article 355 of the Treaty on the Functioning of the European Union, Title VI of Part Three of that Treaty does not apply

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3.1 AIRCRAFT SECURITY SEARCH

3.1.1 When to perform an aircraft security search

3.1.1.1 An aircraft shall at all times be subjected to an aircraft security search whenever there is reason to believe that unauthorised persons may have had access to it.

3.1.1.2 An aircraft security search shall consist of an examination of defined areas of an aircraft that are laid down in Annex C.

3.1.1.3 An aircraft arriving into a critical part from a territory not listed in Attachment 3-B ("**a non-compliant territory**") shall be subjected to an aircraft security search any time after passenger disembarkation from the area to be searched and/or the unloading of the hold. The search may not start until the aircraft has reached its final parking position.

3.1.1.4 An aircraft arriving from compliant territory where it was in transit after having arrived from a territory not listed in Attachment 3-B shall be considered as an aircraft arriving from a non-compliant territory.

3.1.1.5 When to perform an aircraft security search shall also be subject to the additional provisions of Annex C.

3.1.2 How to perform an aircraft security search

How to perform an aircraft security search shall be subject to the provisions of Annex C.

3.1.3 Information on the aircraft security search

The following information on the aircraft security search performed of a departing flight shall be recorded and kept at a point not on the aircraft for the duration of the flight or for 24 hours, whichever is longer: (a) flight number; (b) origin of the previous flight; (c) date and time that the aircraft security search was completed; (d) the name and signature of the person responsible for the performance of the aircraft security search. Recording of the information listed in the first paragraph may be held in electronic format.

3.2 PROTECTION OF AIRCRAFT

3.2.1 Protection of aircraft — general

3.2.1.1 Regardless of where an aircraft is parked at an airport, each of its external doors shall be protected against unauthorised access by

- (a) ensuring that persons seeking to gain unauthorised access are challenged promptly,
- (b) having the external doors closed. Where the aircraft is in a critical part, external doors that are not accessible by a person from the ground shall be considered closed if access aids have been removed and placed sufficiently far from the aircraft as to reasonably prevent access by a person: or,
- (c) having electronic means which will immediately detect unauthorised access,
- (d) having an electronic airport identification card access system at all doors leading directly to the passenger boarding bridge, adjacent to an open aircraft door, which only allows access for persons that are trained in accordance with subparagraph 11.2.3.7. Such persons must ensure that unauthorised access is prevented during their use of the door.

3.2.1.2 Subparagraph 3.2.1.1 shall not apply to an aircraft parked in a hangar that is locked or otherwise protected from unauthorised access.

3.2.2 Additional protection of aircraft with closed external doors in a part other than a critical part

3.2.2.1 Where external doors are closed and the aircraft is in a part other than a critical part, each external door shall also:

- (a) have access aids removed,

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- (b) be sealed,
- (c) be locked,
- (d) be monitored.

Subparagraph (a) shall not apply for a door that is accessible from the ground by a person.

3.2.2.2 Where access aids are removed for doors that are not accessible by a person from the ground, they shall be placed sufficiently far from the aircraft as to reasonably prevent access.

3.2.2.3 Where external doors are locked, only persons with an operational need shall be able to unlock these doors.

3.2.2.4 Where external doors are monitored, the monitoring shall ensure that unauthorised access to the aircraft is immediately detected.

3.2.2.5 The protection of aircraft with closed external doors in a part other than a critical part shall also be subject to the additional provisions of Annex C.

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ATTACHMENT 3-A

AIRCRAFT SECURITY SEARCH

Detailed provisions for an aircraft security search are laid down in Annex C

ATTACHMENT 3-B

AIRCRAFT SECURITY

COMPLIANT TERRITORIES, THAT ARE RECOGNISED AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE COMMON BASIC STANDARDS ON CIVIL AVIATION SECURITY

As regards aircraft security, the following territories have been recognised as applying security standards equivalent to the Channel Islands' Common Basic Standards:

All Member States of the European Community

Canada

Faroe Islands, in regard to Vagar airport

Greenland, in regard to Kangerlussuaq airport

Guernsey

Isle of Man

Jersey

Montenegro

Serbia, in regard to Belgrade Nikola Tesla Airport

Republic of Singapore, in regard to Singapore Changi Airport

State of Israel, in regard to Ben Gurion International Airport

United Kingdom of Great Britain and Northern Ireland

United States of America

CHAPTER 4 PASSENGERS AND CABIN BAGGAGE

4.0 GENERAL PROVISIONS

4.0.1 The Regulator, airport operator, air carrier or entity responsible in accordance with Annex A shall ensure the implementation of the measures set out in this chapter.

4.0.2 Compliant territories where the security standards applied are recognised as equivalent to the Channel Islands' Common Basic Standards as regards passengers and cabin baggage are listed in Attachment 4-B.

4.0.3 Passengers and their cabin baggage arriving from a compliant territory where the aircraft was in transit after having arrived from a territory not listed in Attachment 4-B or from a European Union airport where the relevant Member State has derogated from the common basic standards as provided for in Article 1 of Regulation (EU) No 1254/2009, shall be considered as passengers and cabin baggage arriving from a non-compliant territory, unless there is a confirmation that these passengers and their cabin baggage were screened in that compliant territory.

4.0.4 For the purpose of this Annex -

- (a) **“liquids, aerosols, and gels”** (LAGs) shall include pastes, lotions, liquid/solid mixtures and the contents of pressurised containers, such as toothpaste, hair gel, drinks, soups, syrups, perfume, shaving foam and other items with similar consistencies,
- (b) **“security tamper-evident bag”** (STEB) is a bag that conforms to the recommended security control guidelines of the International Civil Aviation Organisation,
- (c) **“liquid explosive detection systems (LEDS) equipment”** is a piece of equipment capable of detecting threat materials that meet the provisions of point 12.7 of this Annex

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4.0.5. *No Provision*

4.0.6 Passengers and their cabin baggage arriving from an European Union airport where the relevant Member State has derogated from the common basic standards as provided for in Article 1 of Regulation (EU) No 1254/2009 shall be considered as passengers and cabin baggage arriving from a third country, unless there is confirmation that these passengers and their cabin baggage were screened in accordance with this Chapter.’;

4.1 SCREENING OF PASSENGERS AND CABIN BAGGAGE

4.1.1 Screening of passengers

4.1.1.1 Before screening, outer wear shall be taken off and shall be screened as cabin baggage unless the concept of operations of equipment allows for outer wear to be kept on. The screener may request the passenger to undertake further divesting as appropriate.

4.1.1.2 Passengers shall be screened by at least one of the following methods:

- (a) a hand search,
- (b) walk-through metal detection (WTMD) equipment,
- (c) explosive detection dogs ,
- (d) explosive trace detection (ETD) equipment,
- (e) security scanners which do not use ionising radiation.
- (f) explosive trace detection (ETD) equipment combined with hand held metal detection (HHMD) equipment.
- (g) shoe metal detection (SMD) equipment
- (h) shoe explosive detection (SED) equipment.

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Where the screener cannot determine whether or not the passenger is carrying prohibited articles, the passenger shall be denied access to security restricted areas or re-screened to the screener's satisfaction.

4.1.1.3 When a hand search is performed it shall be carried out so as to reasonably ensure that the person is not carrying prohibited articles.

4.1.1.4 When WTMD equipment alarms, the cause of the alarm shall be resolved.

4.1.1.5 Hand-held metal detection (HHMD) equipment may only be used as a supplementary means of screening. It shall not replace the requirements of a hand search.

4.1.1.6 Where a live animal is permitted to be carried in the cabin of an aircraft, it shall be screened either as a passenger or as cabin baggage.

4.1.1.7 The Regulator may create or adopt categories of passengers that, for objective reasons, shall be subject to special screening procedures or may be exempted from screening.

4.1.1.8 The screening of passengers shall also be subject to the additional provisions of Annex C.

4.1.1.9 Explosive detection dogs and ETD equipment, SMD equipment and SED equipment may only be used as a supplementary means of screening.

4.1.1.10 When a security scanner with a human reviewer, as defined under subparagraph 12.11.1, is used for screening of passengers, all of the following minimum conditions shall be complied with.

- (a) Security scanners shall not store, retain, copy, print or retrieve images. However any image generated during the screening can be kept for the time needed for the human reviewer to analyse it and shall be deleted as soon as the passenger is cleared. Any unauthorised access and use of the image is prohibited and shall be prevented,

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- (b) The human reviewer analysing the image shall be in a separate location so that he/she cannot see the screened passenger,
- (c) Any technical devices capable of storing, copying, or photographing or otherwise recording images shall not be allowed into the separate location where the image is analysed,
- (d) The image shall not be linked to any data concerning the screened person and his/her identity shall be kept anonymous,
- (e) A passenger may request that the image of his/her body is analysed by a human reviewer of the gender of his/her choice,
- (f) The image shall be blurred or obscured to prevent the identification of the face of the passenger.

Paragraphs (a) and (d) shall also apply to security scanners with automatic threat detection.

Passengers shall be entitled to opt out from a security scanner. In this case the passenger shall be screened by an alternative screening method including at least a hand search in accordance with Attachment 4-A of Annex C. When the security scanner alarms the cause of the alarm shall be resolved

Before being screened by a security scanner the passenger shall be informed of the technology used, the conditions associated to its use and the possibility to opt out from a security scanner.

4.1.1.11 Explosive trace detection (ETD) equipment in combination with hand held metal detection (HHMD) equipment may only be used in cases where the screener considers a hand search of a given part of the person to be inefficient and /or undesirable.

4.1.2 Screening of cabin baggage

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4.1.2.1 Before screening, portable computers and other large electrical items shall be removed from cabin baggage and shall be screened separately, unless the cabin baggage is to be screened with Explosive Detection Systems (EDS) equipment meeting standard C2 or higher.

4.1.2.2 The appropriate entity at all airports shall screen, upon entry into the security restricted area (SRA), at least LAGs obtained at an airport or on board an aircraft that are sealed in a STEB inside which is displayed satisfactory proof of purchase at airside at an airport or on board an aircraft, as well as LAGs to be used during the trip for medical purposes or a special dietary requirements, including baby food.

Before screening, LAGs shall be removed from cabin baggage and shall be screened separately from other items of cabin baggage, unless the equipment used for the screening of cabin baggage is also capable of screening multiple closed LAG containers inside baggage.

Where LAGs have been removed from cabin baggage, the passenger shall present:

- (a) all LAGs in individual containers with a capacity not greater than 100 millilitres or equivalent in one transparent re-sealable plastic bag of a capacity not exceeding 1 litre, whereby the contents of the plastic bag fit comfortably and the bag is completely closed; and
- (b) all other LAGs, including STEBs containing LAGs.

Airlines and Airports shall provide appropriate information to passengers in respect of screening LAGs at their airports;

4.1.2.3 Cabin baggage shall be screened by at least one of the following methods:

- (a) a hand search,
- (b) x-ray equipment,
- (c) explosive detection systems (EDS) equipment,

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- (d) Automated prohibited items detection (APID) software in combination with point (c)
- (e) explosive detection dogs in combination with (a)
- (f) ETD equipment

Where the screener cannot determine whether or not the cabin baggage contains any prohibited articles, it shall be rejected or re-screened to the screener's satisfaction.

4.1.2.4 A hand search of cabin baggage shall consist of a manual check of the baggage, including its contents, as to reasonably ensure that it does not contain prohibited articles.

4.1.2.5 Where x-ray or EDS equipment is used, each image shall be viewed by the screener or analysed by APID software .

4.1.2.6 Where APID software is used, all alarms as referred to in point 12.13.1.1 shall be resolved to the satisfaction of the screener so as to reasonably ensure that no prohibited articles are carried into the SRA or on board an aircraft.

Where EDS equipment is used, all alarms as referred to in point 12.4.1.3 shall be resolved by screening the baggage again using an additional screening method.

Where EDS equipment has been installed before 1 July 2023 and is used without APID software, all alarms as referred to in point 12.4.1.3 shall be resolved to the satisfaction of the screener so as to reasonably ensure that no prohibited articles are carried into the SRA or on board an aircraft. When the identity of an article is unclear, the alarms shall be resolved by screening the baggage again using an additional screening method.'

4.1.2.7 Where x-ray or EDS equipment is used, any item whose density impairs the ability of the screener to analyse the contents of the cabin baggage shall be taken out of the baggage. The bag shall be screened again and the item shall be screened separately as cabin baggage.

4.1.2.8 Any bag that is found to contain a large electrical item shall be screened again with the item no longer in the bag and the electrical item screened separately, unless the cabin

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baggage was screened with EDS equipment meeting standard C2 or higher.

4.1.2.9 Explosive detection dogs and explosive trace detection (ETD) equipment may only be used as a supplementary means of screening.

4.1.2.10 The Regulator may create or adopt categories of cabin baggage that, for objective reasons, shall be subject to special screening procedures or may be exempted from screening.

4.1.2.11 Persons screening cabin baggage by x-ray or EDS equipment shall normally not spend more than 20 minutes continuously reviewing images. After each of these periods the screener shall not review images for at least 10 minutes. This requirement shall only apply when there is an uninterrupted flow of images to be reviewed.

There shall be a supervisor responsible for screeners of cabin baggage in order to assure optimum team composition, quality of work, training, support and appraisal. .

4.1.2.12 Where APID software is used in combination with EDS equipment meeting either of standards C1, C1+, C2 or C2+, the operator or entity using equipment shall ensure that the procedures are in accordance with the concept of operations of these standards as regards screening of large electronic items and screening of LAGs.’

4.1.2.13. The screening of cabin baggage shall also be subject to the additional provisions laid down in Annex C.

4.1.3 Screening of liquids, aerosols and gels (LAGs)

4.1.3.1 LAGs carried by passengers may be exempted from screening with LEDS equipment upon entry to the SRA if the LAGs are in individual containers with a capacity not greater than 100 mls or equivalent in one transparent resealable plastic bag of a capacity not exceeding 1 litre, whereby the contents of the plastic bag fit comfortably and the bag is completely closed;

4.1.3.3 The Regulator may create categories of LAGs that, for objective reasons, shall

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be subjected to special screening procedures or may be exempted from screening. The DfT/EU Commission shall be informed of the categories created.

4.1.3.4 The screening of LAGs shall also be subject to the additional provisions laid down in Annex C.

4.2 PROTECTION OF PASSENGERS AND CABIN BAGGAGE

The protection of passengers and cabin baggage shall be subject to the provisions of Annex C.

4.3 POTENTIALLY DISRUPTIVE PASSENGERS

4.3.1 An air carrier shall be notified in writing in advance by the competent authority of the plan to embark a potentially disruptive passenger on board its aircraft.

4.3.2 The notification shall contain the following details:

- (a) identity and gender of the person,
- (b) reason for transportation,
- (c) name and title of escorts, if provided,
- (d) risk assessment by the competent authority, including reasons to escort or not,
- (e) prior seating arrangement, if required;
- (f) the nature of the available travel documents.

The air carrier shall make this information available to the pilot in command prior to passengers boarding the aircraft.

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4.3.3 The competent authority shall ensure that persons in lawful custody are always escorted.

In this paragraph –

“**competent authority**” means -

- (i) in Guernsey, shall be either the salaried Police Force of the Island of Guernsey, the members of the Home Department of the States of Guernsey’s who form the prison service, or the Guernsey Border Agency, as the case may be,
- (ii) in Jersey, shall be either the States of Jersey Police, the States of Jersey Prison Service, or Jersey Customs and Immigration Service, as the case may be,
and

"**Guernsey Border Agency**" means the organisation also known or referred to as "the Customs and Excise and Immigration and Nationality Service".

4.4 PROHIBITED ARTICLES

4.4.1 Passengers shall not be permitted to carry into security restricted areas or on board an aircraft the articles listed in Attachment 4-C.

4.4.2 An exemption to subparagraph 4.4.1. may be granted on condition that:

- (a) the Regulator has given consent that the article may be carried,
- (b) the air carrier has been informed about the passenger and the article that the passenger is carrying prior to passengers boarding the aircraft;
- (c) the applicable safety rules are complied with.

These articles shall then be placed in secure conditions on board aircraft.

4.4.3 The air carrier shall ensure that passengers are informed of the prohibited

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articles listed in Attachment 4-C before check-in is completed.

ATTACHMENT 4-A

REQUIREMENTS FOR A HAND SEARCH

Detailed provisions for a hand search are laid down in Annex C

ATTACHMENT 4-B

PASSENGERS AND CABIN BAGGAGE

COMPLIANT TERRITORIES RECOGNISED BY THE CHANNEL ISLANDS' REGULATOR AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE CHANNEL ISLANDS' COMMON BASIC STANDARDS

As regards passengers and cabin baggage, the following third countries, as well as other countries and territories have been recognised as applying security standards equivalent to the common basic standards on civil aviation security:

All Member States of the European Union

Canada

Faroe Islands, in regard to Vagar airport

Greenland, in regard to Kangerlussuaq airport

Guernsey

Isle of Man

Jersey

Montenegro

Republic of Serbia, in regard to Belgrade Nikola Tesla Airport

Republic of Singapore, in regard to Singapore Changi Airport

State of Israel, in regard to Ben Gurion International Airport

United Kingdom of Great Britain and Northern Ireland

United States of America

ATTACHMENT 4-C

The Aviation Security (Bailiwick of Guernsey) Direction, 2024 / Aviation Security (Jersey) Direction 2024

PASSENGERS AND CABIN BAGGAGE *LIST OF PROHIBITED ARTICLES*

Without prejudice to applicable safety rules, passengers are not permitted to carry the following articles into security restricted areas and on board an aircraft:

- (a) *guns, firearms and other devices that discharge projectiles* — devices capable, or appearing capable, of being used to cause serious injury by discharging a projectile, including:
 - firearms of all types, such as pistols, revolvers, rifles, shotguns,
 - toy guns, replicas and imitation firearms capable of being mistaken for real weapons,
 - component parts of firearms, excluding telescopic sights,
 - compressed air and CO2 guns, such as pistols, pellet guns, rifles and ball bearing guns,
 - signal flare pistols and starter pistols,
 - bows, cross bows and arrows,
 - harpoon guns and spear guns,
 - slingshots and catapults;
- (b) *stunning devices* — devices designed specifically to stun or immobilise, including:
 - devices for shocking, such as stun guns, tasers and stun batons,
 - animal stunners and animal killers,

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— disabling and incapacitating chemicals, gases and sprays, such as mace, pepper sprays, capsicum sprays, tear gas, acid sprays and animal repellent sprays;

(c) *objects with a sharp point or sharp edge* — objects with a sharp point or sharp edge capable of being used to cause serious injury, including:

— items designed for chopping, such as axes, hatchets and cleavers,

— ice axes and ice picks,

— razor blades,

— box cutters,

— knives with blades of more than 6 cm,

— scissors with blades of more than 6 cm as measured from the fulcrum,

— martial arts equipment with a sharp point or sharp edge,

— swords and sabres;

(d) *workmen's tools* — tools capable of being used either to cause serious injury or to threaten the safety of aircraft, including:

— crowbars,

— drills and drill bits, including cordless portable power drills,

— tools with a blade or a shaft of more than 6 cm capable of use as a weapon, such as screwdrivers and chisels,

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- saws, including cordless portable power saws,
- blowtorches,
- bolt guns and nail guns;
- (e) *blunt instruments* — objects capable of being used to cause serious injury when used to hit, including:
 - baseball and softball bats,
 - clubs and batons, such as billy clubs, blackjacks and night sticks,
 - martial arts equipment;
- (f) *explosives and incendiary substances and devices* — explosives and incendiary substances and devices capable, or appearing capable, of being used to cause serious injury or to pose a threat to the safety of aircraft, including:
 - ammunition,
 - blasting caps,
 - detonators and fuses,
 - replica or imitation explosive devices,
 - mines, grenades and other explosive military stores,
 - fireworks and other pyrotechnics,
 - smoke-generating canisters and smoke-generating cartridges,
 - dynamite, gunpowder and plastic explosives.

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CHAPTER 5 HOLD BAGGAGE

5.0 GENERAL PROVISIONS

5.0.1 Unless otherwise stated the regulator, airport operator, air carrier or entity responsible in accordance with Annex A shall ensure the implementation of the measures set out in this chapter.

5.0.2 Compliant territories where the security standards applied are recognised as equivalent to the Channel Islands' Common Basic Standards as regards hold baggage are listed in Attachment 5-A. For the purposes of this Paragraph, "**non-compliant territories**" are those territories not listed in Attachment 5-A.

5.0.3 Hold baggage arriving from a compliant territory where the aircraft was in transit after having arrived from a non-compliant territory or from an European Union airport where the relevant Member State has derogated from the common basic standards as provided for in Article 1 of Regulation (EU) No 1254/2009 shall be considered as hold baggage arriving from a non-compliant territory, unless there is a confirmation that the hold baggage was screened in that compliant territory.

5.0.4 For the purpose of this chapter, "**secured baggage**" means screened departing hold baggage that is physically protected so as to prevent the introduction of any objects.

5.0.5. *No Provision*

5.0.6 Hold baggage arriving from a European Union airport where the relevant Member State has derogated from the common basic standards as provided for in Article 1 of Regulation (EU) No 1254/2009 shall be considered as hold baggage arriving from a third country, unless there is a confirmation that the hold baggage was screened in accordance with this Chapter.

5.1 SCREENING OF HOLD BAGGAGE

5.1.1 The following methods, either individually or in combination, shall be used to

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screen hold baggage:

- (a) a hand search,
- (b) x-ray equipment,
- (c) explosive detection systems (EDS) equipment,
- (d) explosive trace detection (ETD) equipment,
- (e) explosive detection dogs

Where the screener cannot determine whether or not the hold baggage contains any prohibited articles, it shall be rejected or re-screened to the screener's satisfaction.

5.1.2 A hand search shall consist of a thorough manual check of the baggage, including all its contents, so as to reasonably ensure that it does not contain prohibited articles.

5.1.3 Where x-ray or EDS equipment is used, any item whose density impairs the ability of the screener to analyse the contents of the baggage shall result in it being subject to another means of screening.

5.1.4 Screening by explosive trace detection (ETD) equipment shall consist of the analysis of samples taken from both the inside and the outside of the baggage and from its contents. The contents may also be subjected to a hand search.

5.1.5 The Regulator may create or adopt categories of hold baggage that, for objective reasons, shall be subject to special screening procedures or may be exempted from screening.

5.1.6 The screening of hold baggage shall also be subject to the additional provisions of Annex C.

5.1.7 Persons screening hold baggage by x-ray or EDS equipment shall normally not spend more than 20 minutes continuously reviewing images. After each of these periods the

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screener shall not review images for at least 10 minutes. This requirement shall only apply when there is an uninterrupted flow of images to be reviewed.

There shall be a supervisor responsible for screeners of hold baggage in order to assure optimum team composition, quality of work, training, support and appraisal.

5.2 PROTECTION OF HOLD BAGGAGE

5.2.1 Passengers may not be allowed access to screened hold baggage, unless it is their own baggage and they are supervised to ensure that:

- (a) no prohibited articles as listed in Attachment 5-B are introduced into the hold baggage,
- (b) no prohibited articles as listed in Attachment 4-C are removed from the hold baggage and introduced into the security restricted areas or on board an aircraft.

5.2.2 Hold baggage that has not been protected from unauthorised interference shall be rescreened.

5.2.3 The protection of hold baggage shall also be subject to the additional provisions of Annex C.

5.3 BAGGAGE RECONCILIATION

5.3.1 Identification of hold baggage

5.3.1.1 An air carrier shall, during the boarding process, ensure that a passenger presents a valid boarding card or equivalent corresponding to the hold baggage that was checked in.

5.3.1.2 An air carrier shall ensure that there is a procedure in place to identify hold baggage of passengers who did not board or left the aircraft before departure.

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5.3.1.3 If the passenger is not on board the aircraft, the hold baggage corresponding to his boarding card or equivalent shall be considered as unaccompanied.

5.3.1.4 An air carrier shall ensure that each item of unaccompanied hold baggage is clearly identifiable as authorised for transport by air.

5.3.2 Factors beyond the passenger's control

5.3.2.1 The reason that the baggage became unaccompanied shall be recorded before it is loaded onto an aircraft, unless the security controls as referred to in subparagraph 5.3.3 are applied.

5.3.2.2 Additional detailed provisions on the factors beyond the passenger's control are set out in Annex C.

5.3.3 Appropriate security controls for unaccompanied hold baggage

5.3.3.1 Unaccompanied hold baggage not covered by subparagraph 5.3.2 shall be screened by one of the methods laid down in subparagraph 5.1.1 and, where applicable, applying any additional requirements of Annex C.

5.3.3.2 Hold baggage that becomes unaccompanied baggage due to factors other than those mentioned in subparagraph 5.3.2.2 shall be removed from the aircraft and rescreened before loading it again.

5.3.3.3 Additional detailed provisions for appropriate security controls for unaccompanied hold baggage are set out in Annex C.

5.4 PROHIBITED ARTICLES

5.4.1 Passengers shall not be permitted to carry in their hold baggage the articles listed in Attachment 5-B.

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5.4.2 An exemption to subparagraph 5.4.1 may be granted on condition that:

- (a) the Regulator has national rules permitting carriage of the article;
- (b) the applicable safety rules are complied with.

An air carrier shall ensure that the carriage of firearms in hold baggage is allowed only after an authorised and duly qualified person has determined that they are not loaded. Such firearms shall be stowed in a place not accessible to any person during the flight.

5.4.3 The air carrier shall ensure that Passengers are informed of the prohibited articles listed in Attachment 5-B at any time before check-in is completed.

ATTACHMENT 5-A

HOLD BAGGAGE

COMPLIANT TERRITORIES RECOGNISED AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE CHANNEL ISLANDS' COMMON BASIC STANDARDS

As regards hold baggage, the following territories have been recognised as applying security standards equivalent to the Channel Islands' Common Basic Standards:

1. All Member States of the European Community
2. The Bailiwick of Jersey
3. The Bailiwick of Guernsey
4. Isle of Man,
5. Vagar airport in Faroe Islands
6. Kangerlussuaq in Greenland
7. United States of America
8. Canada
9. Montenegro
10. Singapore Changi Airport
11. State of Israel, in regard to Ben Gurion International Airport

ATTACHMENT-5B

HOLD BAGGAGE

LIST OF PROHIBITED ARTICLES

Passengers are not permitted to carry the following articles in their hold baggage:

explosives and incendiary substances and devices — explosives and incendiary substances and devices capable of being used to cause serious injury or to pose a threat to the safety of aircraft, including:

- ammunition,
- blasting caps,
- detonators and fuses,
- mines, grenades and other explosive military stores,
- fireworks and other pyrotechnics,
- smoke-generating canisters and smoke-generating cartridges,
- dynamite, gunpowder and plastic explosives.

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CHAPTER 6 CARGO AND MAIL

6.0 GENERAL PROVISIONS

6.0.1 The regulator, airport operator, air carrier or entity as defined in this paragraph shall ensure the implementation of the measures set out in this paragraph.

6.0.2 Assembled explosive and incendiary devices that are not carried in accordance with the applicable safety rules shall be considered as prohibited articles in consignments of cargo and mail.:

6.0.3 *No Provision*

6.0.4 *For the purposes of this Annex, 'Pre-Loading Advance Cargo Information' or 'PLACI' means the process of first risk analysis for aviation security purposes of goods to be brought by air.*

6.1 SECURITY CONTROLS — GENERAL PROVISIONS

6.1.1 All cargo and mail shall be screened by a regulated agent before being loaded on to an aircraft, unless:

- (a) the required security controls have been applied to the consignment by a regulated agent and the consignment has been protected from unauthorised interference from the time that those security controls were applied and until loading,
- (b) the required security controls have been applied to the consignment by a known consignor and the consignment has been protected from unauthorised interference from the time that those security controls were applied and until loading,
- (d) the consignment is exempt from screening and has been protected from

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unauthorised interference from the time that it became identifiable air cargo or identifiable air mail and until loading.

6.1.2 Where there is any reason to believe that a consignment to which security controls have been applied has been tampered with or has not been protected from unauthorised interference from the time that those controls were applied, it shall be screened by a regulated agent before being loaded on to an aircraft.

6.1.3 A regulated agent who rejects a consignment due to high-risk reasons shall ensure that the consignment and the accompanying documentation are marked as high risk cargo and mail before the consignment is returned to the person representing the entity delivering it. Such consignment shall not be loaded on to an aircraft unless it is treated by another regulated agent in accordance with point 6.7.

6.2 SCREENING

6.2.1 Screening

6.2.1.1 When screening cargo or mail:

- (a) the means or method most likely to detect prohibited articles shall be employed, taking into consideration the nature of the consignment,
- (b) the means or method employed shall be of a standard sufficient to reasonably ensure that no prohibited articles are concealed in the consignment.

6.2.1.2 Where the screener cannot be reasonably sure that no prohibited articles are contained in the consignment, the consignment shall be rejected or be rescreened to screener's satisfaction.

6.2.1.3 The screening of cargo and mail shall also be subject to the additional provisions of Annex C.

6.2.1.4 Persons screening cargo by x-ray or EDS equipment shall normally not spend

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more than 20 minutes continuously reviewing images. After each of these periods the screener shall not review images for at least 10 minutes. This requirement shall only apply when there is an uninterrupted flow of images to be reviewed

6.2.1.5 Cargo and mail shall be screened by at least one of the following methods in accordance with Attachment 6-J:

- (a) hand search;
- (b) x-ray equipment;
- (c) EDS equipment;
- (d) explosive detection dogs (EDD);
- (e) ETD equipment;
- (f) visual check;
- (g) metal detection equipment (MDE);
- (h) EVD equipment.

6.2.1.6 If agreed by the Regulator and notified to the EU Commission, other appropriate security controls may be applied only where it is not possible to apply any of the other means or methods specified in point 6.2.1.5 owing to the nature of the consignment

6.2.2 Exemptions from screening

Provisions for exemptions from screening are set out in Annex C.

6.3 REGULATED AGENTS

6.3.1 Approval of regulated agents

6.3.1.1 Regulated agents shall be approved by the Regulator.

The approval as a regulated agent shall be site specific.

Any entity that applies security controls as referred to in subparagraph 6.3.2 shall be approved as a regulated agent. This includes third party logistics providers responsible for integrated warehousing and transportation services, air carriers and handling agents.

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A regulated agent may subcontract one or more of the following:

- (a) any of the security controls referred to in subparagraph 6.3.2 to another regulated agent,
- (b) any of the security controls referred to in subparagraph 6.3.2 to another entity, where the controls are carried out at the regulated agent's own site or at an airport, and are covered by the regulated agent's or airport security programme,
- (c) any of the security controls referred to in subparagraph 6.3.2 to another entity, where the controls are carried out elsewhere than at the regulated agent's own site or at an airport, and the entity has been certified or approved and listed for the provision of these services by the Regulator,
- (d) the protection and transportation of consignments to a haulier that meets the requirements of subparagraph 6.6.

6.3.1.2 The responsibilities for the implementation of the following procedure on the approval of regulated agents are as set out below:

- (a) where the sites included in the application are in either Bailiwick the applicant shall seek approval from the Regulator.

The applicant shall submit a security programme to the Regulator. The programme shall describe the methods and procedures which are to be followed by the agent in order to comply with the relevant requirements of this Direction. The programme shall also describe how compliance with these methods and procedures is to be monitored by the agent itself. An air carrier security programme which describes the methods and procedures to be followed by the air carrier in order to comply with the relevant requirements of this Direction shall be regarded as meeting the requirement for a regulated agent security programme.

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The applicant shall also submit the ‘Declaration of commitments — regulated agent’ as contained in Attachment 6-A. This declaration shall be signed by the applicant’s legal representative or by the person responsible for security.

The signed declaration shall clearly state the location of the site or sites to which it refers and shall be retained by the Regulator;

- (b) the Regulator, or an independent validator acting on the Regulator's behalf shall examine the security programme before carrying out an on-site verification of the sites specified in order to assess compliance of the applicant with the requirements of Annex A and the implementing acts adopted on its basis.
- (c) if the Regulator is satisfied with the information provided under subparagraphs (a) and (b), he shall ensure that the necessary details of the agent are entered into the his database of regulated agents and known consignors. When making the database entry the Regulator shall give each approved site a unique alphanumeric identifier in the standard format.

If the Regulator is not satisfied with the information provided under subparagraphs (a) and (b) then the reasons shall promptly be notified to the entity seeking approval as a regulated agent.

- (d) a regulated agent shall not be considered as approved until its details are listed in the Regulator's database, or any database approved by the Regulator’

6.3.1.3 A regulated agent shall designate at least one person at each site who shall be responsible for the implementation of the submitted security programme. This person shall have successfully completed a background check in accordance with subparagraph 11.1.

6.3.1.4 A regulated agent shall be re-validated at regular intervals not exceeding 5 years. This shall include an on-site verification in order to assess whether the regulated agent still complies with the requirements of this Direction.

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An inspection at the premises of the regulated agent by the Regulator in accordance with the quality control programme for the Bailiwicks as approved by the Regulator may be considered as an on-site verification, provided that it covers all the requirements necessary for approval.

6.3.1.5 If the Regulator is no longer satisfied that the regulated agent complies with the requirements of this Direction, he/she shall withdraw the status of regulated agent for the specified site(s).

Immediately after withdrawal, and in all cases within 24 hours, the Regulator shall ensure that the agent's change of status is indicated in 'his database of regulated agents and known consignors'.

6.3.1.6 [No provision]

6.3.1.7 [No provision]

6.3.1.8 [No Provision]

6.3.2 Security controls to be applied by a regulated agent

6.3.2.1 When accepting any consignments, a regulated agent shall establish whether the entity from which it receives the consignments is a regulated agent, a known consignor or neither of these.

6.3.2.2 The regulated agent or air carrier shall ask the person delivering any consignments to present an identity card, passport, driving licence or other document, which includes his or her photograph and which has been issued or is recognised by the national authority. The card or document shall be used to establish the identity of the person delivering the consignments

6.3.2.3 The regulated agent shall ensure that consignments to which not all security controls have been previously applied are

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- (a) screened in accordance with point 6.2 or 6.7 as appropriate; or
- (b) accepted for storage under the regulated agents exclusive responsibility, not identifiable as shipment for carriage on an aircraft before selection, and selected autonomously without any intervention of the consignor or any person or entity other than those appointed and trained by the regulated agent for that purpose.

Subparagraph (b) may only be applied if it is unpredictable for the consignor that the consignment is to be transported by air.

6.3.2.4 After the security controls referred to in subparagraphs 6.3.2.1 to 6.3.2.3 of this Annex and subparagraph 6.3 of Annex C have been applied, the regulated agent shall ensure the protection of cargo and mail in accordance with point 6.6:

6.3.2.5 After the security controls referred to in subparagraphs 6.3.2.1 to 6.3.2.4 of this Annex have been applied, the regulated agent shall ensure that any consignment tendered to an air carrier or another regulated agent is accompanied by appropriate documentation, either in the form of an air waybill or in a separate declaration and either in an electronic format or in writing.

6.3.2.6 The documentation referred to in point 6.3.2.5 shall be available for inspection by the Regulator at any point before the consignment is loaded on to an aircraft and afterwards for the duration of the flight or for 24 hours, whichever is the longer and shall provide all of the following information:

- (a) the unique alphanumeric identifier of the regulated agent as received from the Regulator,
- (b) a unique identifier of the consignment, such as the number of the (house or master) air waybill,
- (c) the content of the consignment, except for consignments listed in points 6.2.3(d) and (e) of Annex C (Channel Islands restricted detailed measures supplemental to Annex A)

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- (d) the security status of the consignment, stating one of the following:
- ‘SPX’, meaning secure for passenger, all-cargo and all-mail aircraft,
 - ‘SHR’, meaning secure for passengers, all-cargo and all-mail aircraft in accordance with high risk requirements,
- (e) the reason that the security status was issued, stating:
- i) ‘KC’, meaning received from known consignor,
 - ii)
 - iii) ‘RA’, meaning selected by a regulated agent,
 - iv) the means or method of screening used, as follows:
 - Hand search (PHS)
 - X-ray equipment (EDS)
 - EDS equipment
 - Explosive detection dogs (EDD)
 - ETD equipment (ETD)
 - Visual check (VCK)
 - Metal detection equipment (CMD)
 - Explosive Vapour Detection (EVD) equipment
 - Any other method (AOM) in accordance with point 6.2.1.6 where the method used shall be specified or
 - v)— the grounds for exempting the consignment from screening,
- (f) the name of the person who issued the security status, or an equivalent identification, and the date and time of issue,

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- (g) the unique identifier received from the Regulator, of any regulated agent who has accepted the security status given to a consignment by another regulated agent, including during transfer operations.

A regulated agent tendering consignments to another regulated agent or air carrier may also decide to only transmit the information required under points (a) to (e) and (g) and to retain the information required under point (f) for the duration of the flight(s) or for 24 hours, whichever is the longer.

Transfer cargo or mail for which the air carrier, or the regulated agent operating on its behalf, is unable to confirm in the accompanying documentation the information required by this point, or by point 6.3.2.7 as applicable, shall be subject to screening before being loaded on board an aircraft for the subsequent flight.

6.3.2.7 In the case of consolidations, the requirements under subparagraphs 6.3.2.5 and 6.3.2.6 will be considered as met, if:

- (a) the regulated agent performing the consolidation retains the information required under points 6.3.2.6(a) to (g) for each individual consignment for the duration of the flight(s) or for 24 hours, whichever is the longer,
- (b) the documentation accompanying the consolidation includes the alphanumeric identifier of the regulated agent who performed the consolidation, a unique identifier of the consolidation and its security status.

Point (a) shall not be required for consolidations that are always subject to screening or exempted from screening in line with the points 6.2.1(d) and (e) of Annex C if the regulated agent gives the consolidation a unique identifier and indicates the security status and a single reason why this security status was issued.

6.3.2.8 When accepting consignments to which not all required security controls have previously been applied, the regulated agent may also elect not to apply the security controls as referred to in subparagraph 6.3.2, but to hand the consignments over to another regulated agent to ensure the application of these security controls.

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Security controls to be applied by a regulated agent shall also be subject to the additional provisions of Annex C.

6.3.2.9 A regulated agent shall ensure that all staff implementing security controls are recruited and trained in accordance with the requirements of chapter 11 and all staff with access to identifiable air cargo or identifiable air mail to which the required security controls have been applied have been recruited and subject to security awareness training in accordance with the requirements of chapter 11.

6.4 KNOWN CONSIGNORS

6.4.1 Approval of known consignors

6.4.1.1 Known consignors shall be approved by the Regulator.

The approval as a known consignor shall be site specific.

6.4.1.2 The following procedure shall apply for the approval of known consignors:

- (a) where the sites included in the application are in either Bailiwick the applicant shall seek approval from the Regulator.

The applicant shall submit a security programme to the Regulator. The programme shall describe the methods and procedures which are to be followed by the consignor in order to comply with the requirements of the CICASP. The programme shall also describe how compliance with these methods and procedures is to be monitored by the consignor itself. The applicant shall be provided with the 'Guidance for known consignors' as contained in Attachment 6-B and the 'Validation checklist for known consignors' as contained in Attachment 6-C;

- (b) the Regulator, or an independent validator acting on its behalf, shall examine the security programme and then make an on-site verification of the sites specified in order to assess whether the applicant complies with the requirements of the CICASP

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In order to assess whether the applicant complies with these requirements, the Regulator, or independent validator acting on his behalf, shall make use of the ‘Validation checklist for known consignors’ as contained in Attachment 6-C. This checklist includes a declaration of commitments which shall be signed by the applicant’s legal representative or by the person responsible for security at the site.

Once the validation checklist is completed, the information contained in the checklist shall be handled as confidential information.

The signed declaration shall be retained by the Regulator or retained by the independent validator and made available on request to the Regulator;

- (c) [*no provision*]
- (d) if the Regulator is satisfied with the information provided under subparagraphs (a) and (b), it shall ensure that the necessary details of the consignor are entered into the database of regulated agents and known consignors’ not later than the next working day. When making the database entry the Regulator shall give each approved site a unique alphanumeric identifier.

If the Regulator is not satisfied with the information provided under subparagraphs (a) and (b) then the reasons shall promptly be notified to the entity seeking approval as a known consignor;

- (e) a known consignor shall not be considered as approved until its details are listed in the Regulator's database of regulated agents and known consignors’.

6.4.1.3 A known consignor shall designate at least one person at each site who shall be responsible for the application and supervision of the implementation of security controls at that site. This person shall have successfully completed a background check in accordance with sub paragraph 11.1.

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6.4.1.4 A known consignor shall be re-validated at regular intervals not exceeding 5 years. This shall include an on-site verification in order to assess whether the known consignor still complies with the requirements of this Direction.

An inspection at the premises of the known consignor by the Regulator in accordance with the Channel Islands' aviation security quality control programme may be considered as an on-site verification, provided that it covers all areas specified in the checklist of Attachment 6-C.

6.4.1.5 If the Regulator is no longer satisfied that the known consignor complies with the requirements of Annex A, it shall withdraw the status of known consignor for the specified site(s).

The known consignor shall inform the appropriate authority of any changes related to its AEO authorisation referred to in point (b) of Article 38(2) of Regulation (EU) No 952/2013 and in Article 33 of Implementing Regulation (EU) 2015/2447.

Immediately after withdrawal, and in all cases within 24 hours, the Regulator shall ensure that the consignor's change of status is indicated in the 'his database of regulated agents and known consignors'.

6.4.1.6 [no provision]

6.4.1.7 [no provision]

6.4.2 Security controls to be applied by a known consignor

6.4.2.1 A known consignor shall ensure that:

- (a) there is a level of security on the site or at the premises sufficient to protect identifiable air cargo and identifiable air mail from unauthorised interference,
- (b) all staff implementing security controls are recruited and trained in accordance with the requirements of chapter 11 and all staff with access to identifiable air cargo or identifiable air mail to which the required security controls have been

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applied have been recruited and subject to security awareness training in accordance with the requirements of chapter 11,

- (c) during production, packing, storage, despatch and/or transportation, as appropriate, identifiable air cargo and identifiable air mail is protected from unauthorised interference or tampering.

When, for whatever reason, these security controls have not been applied to a consignment, or where the consignment has not been originated by the known consignor for its own account, the known consignor shall clearly identify this to the regulated agent so that subparagraph 6.3.2.3 can be applied.

6.4.2.2 The known consignor shall accept that consignments to which the appropriate security controls have not been applied are screened in accordance with subparagraph 6.2.1.

6.5 APPROVED HAULIERS

No provisions

6.5.1 The regulated agent shall keep a database containing all the following information of any account consignor it has designated before 1 June 2017:

- (a) the company details, including the bona fide business address;
- (b) the nature of the business;
- (c) contact details, including those of the person or persons responsible for security;
- (d) VAT reference number or company registration number;
- (e) signed 'Declaration of commitments – account consignor' as contained in Attachment 6-D.

The database shall be available for inspection by the Regulator.

6.5.2 If there is no activity relating to movements of cargo or mail by air on the account of the account consignor within a period of 2 years, the status of account consignor shall expire.

6.5.3 If the Regulator or the regulated agent is no longer satisfied that the account

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consignor complies with the instructions as contained in Attachment 6-D, the regulated agent shall immediately withdraw the status of account consignor. The status of any account consignor designated by a regulated agent will end on 30 June 2021.

6.5.4 When, for whatever reason, the security controls specified in the ‘Aviation security instructions for account consignors’ have not been applied to a consignment, or where the consignment has not been originated by the account consignor for its own account, the account consignor shall clearly identify this to the regulated agent so that point 6.3.2.3 can be applied.

6.6 PROTECTION OF CARGO AND MAIL

6.6.1 Protection of cargo and mail during transportation

6.6.1.1 In order to ensure that consignments to which the required security controls have been applied are protected from unauthorised interference during transportation:

- (a) the consignments shall be packed or sealed by the regulated agent, or known consignor so as to ensure that any tampering would be evident; where this is not possible alternative protection measures that ensure the integrity of the consignment shall be taken,
- (b) the cargo load compartment of the vehicle in which the consignments are to be transported shall be locked or sealed or curtain sided vehicles shall be secured with TIR cords so as to ensure that any tampering would be evident, or the load area of flatbed vehicles shall be kept under observation; and
- (c) the haulier declaration as contained in Attachment 6-E shall be agreed by the haulier who has entered into a transport agreement with the regulated agent or known consignor, unless the haulier is itself approved as a regulated agent.

The signed declaration shall be retained by the regulated agent or known consignor on whose behalf the transport is carried out. On request, a copy of the signed declaration shall also be made available to the regulated agent or air

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carrier receiving the consignment or to the Regulator;

As an alternative to point (c), the haulier may provide evidence to the regulated agent or known consignor for whom it provides transport that it has been certified or approved by an appropriate authority.

This evidence shall include the requirements contained in Attachment 6-E and copies shall be retained by the regulated agent or known consignor concerned. On request, a copy shall also be made available to the regulated agent or air carrier receiving the consignment or to another appropriate authority

6.6.1.2 Subparagraphs 6.6.1.1(b) and (c) shall not apply during airside transportation.

6.6.1.3 The haulier shall ensure that staff collecting, carrying, storing and delivering air cargo and mail to which security controls have been applied undergoes at least the following:

- (a) a check of the personal integrity, consisting of the verification of the identity and of the curriculum vitae and/or provided references;
- (b) general security awareness training, in accordance with point 11.2.7.

6.6.1.4 Any of the haulier's staff granted unsupervised access to cargo and mail while performing any of the functions referred to in point 6.6.1.3, or while implementing any of the security controls set out in this Chapter shall:

- (a) have successfully completed a background check;
- (b) undergo security training, in accordance with point 11.2.3.9.

6.6.1.5 Where a haulier uses the services of another company to perform one or more of the functions referred to in point 6.6.1.3, such other company shall fulfil the following conditions:

- (a) sign a haulier agreement with the haulier;
- (b) refrain from subcontracting further;
- (c) implement the provisions of points 6.6.1.3 and 6.6.1.4, as applicable.

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The subcontracting haulier retains full responsibility for the entire transport on behalf of the agent or consignor.

6.6.2 Protection for cargo and mail during handling, storage, and loading onto an aircraft

6.6.2.1 Consignments of cargo and mail that are in a critical part shall be considered as protected from unauthorised interference.

6.6.2.2 Consignments of cargo and mail in a part other than a critical part of a security restricted area shall be protected from unauthorised interference until they are handed over to another regulated agent or air carrier. Consignments shall be located in the access-controlled parts of a regulated agent's premises or, whenever located outside of such parts, shall be considered as protected from unauthorised interference if:

- (a) they are physically protected so as to prevent the introduction of a prohibited article; or ;
- (b) they are not left unattended and access is limited to persons involved in the protection and loading of cargo and mail onto aircraft.

6.7. High Risk Cargo and Mail (HRCM)

No provision in this part

6.8 Security Procedures for Cargo and Mail Being Carried into the Channel Islands from Non-Compliant Territories

6.8.1. Designation of air carriers

6.8.1.1 Any air carrier carrying cargo or mail from an airport not listed in Attachment 6-F for the transfer, transit or unloading at any airport in the Channel Islands shall be designated as an Air Cargo or Mail Carrier operating into the Channel Islands from a Non-Compliant Territory ("**ACC3**") and must have a valid unique alphanumeric indicator

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("UAI") – identifying the air carrier and the third country airport for which the air carrier has been designated to carry cargo or mail into the Union.

- (a) allocated by an appropriate authority in accordance with Regulation 1082/2012 of the European Commission or by the Regulator (following the principles of Regulation 1082/2012), and
- (b) listed on the Regulator's data base or a data base approved by the Regulator of regulated agents and known consignors.

6.8.2. – 6.8.5 No Provision in this Part.

ATTACHMENT 6-A

DECLARATION OF COMMITMENTS — REGULATED AGENT

In accordance with the Aviation Security (Jersey) Direction, 2024/the Aviation Security (Bailiwick of Guernsey) Direction, 20243 ("**the Direction**"),

I declare that,

— to the best of my knowledge, the information contained in the company's security programme is true and accurate,

— the practices and procedures set out in this security programme will be implemented and maintained at all sites covered by the programme,

— this security programme will be adjusted and adapted to comply with all future relevant changes to the Direction unless [name of company] informs the Regulator that it no longer wishes to trade as a regulated agent,

— [name of company] will inform the Regulator in writing of:

- (a) minor planned changes to its security programme, such as company name,

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company address, person responsible for security or contact details, change of person requiring access to the Regulator's database of regulated agents and known consignors, promptly and at least within 10 working days before the planned change;

- (b) major planned changes, such as new screening procedures, major building works which might affect its compliance with this Direction or change of site/address, at least 15 working days prior to their commencement/the planned change,

— in order to ensure compliance with this Direction, [name of company] will cooperate fully with all inspections, as required, and provide access to all documents, as requested by inspectors,

— [name of company] will inform the Regulator of any serious security breaches and of any suspicious circumstances which may be relevant to air cargo/air mail security, in particular any attempt to conceal prohibited articles in consignments,

— [name of company] will ensure that all relevant staff receive training in accordance with Chapter 11 of Annex B and are aware of their security responsibilities under the company's security programme, and

— [name of company] will inform the Regulator if:

(a) it ceases trading;

(b) it no longer deals with air cargo/air mail;

(c) it can no longer meet the requirements of this Direction.

I shall accept full responsibility for this declaration.

Name:

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Position in company:

Date:

Signature:

ATTACHMENT 6-B

[No Provision]

Provisions for guidance for Known Consignors are laid down in EU 2015/1998

ATTACHMENT 6-C

[No Provision]

ATTACHMENT 6-D

[No Provision]

ATTACHMENT 6-E

HAULIER DECLARATION

In accordance with The Aviation Security (Jersey) Direction, 2012 as amended/The Aviation Security (Bailiwick of Guernsey) Direction, 2012 as amended ("**the Direction**"),

When collecting, carrying, storing and delivering air cargo/mail to which security controls have been applied [on behalf of *name of regulated agent/air carrier applying security controls for cargo or mail/known consignor/account consignor*], I confirm that the following security procedures will be adhered to:

— all staff who transport this air cargo/mail will have received security awareness training in accordance with point 11.2.7 of this Annex,

— The integrity of all staff being recruited with access to this air cargo/mail will be verified. This verification shall include at least a check of the identity (if possible by photographic

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identity card, driving licence or passport) and a check of the curriculum vitae and/or provided references,

— Load compartments in vehicles will be sealed or locked. Curtain sided vehicles will be secured with TIR cords. The load areas of flatbed trucks will be kept under observation when air cargo is being transported,

— Immediately prior to loading, the load compartment will be searched and the integrity of this search maintained until loading is completed,

— Each driver will carry an identity card, passport, driving licence or other document, containing a photograph of the person, which has been issued or recognised by the national authorities,

— Drivers will not make unscheduled stops between collection and delivery. Where this is unavoidable, the driver will check the security of the load and the integrity of locks and/or seals on his return. If the driver discovers any evidence of interference, he will notify his supervisor and the air cargo/mail will not be delivered without notification at delivery,

— Transport will not be sub-contracted to a third party, unless the third party also has a haulier agreement with [same name as above of regulated agent/known consignor, or of the Regulator who has approved or certified the haulier], and

— No other services (e.g. storage) will be sub-contracted to any other party other than a regulated agent or an entity that has been certified or approved and listed for the provision of these services by the Regulator.

I accept full responsibility for this declaration.

Name:

Position in company:

Date:

Signature:

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ATTACHMENT 6-F

CARGO AND MAIL

COMPLIANT TERRITORIES RECOGNISED AS APPLYING SECURITY STANDARDS EQUIVALENT TO THE CHANNEL ISLANDS' COMMON BASIC STANDARDS

As regards cargo and mail, the following territories have been recognised as applying security standards equivalent to the Channel Islands' Common Basic Standards:

1. All Member States of the European Community
2. The Bailiwick of Jersey
3. The Bailiwick of Guernsey
4. Isle of Man
5. Montenegro
6. Republic of Serbia

ATTACHMENT 6-Fii

[No Provision]

ATTACHMENT 6-Fiii

[No Provision]

ATTACHMENT 6-G

[No Provision]

ATTACHMENT 6-H

[No Provision]

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[No Provision]

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[No Provision]

CHAPTER 7 AIR CARRIER MAIL AND AIR CARRIER MATERIALS

7.0 GENERAL PROVISIONS

Unless otherwise stated or unless the implementation of security controls as referred to in chapters 4, 5 and 6, respectively, are ensured by the Regulator, airport operator, entity or another air carrier, an air carrier shall ensure the implementation of the measures set out in this chapter as regards its air carrier mail and air carrier materials.

7.1 AIR CARRIER MAIL AND AIR CARRIER MATERIALS TO BE LOADED ONTO AN AIRCRAFT

7.1.1 Before being loaded into the hold of an aircraft, air carrier mail and air carrier materials shall either be screened and protected in accordance with chapter 5 or be subjected to security controls and protected in accordance with chapter 6.

7.1.2 Before being loaded into any part of an aircraft other than the hold, air carrier mail and air carrier materials shall be screened and protected in accordance with the provisions on cabin baggage in chapter 4.

7.1.3 Air carrier mail and air carrier materials to be loaded onto an aircraft shall also be subject to any relevant additional provisions of Annex C.

7.2 AIR CARRIER MATERIALS USED FOR PASSENGER AND BAGGAGE PROCESSING

7.2.1 Air carrier materials which are used for the purposes of passenger and baggage processing and which could be used to compromise aviation security shall be protected or kept under surveillance in order to prevent unauthorised access.

Self-check-in and applicable Internet options allowed for use by passengers shall be considered as authorised access to such materials.

7.2.2 Discarded materials which could be used to facilitate unauthorised access or

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move baggage into the security restricted area or onto aircraft shall be destroyed or invalidated.

7.2.3 Departure control systems and check-in systems shall be managed in such a manner as to prevent unauthorised access.

Self check-in allowed for use by passengers shall be considered as authorised access to such systems.

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CHAPTER 8 IN-FLIGHT SUPPLIES

8.0 GENERAL PROVISIONS

8.0.1 unless otherwise stated the Regulator, airport operator, air carrier or entity responsible in accordance with Annex A shall ensure the implementation of the measures set out in this chapter.

8.0.2 For the purpose of this chapter, '**in-flight supplies**' means all items intended to be taken on board an aircraft for use, consumption or purchase by passengers or crew during a flight, other than:

- (a) cabin baggage; and
- (b) items carried by persons other than passengers; and
- (c) air carrier mail and air carrier materials.

For the purpose of this chapter, '**regulated supplier of in-flight supplies**' means a supplier whose procedures meet common security rules and standards sufficient to allow delivery of in-flight supplies directly to aircraft.

For the purpose of this chapter, '**known supplier of in-flight supplies**' means a supplier whose procedures meet common security rules and standards sufficient to allow delivery of in-flight supplies to an air carrier or regulated supplier, but not directly to aircraft.

8.0.3 Supplies shall be considered as in-flight supplies from the time that they are identifiable as supplies to be taken on board an aircraft for use, consumption or purchase by passengers or crew during a flight.

8.0.4 The list of prohibited articles in in-flight supplies is the same as the one set out in Attachment 1-A. Prohibited articles shall be handled in accordance with point 1.6

8.1 SECURITY CONTROLS

8.1.1 Security controls — general provisions

8.1.1.1 In-flight supplies shall be screened by or on behalf of an air carrier, a regulated supplier or an airport operator before being taken into a security restricted area, unless::

- (a) the required security controls have been applied to the supplies by an air carrier that delivers these to its own aircraft and the supplies have been protected from unauthorised interference from the time that those controls were applied until delivery at the aircraft,
- (b) the required security controls have been applied to the supplies by a regulated supplier and the supplies have been protected from unauthorised interference from the time that those controls were applied until arrival at the security restricted area or, where applicable, until delivery to the air carrier or another regulated supplier, or
- (c) the required security controls have been applied to the supplies by a known supplier and the supplies have been protected from unauthorised interference from the time that those controls were applied until delivery to the air carrier or regulated supplier.

8.1.1.2 Where there is any reason to believe that in-flight supplies to which security controls have been applied have been tampered with or have not been protected from unauthorised interference from the time that those controls were applied, they shall be screened before being allowed into security restricted areas.

8.1.1.3 The security controls of in-flight supplies shall also be subject to the additional provisions of Annex C.

8.1.2 Screening

8.1.2.1 When screening in-flight supplies, the means or method employed shall take

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into consideration the nature of the supplies and shall be of a standard sufficient to reasonably ensure that no prohibited articles are concealed in the supplies.

8.1.2.2 The screening of in-flight supplies shall also be subject to the additional provisions of Annex C.

8.1.2.3 The following means or method of screening, either individually or in combination, shall be applied:

- (a) visual check;
- (b) hand search;
- (c) x-ray equipment;
- (d) EDS equipment;
- (e) ETD equipment in combination with point (a);
- (f) explosive detection dogs in combination with point (a);
- (g) EVD equipment applied in accordance with the relevant provisions contained in Attachment 6-J and in combination with point (a).

Where the screener cannot determine whether or not the item contains any prohibited articles, it shall be rejected or rescreened to the screener's satisfaction.

8.1.3 Approval of regulated suppliers

8.1.3.1 Regulated suppliers shall be approved by the Regulator.

The approval as a regulated supplier shall be site specific.

Any entity that ensures the security controls as referred to in subparagraph 8.1.5 and delivers in-flight supplies directly to aircraft shall be approved as a regulated supplier. This shall not apply to an air carrier that applies these security controls itself and delivers supplies only to its own aircraft.

8.1.3.2 The following procedure shall apply for the approval of regulated suppliers:

- (a) where the site is located in either Bailiwick the entity shall seek approval from

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the Regulator in order to be granted the status of regulated supplier.

The applicant shall submit a security programme to the Regulator. The programme shall describe the methods and procedures which are to be followed by the supplier in order to comply with the requirements of subparagraph 8.1.5. The programme shall also describe how compliance with these methods and procedures is to be monitored by the supplier itself.

The applicant shall also submit the ‘Declaration of commitments — regulated supplier of in-flight supplies’ as contained in Attachment 8-A. This declaration shall be signed by the legal representative or by the person responsible for security.

The signed declaration shall clearly state the location of the site or sites to which it refers and shall be retained by the Regulator;

- (b) the Regulator, or a recognised aviation security validator acting on his behalf, shall examine the security programme and then make an on-site verification of the sites specified in order to assess whether the applicant complies with the requirements of subparagraph 8.1.5;
- (c) if the Regulator is satisfied with the information provided under subparagraphs (a) and (b), he may approve the supplier as a regulated supplier for specified sites. If the Regulator is not satisfied, the reasons shall promptly be notified to the entity seeking approval as a regulated supplier.
- (d) No provision

8.1.3.3 A regulated supplier shall be re-validated at regular intervals not exceeding 5 years. This shall include an on-site verification in order to assess whether the regulated supplier still complies with the requirements of subparagraph 8.1.5.

An inspection at the premises of the regulated supplier by the Regulator may be considered as an on-site verification, provided that it covers all the requirements of subparagraph 8.1.5.

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8.1.3.4 If the Regulator is no longer satisfied that the regulated supplier complies with the requirements of subparagraph 8.1.5, he shall withdraw the status of regulated supplier for the specified sites.

8.1.3.5 [No provision]

8.1.4 Designation of known suppliers

8.1.4.1 Any entity (“the supplier”) that ensures the security controls as referred to in subparagraph 8.1.5.1 and delivers in-flight supplies, but not directly to aircraft, shall be designated as a known supplier by the company to whom it delivers. This shall not apply to a regulated supplier.

8.1.4.2 In order to be designated as a known supplier, the supplier must provide the Regulator with:

:

- (a) the "Declaration of commitments — known supplier of in-flight supplies" as contained in Attachment 8-B to each company to whom it delivers. This declaration shall clearly state the location of the site or sites to which it refers and shall be signed by the legal representative.
- (b) The security programme covering the security controls as referred to in subparagraph 8.1.5

8.1.4.3 All known suppliers must be designated on the basis of validations of:

- (a) the relevance and completeness of the security programme in respect of point 8.1.5; and
- (b) the implementation of the security programme without deficiencies.

If the Regulator is no longer satisfied that the known supplier complies with the requirements

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of point 8.1.5, the Regulator shall withdraw the status of known supplier without delay.

8.1.4.4. The Regulator shall define in the CICASP if the validations of the security programme and its implementation shall be performed by the Regulator, or a recognised aviation security validator acting on his behalf,

Validations must be recorded and if not otherwise stated in this legislation, must take place before designation and repeated every 2 years thereafter.

If the validation is not done on behalf of the designating entity any record thereof must be made available to it.

8.1.4.5. The validation of the implementation of the security programme confirming the absence of deficiencies shall consist of either:

- (a) an on-site visit of the supplier every 2 years; or
- (b) regular checks upon reception of supplies delivered by that known supplier, starting after the designation, including:
 - a verification that the person delivering supplies on behalf of the known supplier was properly trained; and
 - a verification that the supplies are properly secured; and
 - screening of the supplies in the same way as supplies coming from an unknown supplier.

These checks must be carried out in an unpredictable manner and take place at least either, once every three months or on 20 % of the known supplier's deliveries to the designating entity.

Option (b) may only be used if the Regulator defined in the CIASP that the validation shall be performed by a person acting on his/her behalf.

8.1.4.6. The methods applied and procedures to be followed during and after designation shall be laid down in the CICASP.

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8.1.4.7. The Regulator shall keep:

- (a) a list of all known suppliers it has designated indicating the expiry date of their designation, and
- (b) the signed declaration, a copy of the security programme, and any reports recording its implementation for each known supplier, at least until 6 months after the expiry of its designation.

Upon request, these documents shall be made available to the Regulator for compliance monitoring purposes.

8.1.5.1, the Regulator, or the company concerned (as appropriate) shall withdraw the status of known supplier.

8.1.5 Security controls to be applied by an air carrier, a regulated supplier and a known supplier

8.1.5.1 An air carrier, a regulated supplier and a known supplier of in-flight supplies shall:

- (a) appoint a person responsible for security in the company,
- (b) ensure that persons with access to in-flight supplies receive security awareness training in accordance with point 11.2.7 before being given access to these supplies. [In addition, ensure that persons implementing screening of in-flight supplies receive training in accordance with point 11.2.3.3 and persons implementing other security controls in respect of in-flight supplies receive training in accordance with point 11.2.3.10;]
- (c) prevent unauthorised access to its premises and in-flight supplies,
- (d) reasonably ensure that no prohibited articles are concealed in in-flight supplies,

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- (e) apply tamper-evident seals to, or physically protect, all vehicles and/or containers that transport in-flight supplies.

Subparagraph (e) shall not apply during airside transportation.

8.1.5.2 If a known supplier uses another company that is not a known supplier to the air carrier or regulated supplier for transporting supplies, the known supplier shall ensure that all security controls listed in point 8.1.5.1 are adhered to.

8.1.5.3 The security controls to be applied by an air carrier and a regulated supplier shall also be subjected to the additional provisions laid down in Annex C

8.2 PROTECTION OF IN-FLIGHT SUPPLIES

Detailed provisions for the protection of in-flight supplies are contained in Annex C

8.3 ADDITIONAL SECURITY PROVISIONS FOR IN-FLIGHT SUPPLIES OF LAGs AND STEBs

8.3.1. In-flight supplies of STEBs shall be delivered in tamper-evident packaging to an airside area or to a security restricted area;

8.3.2. After first reception on airside or in a security restricted area and until their final sale on the aircraft, LAGs and STEBs shall be protected from unauthorised interference.

8.3.3. Detailed provisions for the additional security provisions for in-flight supplies of LAGs and STEBs are laid down in Annex C of this Direction

ATTACHMENT 8-A

DECLARATION OF COMMITMENTS

REGULATED SUPPLIER OF IN-FLIGHT SUPPLIES

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In accordance with The Aviation Security (Jersey) Direction, 2012 as Amended/The Aviation Security (Bailiwick of Guernsey) Direction, 2012 as Amended. ("**the Direction**"),

I declare that,

— to the best of my knowledge, the information contained in the company's security programme is true and accurate,

— the practices and procedures set out in this security programme will be implemented and maintained at all sites covered by the programme,

— this security programme will be adjusted and adapted to comply with all future relevant changes to the Direction, unless [name of company] informs the Regulator that it no longer wishes to deliver in-flight supplies directly to aircraft (and thus no longer wishes to trade as a regulated supplier),

— [name of company] will inform the Regulator in writing of:

(a) minor changes to its security programme, such as company name, person responsible for security or contact details, promptly but at least within 10 working days; and

(b) major planned changes, such as new screening procedures, major building works which might affect its compliance with the Direction or change of site/address, at least 15 working days prior to their commencement/the planned change,

— in order to ensure compliance with the Direction, [name of company] will cooperate fully with all inspections, as required, and provide access to all documents, as requested by inspectors,

— [name of company] will inform the Regulator of any serious security breaches and of any suspicious circumstances which may be relevant to in-flight supplies, in particular any attempt to conceal prohibited articles in supplies,

— [name of company] will ensure that all relevant staff receive training in accordance

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with Chapter 11 of this Annex and are aware of their security responsibilities under the company's security programme, and

— [name of company] will inform the Regulator if:

- (a) it ceases trading;
- (b) it no longer delivers in-flight supplies directly to aircraft; or
- (c) it can no longer meet the requirements of the Direction.

I shall accept full responsibility for this declaration.

Name:

Position in company:

Date:

Signature:

ATTACHMENT 8-B

DECLARATION OF COMMITMENTS

KNOWN SUPPLIER OF IN-FLIGHT SUPPLIES

In accordance with The Aviation Security (Jersey) Direction, 2012, as amended/The Aviation Security (Bailiwick of Guernsey) Direction, 2012, as amended. ("**The Direction**"),

I declare that,

— [name of company] will,

- a) appoint a person responsible for security in the company, and
- b) ensure that persons with access to in-flight supplies receive general security

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training in accordance with subparagraph 11.2.7 of this Annex before being given access to these supplies. In addition, ensure that persons implementing screening of in-flight supplies receive training according to 11.2.3.4. of this Annex and persons implementing other security controls in respect of in-flight supplies receive training according to 11.2.3.10 of this Annex, and

- c) prevent unauthorised access to its premises and in-flight supplies, and
- d) reasonably ensure that no prohibited articles are concealed in in-flight supplies, and
- e) apply tamper evident seals to, or physically protect, all vehicles and/or containers that transport in-flight supplies (this point will not apply during airside transportation)

When using another company that is not a known supplier to the air carrier or regulated supplier for transporting supplies, [name of company] will ensure that all security controls listed above are adhered to,

— in order to ensure compliance [name of company] will cooperate fully with all inspections, as required, and provide access to all documents, as requested by inspectors,

— [name of company] will inform [the air carrier or regulated supplier to whom it delivers in-flight supplies] of any serious security breaches and of any suspicious circumstances which may be relevant to in-flight supplies, in particular any attempt to conceal prohibited articles in supplies,

— [name of company] will ensure that all relevant staff receive training in accordance with Chapter 11 of this Annex and are aware of their security responsibilities, and

— [name of company] will inform [the air carrier or regulated supplier to whom it delivers in-flight supplies] if:

- (a) it ceases trading; or
- (b) it can no longer meet the requirements of the Direction.

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I shall accept full responsibility for this declaration.

Legal representative

Name:

Position in company:

Date:

Signature:

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CHAPTER 9 AIRPORT SUPPLIES

9.0 GENERAL PROVISIONS

9.0.1 Unless otherwise stated or unless the implementation of screening is ensured by an authority or entity, an airport operator shall ensure the implementation of the measures set out in this paragraph.

9.0.2 For the purpose of this chapter,

- (a) "**airport supplies**" means all items intended to be sold, used or made available for any purpose or activity in the security restricted areas of airports, other than items carried by persons other than passengers
- (b) "**known supplier of airport supplies**" means a supplier whose procedures meet common security rules and standards sufficient to allow delivery of airport supplies to security restricted areas.

9.0.3 Supplies shall be considered as airport supplies from the time that they are identifiable as supplies to be sold, used or made available in security restricted areas of airports.

9.0.4 The list of prohibited articles in airport supplies is the same as the one set out in Attachment 1-A. Prohibited articles shall be handled in accordance with subparagraph 1.6

9.1 SECURITY CONTROLS

9.1.1 Security controls — general provisions

9.1.1.1 Airport supplies shall be screened by or on behalf of an airport operator or a regulated supplier before being [taken] allowed into security restricted areas, unless:

- (a) the required security controls have been applied to the supplies by an airport operator that delivers these to its own airport and the supplies have been protected

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from unauthorised interference from the time that these controls were applied until delivery to the security restricted area, or

- (b) The required security controls have been applied to the supplies by a known supplier or regulated supplier and the supplies have been protected from unauthorised interference from the time that those controls were applied until delivery to the security restricted area.

9.1.1.2 Airport supplies which originate in the security restricted area may be exempted from these security controls.

9.1.1.3 Where there is any reason to believe that airport supplies to which security controls have been applied have been tampered with or have not been protected from unauthorised interference from the time that those controls were applied, they shall be screened before being allowed into security restricted areas.

9.1.1.4 No provision.

9.1.2 Screening

9.1.2.1 When screening airport supplies, the means or method employed shall take into consideration the nature of the supply and shall be of a standard sufficient to reasonably ensure that no prohibited articles are concealed in the supply.

9.1.2.2 The screening of airport supplies shall also be subject to the additional provisions of Annex C.

9.1.2.3 The following means or method of screening, either individually or in combination, shall be applied:

- (a) visual check;
- (b) hand search;
- (c) x-ray equipment;
- (d) EDS equipment;

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- (e) ETD equipment in combination with point (a);
- (f) explosive detection dogs in combination with point (a);
- (g) EVD equipment applied in accordance with the relevant provisions contained in Attachment 6-J and in combination with point (a).

Where the screener cannot determine whether or not the item contains any prohibited articles, it shall be rejected or rescreened to the screener's satisfaction.

9.1.3 Designation of known suppliers

9.1.3.1 Any entity ("the supplier") that ensures the security controls as referred to in subparagraph 9.1.4 and delivers airport supplies shall be designated as a known supplier by the airport operator.

9.1.3.2 In order to be designated as a known supplier, the supplier must provide the airport operator with:

:

- (a) the "Declaration of commitments — known supplier of airport supplies" as contained in Attachment 9-A. This declaration shall clearly state the location of the site or sites to which it refers and be signed by the legal representative and
- (b) The security programme covering the security controls as referred to in subparagraph 9.1.4

9.1.3.3 All known suppliers must be designated on the basis of validations of:

- (b) the relevance and completeness of the security programme in respect of point 9.1.4; and
- (b) the implementation of the security programme without deficiencies.

As a legal proof of the designation, the regulator may require airport operators to enter the necessary details of the known suppliers not later than the next working day. When making the database entry, the airport operator shall give each designated site a unique alphanumeric

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identifier in the standard format. Access into the security restricted areas of airport supplies may only be granted after having established the status of the supplier. This shall be done by verifying in [] or by using an alternative mechanism delivering the same objective.

If the Regulator or the airport operator is no longer satisfied that the known supplier complies with the requirements of point 9.1.4, the airport operator shall withdraw the status of known supplier without delay.

9.1.3.4. The security programme of the known supplier must be validated by a person acting on behalf of the airport operator who has been appointed and trained as a security manager in accordance with point 11.2.5 of Annex B, CICASP or by the Regulator.,

Validations must be recorded and if not otherwise stated in this legislation, must take place before designation and repeated every 2 years thereafter.

If the validation is not done on behalf of the airport operator any record thereof must be made available to it.

9.1.3.5. The validation of the implementation of the security programme confirming the absence of deficiencies shall consist of either:

- (a) an on-site visit of the supplier every 2 years; or
- (b) regular checks upon access to the security restricted area of supplies delivered by that known supplier, starting after the designation, including:
 - a verification that the person delivering supplies on behalf of the known supplier was properly trained; and
 - a verification that the supplies are properly secured; and
 - screening of the supplies in the same way as supplies coming from an unknown supplier.

These checks must be carried out in an unpredictable manner and take place at least either, once every three months or on 20 % of the known supplier's deliveries to the airport operator

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Option (b) may only be used if the Regulator defined in the CIASP that the validation shall be performed by a person acting on behalf of the airport operator.

9.1.3.6. The methods applied and procedures to be followed during and after designation shall be laid down in the security programme of the airport operator.

9.1.3.7. The airport operator shall keep:

(a) a list of all known suppliers it has designated indicating the expiry date of their designation, and

(b) the signed declaration, a copy of the security programme, and any reports recording its implementation for each known supplier, at least until 6 months after the expiry of its designation.

Upon request, these documents shall be made available to the Regulator for compliance monitoring purposes.

In order to be designated as a known supplier, the supplier must shall submit the ‘Declaration of commitments — known supplier of airport supplies’ as contained in Attachment 9-A to the airport operator. This declaration shall be signed by the legal representative.

The signed declaration shall be retained by the airport operator as a means of validation.

9.1.3.3 If there are no deliveries within a period of 2 years, the status of known supplier shall expire.

9.1.3.4 If the Regulator or the airport operator is no longer satisfied that the known supplier complies with the requirements of subparagraph 9.1.4, the airport operator or the Regulator (as appropriate) shall withdraw the status of known supplier.

9.1.4 **Security controls to be applied by a known supplier or airport operator**

9.1.4.1 A known supplier of airport supplies or airport operator delivering airport supplies to the security restricted area shall:

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- (a) appoint a person responsible for security in the company,
- (b) ensure that persons with access to airport supplies receive general security awareness training in accordance with subparagraph 11.2.7 of this Annex before being given access to these supplies. In addition, ensure that persons implementing screening of airport supplies receive training in accordance with point 11.2.3.3 and persons implementing other security controls in respect of airport supplies receive training in accordance with point 11.2.3.1.
- (c) prevent unauthorised access to its premises and airport supplies,
- (d) reasonably ensure that no prohibited articles are concealed in airport supplies,
- (e) apply tamper-evident seals to, or physically protect, all vehicles and/or containers that transport airport supplies.

Point (e) shall not apply during airside transportation.

9.1.4.2 If a known supplier uses another company that is not a known supplier to the airport operator for transporting supplies to the airport, the known supplier shall ensure that all security controls listed in this subparagraph are adhered to.

9.2 PROTECTION OF AIRPORT SUPPLIES

Detailed provisions for the protection of airport supplies are contained in Annex C.

9.3 ADDITIONAL SECURITY PROVISIONS FOR SUPPLIES OF LAGs AND STEBs

9.3.1. Supplies of STEBs shall be delivered in tamper-evident packaging to an airside area beyond the point where boarding passes are controlled or to a security restricted area.

9.3.2. After first reception on airside or in a security restricted area and until their final

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sale at the outlet, LAGs and STEBs shall be protected against unauthorised interference.

9.3.3. Detailed provisions for the additional security provisions for supplies of LAGs and STEBs are contained in Annex C

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ATTACHMENT 9-A

DECLARATION OF COMMITMENTS *KNOWN SUPPLIER OF AIRPORT SUPPLIES*

In accordance with The Aviation Security (Jersey) Direction, 2012, as amended/The Aviation Security (Bailiwick of Guernsey) Direction, 2012, as amended. ("**CICASP**"),

I declare that,

— [name of company] will

- (a) appoint a person responsible for security in the company,
- (b) ensure that persons with access to airport supplies receive general security awareness training in accordance with subparagraph 11.2.7 of Annex B, CICASP before being given access to these supplies. In addition, ensure that persons implementing screening of airport supplies receive training according to point 11.2.3.3 of Annex B, CICASP and persons implementing other security controls in respect of airport supplies receive training according to point 11.2.3.10 Annex B, CICASP.
- (c) prevent unauthorised access to its premises and airport supplies,
- (d) reasonably ensure that no prohibited articles are concealed in airport supplies,
- (e) apply tamper-evident seals to, or physically protect, all vehicles and/or containers that transport airport supplies.

When using another company that is not a known supplier to the airport operator for transporting supplies [name of company] will ensure that all security controls listed above are adhered to

— in order to ensure compliance, [name of company] will cooperate fully with all inspections,

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as required, and provide access to all documents, as requested by inspectors,

— [name of company] will inform [the airport operator] of any serious security breaches and of any suspicious circumstances which may be relevant to airport supplies, in particular any attempt to conceal prohibited articles in supplies,

— [name of company] will ensure that all relevant staff receive training in accordance with Chapter 11 of Annex B, CICASP and are aware of their security responsibilities, and

— [name of company] will inform [the airport operator] if:

- (a) it ceases trading; or
- (b) it can no longer meet the requirements of the relevant the Direction.

I shall accept full responsibility for this declaration.

Legal representative

Name:

Position in company:

Date:

Signature:

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CHAPTER 10 IN-FLIGHT SECURITY MEASURES

No provisions in this Annex.

CHAPTER 11 STAFF RECRUITMENT AND TRAINING

11.0 GENERAL PROVISIONS

11.0.1 The Regulator, airport operator, air carrier or entity deploying persons implementing, or responsible for implementing, measures for which it is responsible in accordance with in the Channel Islands' civil aviation security programme shall ensure that these persons meet the standards set out in this chapter.

11.0.2 For the purpose of this chapter, "**certification**" means a formal evaluation and confirmation by or on behalf of the Regulator indicating that the person has successfully completed the relevant training and that the person possesses the necessary competencies to perform assigned functions to an acceptable level.

11.0.3 For the purposes of this chapter, a "**state of residence**" shall be any country in which the person has been resident continuously for 6 months or more and a 'gap' in the record of education or employment shall mean any gap of more than 28 days.

11.0.4 For the purposes of this Chapter, 'competency' means being able to demonstrate suitable knowledge and skills.

11.0.5 Competencies acquired by persons prior to recruitment may be taken into consideration when assessing any training needs under this section.

11.0.6. Where relevant competencies required by this Regulation that are not specific to aviation security have been acquired through training not delivered by an instructor in line with point 11.5 of this Regulation and/or through courses not specified or approved by the Regulator, it may be taken into consideration when assessing any training needs under this Chapter.

11.0.7. Where a person has received training and acquired competencies listed in point 11.2, the training need not be repeated for another function other than for the purposes of recurrent training.

11.0.8 For the purposes of this Chapter, 'radicalisation' means the phenomenon of

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socialisation to extremism of people embracing opinions, views and ideas, which could lead to terrorism.

11.1 RECRUITMENT

11.1.1 Persons being recruited to implement, or to be responsible for the implementation of, screening, access control or other security controls in a security restricted area shall have successfully completed an enhanced background check.

[The following personnel shall have successfully completed an enhanced background check: (a) persons being recruited to implement, or to be responsible for the implementation of screening, access control or other security controls in a security restricted area; (b) persons with general responsibility at national or local level for ensuring that a security programme and its implementation meet all the equivalent of legal provisions (security managers); L 183/40 EN Official Journal of the European Union 8.7.2022 (c) instructors, as referred to in Chapter 11.5;]

11.1.2 Persons being recruited to implement, or to be responsible for the implementation of, screening, access control or other security controls elsewhere than a security restricted area, or having unescorted access to air cargo and mail, air carrier mail and air carrier material, in-flight supplies and airport supplies to which the required security controls have been applied, shall have successfully completed an enhanced or a standard background check. Unless otherwise specified in this Regulation, whether an enhanced or a standard background check has to be completed shall be determined by the Regulator in accordance with the Channel Islands Civil Aviation Security Programme. .

11.1.3 An enhanced background check shall at least:

- (a) establish the person's identity on the basis of documentary evidence,
- (b) cover criminal records in all states of residence during at least the preceding 5 years,
- (c) cover employment, education and any gaps during at least the preceding 5 years.

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- (d) cover intelligence and any other relevant information available to the competent national authorities that they consider may be relevant to the suitability of a person to work in a function which requires an enhanced background check.

11.1.4 A standard background check shall:

- (a) establish the person's identity on the basis of documentary evidence;
- (b) cover criminal records in all states of residence during at least the preceding 5 years;
- (c) cover employment, education and any gaps during at least the preceding 5 years.

11.1.5 [A standard background check or points (a) to (c) or an enhanced background check shall be completed before the person undergoes initial security training involving access to information which is not publicly available due to its security sensitivity.] Where applicable, point (d) of an enhanced background check shall be completed before a person is allowed to implement, or to be responsible for the implementation of, screening, access control or other security controls.

11.1.6 Enhanced or standard background checks shall be considered as failed if not all the elements specified in points 11.1.3 and 11.1.4 respectively, are completed satisfactorily, or if at any point in time these elements do not provide the necessary level of assurance as to the reliability of the individual.

The Regulator shall endeavour to establish appropriate and effective mechanisms in order to ensure information sharing at national level and with other States for the purposes of elaboration and evaluation of information relevant to background check.

11.1.7 Background checks shall be subject to the following:

- (a) a mechanism for the ongoing review of the elements specified in points 11.1.3 and 11.1.4 through the prompt notification to the competent authority, operator or issuing entity, as applicable, of any occurrence that may affect the reliability

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of the individual. Modalities for the notification, exchange of information and content thereof between the competent authorities, operators and entities, shall be established and monitored in accordance with the national law; or

- (b) a repeat at regular intervals not exceeding 12 months for enhanced background checks, or three years for standard background checks.

11.1.8 The recruitment process for all persons being recruited under points 11.1.1 and 11.1.2 shall include at least a written application and an interview stage designed to provide an initial assessment of abilities and aptitudes

11.1.9 Persons being recruited to implement security controls shall have the mental and physical abilities and aptitudes required to carry out their designated tasks effectively and shall be made aware of the nature of these requirements at the outset of the recruitment process. These abilities and aptitudes shall be assessed during the recruitment process and before completion of any probationary period.

11.1.10 Recruitment records, including results of any assessment tests, shall be kept for all persons recruited under points 11.1.1 and 11.1.2 for at least the duration of their contract.

11.1.11 In order to address the insider threat, and notwithstanding the respective staff training contents and competences listed in paragraph 11.2, the security programme of operators and entities referred to in Articles 12, 13 and 14 of Regulation (EC) No 300/2008 shall include an appropriate internal policy and related measures enhancing staff awareness and promoting security culture.

11.1.12 Background checks successfully completed before 31 December 2020 will remain valid until their expiry or at the latest until 30 June 2023, whichever date comes earlier.

11.2 TRAINING

11.2.1 General training obligations

11.2.1.1 Persons shall have successfully completed relevant training before being

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authorised to implement security controls unsupervised.

11.2.1.2 Training of persons performing tasks as listed in subparagraphs 11.2.3.1 to 11.2.3.5 and subparagraph 11.2.4 shall include theoretical, practical and on-the-job training elements.

11.2.1.3 The content of courses shall be specified or approved by the Regulator before:

- (a) an instructor delivers any training required under this Direction, or
- (b) a computer based training course is used in order to meet the requirements of this Direction.

Computer based training may be used with or without the support of an instructor or coach.

11.2.1.4 Training records shall be kept for all persons trained for at least the duration of their contract.

11.2.2 Basic training

Basic training of persons performing tasks as listed in subparagraphs 11.2.3.1, 11.2.3.4 and 11.2.3.5 as well as in subparagraphs 11.2.4, 11.2.5 and 11.5 shall result in all of the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,
- (b) knowledge of the legal framework for aviation security,
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls,
- (d) knowledge of access control procedures,

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- (e) knowledge of identification card systems used at the airport,
- (f) knowledge of procedures for challenging persons and of circumstances in which persons should be challenged or reported,
- (g) knowledge of reporting procedures,
- (h) ability to identify prohibited articles,
- (i) ability to respond appropriately to security related incidents,
- (j) knowledge of how human behaviour and responses can affect security performance, and
- (k) ability to communicate clearly and confidently, and
- (l) knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation

11.2.3 Job specific training for persons implementing security controls

11.2.3.1 Job specific training of persons implementing screening of persons, cabin baggage, items carried and hold baggage shall result in the following competencies:

- (a) understanding of the configuration of the screening checkpoint and the screening process,
- (b) knowledge of how prohibited articles may be concealed,
- (c) ability to respond appropriately to the detection of prohibited articles,
- (d) knowledge of the capabilities and limitations of security equipment or screening methods used,

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- (e) knowledge of emergency response procedures,

In addition, where the designated tasks of the person concerned so require, training shall also result in the following competences:

- (f) interpersonal skills, in particular how to deal with cultural differences and with potentially disruptive passengers,
- (g) knowledge of hand searching techniques,
- (h) ability to carry out hand searches to a standard sufficient to reasonably ensure the detection of concealed prohibited articles,
- (i) knowledge of exemptions from screening and special security procedures,
- (j) ability to operate the security equipment used,
- (k) ability to correctly interpret images produced by security equipment, and
- (l) knowledge of protection requirements for hold baggage.

11.2.3.2 Training of persons implementing screening of cargo and mail shall result in the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation
- (c) knowledge of the objectives and organisation of aviation security, including the

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obligations and responsibilities of persons implementing security controls in the supply chain;

- (d) ability to identify prohibited articles,
- (e) ability to respond appropriately to the detection of prohibited articles,
- (f) knowledge of the capabilities and limitations of security equipment or screening methods used,
- (g) knowledge of how prohibited articles may be concealed,
- (h) knowledge of emergency response procedures,
- (i) knowledge of protection requirements for cargo and mail,

In addition, where the designated tasks of the person concerned so require, training shall also result in the following competences:

- (j) knowledge of screening requirements for cargo and mail, including exemptions and special security procedures,
- (k) knowledge of screening methods appropriate for different types of cargo and mail,
- (l) knowledge of hand searching techniques,
- (m) ability to carry out hand searches to a standard sufficient to reasonably ensure the detection of concealed prohibited articles,
- (n) ability to operate the security equipment used,
- (o) ability to correctly interpret images produced by security equipment,

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- (p) knowledge of transportation requirements.

11.2.3.3 Training of persons implementing screening of air carrier mail and materials, in-flight supplies and airport supplies shall result in the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation,
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls in the supply chain,
- (d) ability to identify prohibited articles,
- (e) ability to respond appropriately to the detection of prohibited articles,
- (f) knowledge of how prohibited articles may be concealed,
- (g) knowledge of emergency response procedures,
- (h) knowledge of the capabilities and limitations of security equipment or screening methods used,

In addition, where the designated tasks of the person concerned so require, training shall also result in the following competences:

- (i) knowledge of hand searching techniques,
- (j) ability to carry out hand searches to a standard sufficient to reasonably ensure

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the detection of concealed prohibited articles,

- (k) ability to operate the security equipment used,
- (l) ability to correctly interpret images produced by security equipment, and
- (m) knowledge of transportation requirements.

11.2.3.4 Specific training of persons performing vehicle examinations shall result in all of the following competencies:

- (a) knowledge of the legal requirements for vehicle examinations, including exemptions and special security procedures,
- (b) ability to respond appropriately to the detection of prohibited articles,
- (c) knowledge of how prohibited articles may be concealed,
- (d) knowledge of emergency response procedures,
- (e) knowledge of vehicle examination techniques,
- (f) ability to carry out vehicle examinations to a standard sufficient to reasonably ensure the detection of concealed prohibited articles.

11.2.3.5 Specific training of persons implementing access control at an airport as well as surveillance and patrols shall result in all of the following competencies:

- (a) knowledge of the legal requirements for access control, including exemptions and special security procedures,
- (b) knowledge of access control systems used at the airport,
- (c) knowledge of authorisations, including identification cards and vehicle passes,

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providing access to airside areas and ability to identify those authorisations,

- (d) knowledge of procedures for patrolling and for challenging persons and of circumstances in which persons should be challenged or reported,
- (e) ability to respond appropriately to the detection of prohibited articles,
- (f) knowledge of emergency response procedures,
- (g) interpersonal skills, in particular how to deal with cultural differences and with potentially disruptive passengers.

11.2.3.6 Training of persons implementing aircraft security searches shall result in all of the following competencies:

- (a) knowledge of the legal requirements for aircraft security searches and of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation
- (b) knowledge of the configuration of the type(s) of aircraft on which the person is to implement aircraft security searches,
- (c) ability to identify prohibited articles,
- (d) ability to respond appropriately to the detection of prohibited articles,
- (e) knowledge of how prohibited articles may be concealed,
- (f) ability to implement aircraft security searches to a standard sufficient to reasonably ensure the detection of concealed prohibited articles.

In addition, where the person holds an airport identification card, training shall also result in all of the following competences:

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- (g) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats;
- (h) knowledge of the legal framework for aviation security;
- (i) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls;
- (j) understanding of the configuration of the screening checkpoint and the screening process;
- (k) awareness of access control and relevant screening procedures;
- (l) knowledge of airport identification card used at the airport.

11.2.3.7 Training of persons implementing aircraft protection shall result in all of the following competencies:

- (a) knowledge of how to protect and prevent unauthorised access to aircraft and of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation.’
- (b) knowledge of procedures for sealing aircraft, if applicable for the person to be trained,
- (c) knowledge of identification card systems used at the airport,
- (d) knowledge of procedures for challenging persons and of circumstances in which persons should be challenged or reported, and
- (e) knowledge of emergency response procedures.

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In addition, where the person holds an airport identification card, training shall also result in all of the following competences:

- (f) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats;
- (g) knowledge of the legal framework for aviation security;
- (h) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls;
- (i) understanding of the configuration of the screening checkpoint and the screening process;
- (j) awareness of access control and relevant screening procedures.

11.2.3.8 Training of persons implementing baggage reconciliation shall result in all of the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation.
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls,
- (d) ability to respond appropriately to the detection of prohibited articles,
- (e) knowledge of emergency response procedures,

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- (f) knowledge of passenger and baggage reconciliation requirements and techniques,
- (g) knowledge of protection requirements for air carrier materials used for passenger and baggage processing.

‘In addition, where the person holds an airport identification card, training shall also result in all of the following competences:

- (h) understanding of the configuration of the screening checkpoint and the screening process;
- (i) awareness of access control and relevant screening procedures;
- (j) knowledge of airport identification cards used at the airport;
- (k) knowledge of reporting procedures;
- (l) ability to respond appropriately to security related incidents.

11.2.3.9 Training of persons implementing security controls for cargo and mail other than screening, shall result in all of the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls in the supply chain,

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- (d) knowledge of procedures for challenging persons and of circumstances in which persons should be challenged or reported,
- (e) knowledge of reporting procedures,
- (f) ability to identify prohibited articles,
- (g) ability to respond appropriately to the detection of prohibited articles,
- (h) knowledge of how prohibited articles may be concealed,
- (i) knowledge of protection requirements for cargo and mail,
- (j) knowledge of transportation requirements, if applicable.

‘In addition, where the person holds an airport identification card, training shall also result in all of the following competences:

- (k) understanding of the configuration of the screening checkpoint and the screening process;
- (l) awareness of access control and relevant screening procedures;
- (m) knowledge of identification cards in use;
- (n) ability to respond appropriately to security related incidents

11.2.3.10 Training of persons implementing security controls for air carrier mail and materials, in-flight supplies and airport supplies other than screening shall result in all of the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,

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- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls,
- (d) knowledge of procedures for challenging persons and of circumstances in which persons should be challenged or reported,
- (e) knowledge of reporting procedures,
- (f) ability to identify prohibited articles,
- (g) ability to respond appropriately to the detection of prohibited articles,
- (h) knowledge of how prohibited articles may be concealed,
- (i) knowledge of protection requirements for air carrier mail and materials, in-flight supplies and airport supplies, as applicable, and
- (j) knowledge of transportation requirements, if applicable.

In addition, where the person holds an airport identification card, training shall also result in all of the following competences:

- (k) understanding of the configuration of the screening checkpoint and the screening process;
- (l) awareness of access control and relevant screening procedures;
- (m) knowledge of identification cards in use;

- (n) ability to respond appropriately to security related incidents.’

‘11.2.3.11. Training of flight and cabin crew members implementing in-flight security measures shall result in all of the following competences:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats;
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation;
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of flight and cabin crew members;
- (d) knowledge of how to protect and prevent unauthorised access to aircraft;
- (e) knowledge of procedures for sealing aircraft, if applicable for the person to be trained;
- (f) ability to identify prohibited articles;
- (g) knowledge of how prohibited articles may be concealed;
- (h) ability to implement aircraft security searches to a standard sufficient to reasonably ensure the detection of concealed prohibited articles;
- (i) knowledge of the configuration of the type or types of aircraft on which the duties are performed;
- (j) ability to protect flight deck during the flight;
- (k) knowledge of procedures relevant to carriage of potentially disruptive passengers on board an aircraft, if applicable for the person to be trained;
- (l) knowledge of handling persons authorised to carry firearms on board, if applicable for the person to be trained;
- (m) knowledge of reporting procedures;
- (n) ability to respond appropriately to security related incidents and emergencies on board an aircraft.

11.2.4 Specific training for persons directly supervising persons implementing security controls (supervisors)

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Specific training of supervisors shall, in addition to the competencies of the persons to be supervised, result in the following competencies:

- (a) knowledge of the relevant legal requirements and how they should be met,
- (b) knowledge of supervisory tasks,
- (c) knowledge of internal quality control,
- (d) ability to respond appropriately to the detection of prohibited articles,
- (e) knowledge of emergency response procedures,
- (f) ability to provide mentoring and on-the-job training and to motivate others,

In addition, where the designated tasks of the person concerned so require, that training shall also result in all of the following competences:

- (g) knowledge of conflict management, and
- (h) knowledge of the capabilities and limitations of security equipment or screening methods used.

11.2.5 Specific training for persons with general responsibility at national or local level for ensuring that a security programme and its implementation meet all legal provisions (security managers)

Specific training of security managers shall result in all of the following competencies:

- (a) knowledge of the relevant legal requirements and how they should be met,
- (b) knowledge of internal, Channel Islands, United Kingdom, European Union and international quality control,

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- (c) ability to motivate others,
- (d) knowledge of the capabilities and limitations of security equipment or screening methods used.

11.2.6 Training of persons other than passengers requiring unescorted access to security restricted areas

11.2.6.1 Persons other than passengers requiring unescorted access to security restricted areas and not falling under subparagraphs 11.2.3 to 11.2.5 and 11.5 shall receive security awareness training before being issued with an authorisation granting unescorted access to security restricted areas. For objective reasons, the Regulator may exempt persons from this training requirement if their access is limited to areas in the terminal accessible to passengers

11.2.6.2 Security awareness training shall result in all of the following competencies:

- (a) knowledge of previous acts of unlawful interference with civil aviation, terrorist acts and current threats,
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation.
- (c) knowledge of the objectives and organisation of aviation security, including the obligations and responsibilities of persons implementing security controls,
- (d) understanding of the configuration of the screening checkpoint and the screening process,
- (e) awareness of access control and relevant screening procedures,
- (f) knowledge of airport identification cards used at the airport,

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- (g) knowledge of reporting procedures, and
- (h) ability to respond appropriately to security related incidents.

11.2.6.3 Each person undergoing security awareness training shall be required to demonstrate understanding of all subjects referred to in subparagraph 11.2.6.2 before being issued with an authorisation granting unescorted access to security restricted areas.

11.2.7 **Training of persons requiring general security awareness**

General security awareness training shall result in all of the following competencies:

- (a) Knowledge of previous acts of unlawful interference with civil aviation, terrorists acts and current threats,
- (b) awareness of the relevant legal requirements and knowledge of elements contributing to the establishment of a robust and resilient security culture in the workplace and in the aviation domain, including, inter alia, insider threat and radicalisation
- (c) knowledge of the objectives and organisation of aviation security in their working environment, including the obligations and responsibilities for persons implementing security controls,
- (d) knowledge of reporting procedures and
- (e) ability to respond appropriately to security related incidents.

Each person undergoing general security awareness training shall be required to demonstrate understanding of all subjects referred to in this subparagraph before taking up duty.

This training shall not apply to instructors falling under point 11.5

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11.3 CERTIFICATION OR APPROVAL

11.3.1 Persons performing tasks as listed in subparagraphs 11.2.3.1. to 11.2.3.5 shall be subject to:

- (a) an initial certification or approval process,
- (b) for persons operating x-ray or EDS equipment ■ recertification at least every 3 years, and
- (c) for all other persons, recertification or re-approval at least every 5 years.

Persons performing tasks as listed in point 11.2.3.3 may be exempted from these requirements if they are only authorised to implement visual checks and/or hand searches.

11.3.2 Persons operating x-ray or EDS equipment shall, as part of the initial certification or approval process, pass a standardised image interpretation test.

11.3.3 The recertification or re-approval process for persons operating x-ray or EDS equipment shall include both the standardised image interpretation test and an evaluation of operational performance.

11.3.4 Failure to undertake and successfully complete recertification or re-approval within a reasonable timescale, not normally exceeding 3 months, shall result in the related security entitlements being withdrawn.

11.3.5 Certification or approval records shall be kept for all persons certified or approved, respectively, for at least the duration of their contract.

11.4 RECURRENT TRAINING

11.4.1 Persons operating x-ray or EDS equipment shall be subject to recurrent training consisting of image recognition training and testing. This shall take the form of:

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- (a) classroom and/or computer based training, or
- (b) on-the-job TIP training, on condition that a TIP library of at least 6 000 images, as specified below, is employed on the x-ray or EDS equipment used and the person works with this equipment during at least one third of his working hours.

For classroom and/or computer based training, persons shall be subject to image recognition training and testing for at least 6 hours in every 6 month period. An image library shall be used containing at least 1,000 images of at least 250 different threat articles, including images of component parts of threat articles, with each article captured in a variety of different orientations, and arranged to provide an unpredictable selection of images from the library during the training and testing, or

the most frequently missed TIP images from the TIP library in use combined with images of recently captured threat articles relevant for the type of screening operation and covering all types of relevant threat articles if only used once for the training of a given screener over a three-year period.

For on-the-job TIP training, the TIP library shall consist of at least 6,000 images of at least 1,500 different threat articles, including images of component parts of threat articles, with each article captured in a variety of different orientations.

11.4.1.1 Human reviewers of security scanners shall be subject to recurrent training consisting of image recognition training and testing. This shall take the form of classroom and/or computer based training for at least 6 hours in every 6 month period.

The results of testing shall be provided to the person and recorded and may be taken into consideration as part of the rectification and reapproval process

11.4.2 Evaluation of the performance of individual screeners shall be carried out at the end of every 6 month period. The results of this evaluation:

- (a) shall be provided to the person and recorded;
- (b) shall be used to identify weaknesses and inform future training and testing adapted

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to address those weaknesses; and

(c) may be taken into consideration as part of the recertification or re-approval process.’

11.4.3 Persons performing tasks as listed under subparagraph 11.2 other than those referred to in subparagraph 11.4.1 and 11.4.2 shall undergo recurrent training at a frequency sufficient to ensure that competencies are maintained and acquired in line with security developments.

Recurrent training shall be conducted:

- (a) for competencies acquired during initial basic, specific and security awareness training, at least once every 5 years or, in cases where the competencies have not been exercised for more than 6 months, before return to security duties, and
- (b) for new or extended competencies, as required to ensure that persons implementing, or responsible for implementing, security controls are promptly made aware of new threats and legal requirements by the time they have to be applied.

The requirements under (a) shall not apply to competencies acquired during specific training which are no longer required for the person’s designated tasks.

11.4. Records of recurrent training shall be kept for all persons trained for at least the duration of their contract.

11.5 QUALIFICATION OF INSTRUCTORS

11.5.1 Instructors shall at least fulfil all of the following requirements:

- (a) the successful completion of a background check in accordance with points 11.1.3 ;
- (b) competency in instructional techniques;

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- (c) knowledge of the work environment in the relevant aviation security field;
- (d) competency in the security elements to be taught.

Certification shall at least apply to those instructors authorised to give training defined in points 11.2.3.1 to 11.2.3.5 and in points 11.2.4 (unless it concerns the training of supervisors exclusively supervising persons referred to in points 11.2.3.6 to 11.2.3.11) and 11.2.5.

Instructors shall be subject to recertification at least every 5 years

11.5.2 Instructors shall receive regular training or information on developments in the relevant fields.

11.5.3 The Regulator shall maintain or have access to lists of instructors operating in the Member State

11.5.4 If the Regulator is no longer satisfied that training delivered by an instructor is resulting in persons having the relevant competencies, or where the instructor fails the background check, it shall either withdraw approval of the course or ensure that the instructor is suspended or removed from the list of instructors, as appropriate. Where such action is taken, the Regulator shall also specify how the instructor may apply to have the suspension lifted, be reinstated on the list of instructors or have the course approval reinstated.

11.5.5 Any competencies acquired by an instructor in order to meet the requirements under this Chapter in a compliant territory shall be recognised in the Bailiwicks.

11.6. AVIATION SECURITY VALIDATION

11.6.1. Compliant territories aviation security validation is a standardised, documented, impartial and objective process for obtaining and evaluating evidence to determine the level of compliance of the validated entity with requirements set out in the Channel Islands Civil Aviation Security Programme ("**CICASP**").

11.6.2. Aviation security validation

- (a) may be a requirement for obtaining or maintaining a legal status under CICASP;
- (b) may be performed by the regulator or a validator approved by the Regulator as an aviation security validator or a validator recognised as equivalent to it, in accordance with this Chapter;
- (c) shall assess security measures applied under the responsibility of the validated entity or parts thereof for which the entity seeks validation. At least, it shall consist of:
 - (1) an evaluation of security relevant documentation, including the validated entity's security programme or equivalent; and
 - (2) a verification of the implementation of aviation security measures, which shall include an on-site verification of the validated entity's relevant operations, unless otherwise stated;
- (d) shall be recognised by all compliant territories .

11.6.3. Approval requirements for aviation security validators

11.6.3.1. The Regulator shall approve aviation security validators based on conformity assessment capacity, which shall comprise:

- (a) independence from the validated industry, unless otherwise stated;
- (b) appropriate personnel competence in the security area to be validated as well as methods to maintain such competence at the level referred to in 11.6.3.5; and

(c) the functionality and appropriateness of validation processes.

11.6.3.2. Where relevant, the approval shall take account of accreditation certificates in relation to the relevant harmonized standards, namely with EN-ISO/IEC 17020 instead of re-assessing conformity assessment capacity.

11.6.3.3. An aviation security validator may be any individual or a legal entity.

11.6.3.4. The Regulator is empowered to accredit the conformity assessment capacity of legal entities to perform aviation security validation, adopt administrative measures in that respect and carry out the surveillance of aviation security validation activities.

11.6.3.5. Every individual performing aviation security validation shall have appropriate competence and background, and shall meet all of the following requirements:

(a) have been subject to a background check in accordance with 11.1.3 that shall be recurrent at least every five years;

(b) perform aviation security validation impartially and objectively, shall understand the meaning of independence and apply methods to avoid situations of conflict of interest in respect of the validated entity;

(c) have sufficient theoretical knowledge and practical experience in the field of quality control as well as respective skills and personal attributes to collect, record and assess findings based on a checklist. In particular regarding

(1) compliance monitoring principles, procedures and techniques;

(2) factors affecting human performance and supervision;

(3) the role and powers of the validator, including on conflict of interest;

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(d) provide proof of appropriate competence based on training and/or a minimum work experience in respect of the following areas:

- (1) general aviation security principles of UK and ICAO aviation security standards;
- (2) specific standards related to the activity validated and how they are applied to operations;
- (3) security technologies and techniques relevant for the validation process;

(e) undergo recurrent training at a frequency sufficient to ensure that existing competencies are maintained and new competencies are acquired to take account of developments in the field of aviation security.

11.6.3.6. The Regulator shall either provide training for aviation security validators or approve and maintain a list of appropriate security training courses. The Regulator shall provide the validators it approves with the relevant parts of the non-public legislation and national programmes referring to the operations and areas to validate.

11.6.3.7. The Regulator may limit the approval of an aviation security validator to validation activities which are carried out solely in the Channel Islands. In such cases, the requirements of point 11.6.4.2 do not apply.

11.6.3.8. The Regulator acting as validator may only perform validations in respect of air carriers, operators and entities that are placed under its responsibility or under the responsibility of the appropriate authority of another territory, where it has been explicitly requested or appointed to do so by that authority.

11.6.3.11 The approval of an aviation security validator shall be valid for a maximum period of five years.

11.6.4. Recognition and discontinuation of aviation security validators

11.6.4.1. An aviation security validator:

(a) shall be provided with proof of its status by or on behalf of the appropriate authority;

(b) may not perform aviation security validations if it holds the status of aviation security validator under an equivalent scheme in place in a third country or an international organisation, unless point 11.6.4.5 applies.

Aviation security validators may only perform validations of airlines, operators or entities under the responsibility of that Regulator.

11.6.4.2. Approved aviation security validators shall be recognized by the Regulator.

11.6.4.3. If an aviation security validator demonstrates it no longer meets the requirements referred to in points 11.6.3.1 or 11.6.3.5, the Regulator shall withdraw approval and remove the validator from the database on supply chain security for regulated agents and known consignors, or inform the appropriate authority that approved it, sharing the basis for his concern.

11.6.4.4. Industry associations and entities under their responsibility operating quality assurance programmes may be approved as aviation security validators provided equivalent measures of those programmes ensure impartial and objective validation. Recognition shall be done in cooperation with the UK DfT.

11.6.4.5. The Regulator may recognise validation activities undertaken by authorities or aviation security validators under the jurisdiction of and recognised by a third country or an international organisation where it can confirm their equivalency to CICASP aviation security validation. A list thereof shall be kept by the Regulator.

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11.6.5. Aviation security validation report ("**the validation report**")

11.6.5.1. The validation report shall record the aviation security validation and contain at least:

- (a) a completed checklist signed by the aviation security validator, and where requested commented by the validated entity in the necessary detail;
- (b) a declaration of commitments signed by the validated entity; and
- (c) an independence declaration in respect of the entity validated signed by the individual performing the aviation security validation.

11.6.5.2. The aviation security validator shall establish the level of compliance with the objectives contained in the checklist and record these findings in the appropriate part of the checklist.

11.6.5.3. A declaration of commitment shall state the validated entity's commitment to continue operation under the successfully validated operation standards.

11.6.5.4. The validated entity may declare its agreement or disagreement to the validation report's established compliance level. Such a declaration shall become an integral part of the validation report.

11.6.5.5. Page numbering, date of the aviation security validation and initialing by the validator and the validated entity on each page shall prove the validation report's integrity. 'Manual initialing on each page may be replaced by an electronic signature of the entire document.';

11.6.5.6. The Regulator shall assess the validation report within not more than six weeks after its reception.

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Where the report concerns an airline, operator or entity undergoing validation for the purposes of an existing designation that expires after the periods referred to in the paragraphs above, the Regulator may set a longer period to complete the assessment.

In such case, and unless further information and additional documentary evidence is necessary to successfully conclude the assessment, the Regulator shall ensure that the process is completed before the expiry of the validity of status.

Within three months from the date of reception of the report, the validator shall be provided with a written feedback regarding the quality of the report, and where applicable, any recommendations and remarks that the Regulator may deem necessary. Where applicable, a copy of such feedback shall be transmitted to the appropriate authority that has approved the validator.

For the purposes of the designation of other airlines, operators or entities as provided for in this Regulation, an Regulator may request and shall obtain, within 15 days, from the appropriate authority that has drafted a validation report in its national language or has required the validator performing the validation to do so, a copy of the full validation report in the English language.

11.7 MUTUAL RECOGNITION OF TRAINING

Any competencies acquired by a person in order to meet the requirements of EU Member State regulations on aviation security may be taken into consideration by the Regulator.

ATTACHMENT 11-A

INDEPENDENCE DECLARATION — AVIATION SECURITY VALIDATOR

- (a) I confirm that I have established the level of compliance of the validated entity in an impartial and objective way.
- (b) I confirm that I am not, and have not in the preceding two years, been employed by the validated entity.
- (c) I confirm that I have no economic or other direct or indirect interest in the outcome of the validation activity, the validated entity or its affiliates.
- (d) I confirm that I have, and have had in the preceding 12 months no business relations such as training and consultancy beyond the validation process with the validated entity in areas related to aviation security.
- (e) I confirm that the aviation security validation report is based on a thorough fact finding evaluation of relevant security documentation, including the validated entities security programme or equivalent, and on-site verification activities.
- (f) I confirm that the aviation security validation report is based on an assessment of all security relevant areas on which the validator is required to give an opinion based on the relevant checklist.
- (g) I confirm that I have applied a methodology that allows for separate aviation security validation reports in respect of each entity validated and ensures objectivity and impartiality of the fact finding and evaluation, where several entities are being validated in a joint action.
- (h) I confirm that I accepted no financial or other benefits, other than a reasonable fee for the validation and a compensation of travel and accommodation costs.

I accept full responsibility for the aviation security validation report.

Name of the validated entity:

Name of the aviation security validator:

Date:

Signature

CHAPTER 12 SECURITY EQUIPMENT

12.0 GENERAL PROVISIONS

12.0.1 The Regulator, operator or entity using equipment for the implementation of measures for which it is responsible in accordance with Annex A shall take reasonable steps to ensure that the equipment meets the standards set out in this chapter.

12.0.1.2 There shall be routine testing of each piece of security equipment.

12.0.1.3 Equipment manufacturers shall provide a concept of operations and equipment shall be used in accordance with it.

12.0.2. Approval of security equipment

12.0.4 Where several types of security equipment are combined, each one has to comply with the defined specifications and meet the standards set out in this Chapter, both separately and combined.

12.0.5 Equipment shall be positioned, installed and maintained in compliance with the requirements of equipment manufacturers.

12.1 WALK-THROUGH METAL DETECTION (WTMD) EQUIPMENT

12.1.1 General principles

12.1.1.1 Walk-through metal detection equipment (WTMD) shall be able to detect and to indicate by means of an alarm at least specified metallic items, both individually and in combination.

12.1.1.2 The detection by WTMD shall be independent of the position and orientation of the metallic item.

12.1.1.3 WTMD shall be firmly fixed to a solid base.

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12.1.1.4 WTMD shall have a visual indicator to show that the equipment is in operation.

12.1.1.5 The means for adjusting the detection settings of WTMD shall be protected and accessible only to authorised persons.

12.1.1.6 WTMD shall give both a visual alarm and an audible alarm when it detects metallic items as referred to in subparagraph 12.1.1.1. Both types of alarm shall be noticeable at a range of 2 metres.

12.1.1.7 The visual alarm shall give an indication of the strength of signal detected by the WTMD.

12.1.2 Standards for WTMD

12.1.2.1 WTMD shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.1.2.2 All WTMD exclusively used for screening persons other than passengers shall meet at least standard 1 .

12.1.2.3 [*No provision*].

12.1.3 Additional requirements for WTMD

[*No provision*]

12.1.4 Additional requirements for WTMD used in combination with shoe metal detection (SMD) equipment

12.1.4.1 All WTMD equipment used in combination with shoe metal detection (SMD) equipment shall be able to detect and indicate by means of a visual indication at least specified metallic items, both individually and in combination, and this shall correspond to the height at which this item (or items) is located on the person passing through it. This shall be irrespective

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of the type and number of items and their orientation.

12.1.4.2 All WTMD equipment used in combination with SMD equipment shall be able to detect and indicate all alarms generated by metallic items on a person in at least two zones. The first zone shall correspond to the lower legs of a person and shall be between the floor and a maximum of 35 cm above the floor. All other zones shall be above the first zone

12.2 **HAND-HELD METAL DETECTION (HHMD) EQUIPMENT**

12.2.1 Hand-held metal detection equipment (HHMD) shall be able to detect ferrous and non-ferrous metallic items.

Detection and identification of the position of the detected metal shall be indicated by means of an alarm.

12.2.2 The means for adjusting the sensitivity settings of HHMD shall be protected and accessible only to authorised persons.

12.2.3 HHMD shall give an audible alarm when it detects metallic items. The alarm shall be noticeable at a range of 1 metre.

12.2.4

12.2.5 HHMD shall have a visual indicator to show that the equipment is in operation.

12.3 **X-RAY EQUIPMENT**

X-ray equipment shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.3.1 All equipment installed from 1 January 2023 at the latest, to be used for the screening of cargo and mail, as well as air carrier mail and air carrier materials subject to security controls in accordance with Chapter 6, shall be multi-view.

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The Regulator, for objective reasons, may allow the use of single-view X-ray equipment installed before 1 January 2023 until the following dates:

- (a) single-view X-ray equipment installed before 1 January 2016, until 31 December 2025 at the latest;
- (b) single-view X-ray equipment installed from 1 January 2016, for a maximum period of 10 years from the date of its installation or at the latest until 31 December 2027, whichever is the earlier.

12.4 EXPLOSIVE DETECTION SYSTEMS (EDS) EQUIPMENT

12.4.1 General principles

12.4.1.1 Explosive detection systems equipment (EDS) shall be able to detect and to indicate by means of an alarm specified and higher individual quantities of explosive material contained in baggage or other consignments.

12.4.1.2 The detection shall be independent of the shape, position or orientation of the explosive material.

12.4.1.3 EDS shall give an alarm in each of the following circumstances:

- when it detects explosive material,
- when it detects the presence of an item that prevents explosive material from being detected, and
- when the contents of a bag or consignment are too dense to be analysed.

12.4.2 Standards for EDS

12.4.2.1 All EDS equipment shall fulfil the following requirements:

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- (a) equipment installed before 1 September 2014 must at least meet standard 2;
- (b) equipment installed from 1 September 2014 to 31 August 2022 must at least meet standard 3;
- (c) equipment installed from 1 September 2022 to 31 August 2026 must at least meet standard 3.1;
- (d) equipment installed from 1 September 2026 must at least meet standard 3.2.

12.4.2.2 Standard 2 shall expire on 1 September 2021.

12.4.2.3 For the purposes of allowing an extension of the use of standard EDS, there shall be four categories of airports:

- (a) category I – airport with more than 25 million passengers in 2019;
- (b) category II – airport with scheduled services to at least one of the third countries listed in Attachment 5-A of this Regulation, with the exception of the United Kingdom of Great Britain and Northern Ireland;
- (c) category III – airport with the highest volume of traffic in 2019 in each Member State where they are not already listed under category I or II;
- (d) category IV – other airport.

12.4.2.4 The appropriate authority may allow the use of standard 2 EDS as of 1 September 2021, in accordance with the following table, until:

		Standard 2 EDS equipment installed
	Standard 2 EDS equipment	between 1 January 2011 and 1 September

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	installed before 1 January 2011	2014
Airports in Category I	1 March 2022	1 March 2023
Airports in Category II or Category III	1 September 2022	1 September 2023
Airports in Category IV	1 March 2023	1 March 2024

12.4.2.6 All EDS equipment designed to screen cabin baggage shall meet at least standard C1.

12.4.2.7 All EDS equipment designed to screen cabin baggage containing portable computers and other large electrical items shall meet at least standard C2.

12.4.2.8 All EDS equipment designed to screen cabin baggage containing portable computers and other large electrical items and LAGS shall meet at least standard C3.

12.4.2.9 All EDS equipment that meets standard C3 shall be considered as equivalent to LEDS equipment that meets standard 2 for the screening of LAGS.

12.4.3 **Image quality requirements for EDS**

[No provision]

12.5 **THREAT IMAGE PROJECTION (TIP)**

12.5.1 **General principles**

12.5.1.1 Threat image projection (TIP) shall be able to project combined threat images (CTI) or fictional threat images (FTI).

CTI are x-ray images of bags or other consignments containing threat articles.

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FTI are x-ray images of threat articles which are projected into x-ray images of bags or other consignments being screened.

Threat articles shall appear within the x-ray image of bags and other consignments in an evenly distributed manner and not in a fixed position.

It shall be possible to set the percentage of CTI and FTI to be projected.

Where CTI are used:

(a) the concept of operation must ensure that the screener cannot see the bags or other consignments that are introduced into the x-ray or EDS equipment and cannot determine that a CTI is or might be projected to him/her; and

(b) the TIP system and library size shall reasonably ensure that a screener is not exposed to the same CTI again within 12 months.

12.5.1.2 TIP shall not impair the performance and normal functioning of x-ray or EDS equipment.

No indication shall be given to the screener that a CTI or FTI is about to be projected or has been projected until a message is presented in accordance with point 12.5.2.2.

12.5.1.3 The means for managing TIP shall be protected and accessible only to authorised persons.

12.5.1.4 There shall be a TIP administrator responsible for the configuration management of the TIP system.

12.5.1.5 The Regulator shall regularly monitor the correct implementation of the TIP systems and ensure that the systems are correctly configured, including realistic and relevant projection of CTI and FTI where in use, are in compliance with the requirements and have up-to-date image libraries.";

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12.5.2 Composition of TIP

12.5.2.1 TIP shall comprise of at least:

- (a) a library of CTI or FTI,
- (b) a means for presenting messages and for messages to be cleared,
- (c) a means for recording and presenting the results of the responses of individual screeners.

12.5.2.2 TIP shall present a message to the screener:

- (a) where the screener responded and a CTI or FTI was projected,
- (b) where the screener did not respond and a CTI or FTI was projected,
- (c) where the screener responded and no CTI or FTI was projected, and
- (d) where an attempt to project a CTI or FTI failed and was visible to the screener.

The message shall be presented so that it does not obscure the image of the bag or consignment to which it refers.

The message shall remain until it has been cleared by the screener. In the case of subparagraphs (a) and (b) the message shall be presented together with the CTI or FTI

12.5.2.3 Access to equipment with TIP installed and deployed shall require that the screener uses a unique identifier.

12.5.2.4 TIP shall be able to store the results of the responses of individual screeners for a minimum of 12 months and in a format to allow the provision of reports.

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12.5.2.5 The composition of TIP shall also meet, or exceed, the standards in force in the United Kingdom at all times.

12.6 EXPLOSIVE TRACE DETECTION (ETD) EQUIPMENT

12.6.1 ETD equipment shall be able to collect and analyse trace levels of particles or vapour from contaminated surfaces, or the contents of baggage or consignments, and indicate, by means of an alarm, the presence of explosives. For the purpose of screening, it shall meet all of the following requirements:

(a) Consumables shall not be used beyond the recommendations of the manufacturer of the consumable or if the performance of the consumable appears to have deteriorated through use

(b) ETD equipment shall only be used in an environment for which the equipment has been approved for use.

There shall be standards for ETD set for particulate and vapour sampling. Detailed requirements on these standards are laid down in CICASP, Annex C (EU Commission Implementing Decision C(2015) 8005')

12.6.2 The standard for ETD equipment that uses particulate sampling shall apply to ETD equipment deployed from 1 September 2014.

12.6.3

12.7 EQUIPMENT FOR SCREENING LIQUIDS, AEROSOLS AND GELS (LAGs)

12.7.1 General principles

12.7.1.1 LEDS Equipment shall be able to detect and to indicate by means of an alarm specified and higher individual quantities of threat materials in LAGs.

12.7.1.2 The equipment shall be used in a manner that ensures that the container is

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positioned and orientated so as to ensure that the detection capabilities are utilised in full

12.7.1.3 The equipment shall give an alarm in each of the following circumstances:

(a) when it detects threat material;

(b) when it detects the presence of an item that prevents threat material from being detected;

(c) when it cannot assess whether the LAG is benign or not;

(d) when the contents of the screened bag are too dense to be analysed.

12.7.2 Standards for Liquid Explosive Detection Systems (LEDS) equipment

12.7.2.1 There shall be three standards for LEDS equipment. Which shall be the standards in force in the United Kingdom at all times

12.7.2.2 All LEDS equipment shall meet standard 2.

LEDS equipment meeting Standard 1 may be used until 30 January 2016 at the latest.

12.7.3 Approval of equipment for the screening of LAGs

Only equipment that is approved by or on behalf of the appropriate authority of the United Kingdom may be used in the Bailiwicks.

12.8 METHODS OF SCREENING USING NEW TECHNOLOGIES [Evaluating methods of screening"]

12.8.1 [No provision]

[

12.8.2 [No provision]

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12.8.3 [No provision]

12.8.4 The maximum evaluation period for each method of screening using new technologies shall be eighteen months. This evaluation period may be extended by the Regulator by a maximum of a further twelve months.

12.8.5 [No provision]

12.8.6 [No provision]

12.8.7 [No provision]

12.9 EXPLOSIVE DETECTION DOGS

12.9.1. General Principles

Only EDD that are approved by or on behalf of the Regulator may be used in the Bailiwicks.

12.9.1.1. An explosive detection dog (EDD) shall be able to detect and indicate specified and higher individual quantities of explosive material.

12.9.1.2. The detection shall be independent of the shape, position or orientation of the explosive materials.

12.9.1.3. An EDD shall give an alarm, in the form of a passive response, when it detects explosive materials and shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.9.1.4. An EDD and its handler can be used for screening if they both have been approved independently and in combination as a team.

12.9.1.5. An EDD and its handler shall be subject to initial and recurrent training to ensure that required competencies are learned and maintained and, where appropriate, new competencies are learned.

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12.9.1.6. In order to be approved, an EDD team, consisting of an EDD and handler(s), shall have successfully passed a training course.

12.9.1.7. An EDD team shall be approved by or on behalf of the Regulator in accordance with the standards in force in the United Kingdom at all times.

12.9.1.8. After approval by the Regulator, an EDD team may be used for security screening by use of free running or remote explosive scent tracing method.

12.9.2. **Standards for EDD**

12.9.2.1. The performance requirements for an EDD shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.9.2.2. *[No provision].*

12.9.2.3 *[No provision].*

12.9.2.4. *[No provision].*

12.9.2.5. An EDD used for detection of explosive materials shall be fitted with appropriate means to allow for the unique identification of the EDD.

12.9.2.6. When performing explosive detection duties, an EDD shall always be accompanied by the handler who is approved to work with the EDD.

12.9.2.7. An EDD approved for free running method shall only have one handler. One handler may be approved for leading a maximum of two EDDs.

12.9.2.8. An EDD approved for remote explosive scent tracing method shall be led by a maximum of two handlers per EDD.

12.9.3. **Training Requirements General Training Obligations**

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12.9.3.1. The training of an EDD team shall include theoretical, practical and on-the-job training elements which shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.9.3.2. *[No provision]*.

12.9.3.3. *[No provision]*.

12.9.3.4. *[No provision]*.

12.9.3.5. *[No provision]*.

12.9.3.6. *[No provision]*.

Initial training for EDD Teams

12.9.3.7. An EDD team shall be subject to initial training and shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.9.3.8. Initial training for an EDD team shall include practical training in the intended work environment.

Recurrent training for EDD Teams

12.9.3.9. An EDD and the handler shall be subject to recurrent training requirements, both individually and in combination as a team which shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.9.3.10. *[No provision]*.

12.9.3.11. *[No provision]*.

12.9.3.12. *[No provision]*.

Training records for EDD Teams

12.9.3.13. The records of both initial and recurrent training shall be kept for both the EDD and its handler for at least the duration of their contract of employment and they shall be made available to the Regulator upon request.

Operational Training for EDD Teams

12.9.3.14. When an EDD is deployed in the screening duties, the EDD shall be subject to operational training to ensure that it meets, or exceeds, the performance in force in the United Kingdom at all times.

12.9.3.15. Operational training shall be done on a continuous random basis during the deployment period, and shall measure EDD's detection performance by means of approved training aids.

12.9.4. Approval Procedures

12.9.4.1. The approval procedure shall ensure that all of the following competencies are assessed:

- (a) ability of the EDD to meet, or exceed, the detection performance in force in the United Kingdom at all times,
- (b) ability of the EDD to give a passive indication on the presence of explosive materials,
- (c) ability of the EDD and its handler(s) to work effectively as a team,
- (d) ability of the handler to correctly lead the EDD, interpret and respond appropriately to the EDD reaction to the presence of an explosive material.

12.9.4.2 [No provision].

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12.9.4.3. The EDD team shall have successfully completed training in each area for which the approval is sought.

12.9.4.4. [No provision]

12.9.4.5. The validity of each approval period shall not be longer than 12 months.

12.9.5. **Quality Control**

12.9.5.1. The EDD team shall be subject to quality control measures that shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.9.6. **Methodology of Screening**

[No provision]

12.10 **METAL DETECTION EQUIPMENT (MDE)**

[No Provision]

12.11 **SECURITY SCANNERS**

12.11.1 **General Principles**

A security scanner is a system for the screening of persons that is capable of detecting metallic and non-metallic objects, distinct from the human skin, carried on the body or within clothes.

A security scanner with human reviewer may consist of a detection system that creates an image of a person's body for a human reviewer to analyse and establish that no metallic and non-metallic objects, distinct from the human skin is carried on the body of the person screened. When the human reviewer identifies such an object, its location shall be communicated to the screener for further search. In this case the human reviewer is to be considered as an integral part of the detection system.

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A security scanner with automatic threat detection may consist of a detection system that automatically recognises metallic and non-metallic objects, distinct from the human skin carried on the body of the person screened. When the system identifies such an object, its location shall be indicated on a stick figure to the screener.

For the purposes of screening passengers, a security scanner shall meet all of the following standards.

- a) Security scanners shall detect and indicate by means of an alarm at least specified metallic and non-metallic items including explosives both individually and in combination,
- b) Detection shall be independent of the position and orientation of the item,
- c) The system shall have a visual indicator to show that the equipment is in operation,
- d) Security scanners shall be positioned so as to ensure that their performance is not affected by sources of interference,
- e) The correct functioning of security scanners shall be tested on a daily basis,
- f) The security scanner shall be used in accordance with the concept of operations provided by the manufacturer.

Security scanners for the screening of passengers shall be deployed and used in compliance with the standards in force in the United Kingdom.

12.11.2 **Standards for security scanners**

The performance requirements for security scanners shall meet, or exceed, the standards in force in the United Kingdom at all times.

12.11.2.1 All security scanners shall meet standard 1 of the United Kingdom. Standard 1 shall expiry on 1 January 2022

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12.11.2.2 Standard 2 of the United Kingdom shall apply to security scanners installed as of January 2019

12.11.2.3. Standard 2.1 shall apply to security scanners installed from 1 January 2021’;

12.12 SHOE SCANNER EQUIPMENT

12.12.1 General principles

12.12.1.1 Shoe metal detection (SMD) equipment shall be able to detect and to indicate by means of an alarm at least specified metallic items, both individually and in combination.

12.12.1.2 Shoe explosive detection (SED) equipment shall be able to detect and indicate by means of an alarm at least specified explosives items..

12.12.1.3 The detection by SMD and SED shall be independent of the position and orientation of the metallic or explosive items..

12.12.1.4 SMD and SED shall be placed on a solid base.

12.12.1.5 SMD and SED shall have a visual indicator to show that the equipment is in operation..

12.12.1.6 The means for adjusting the detection settings of SMD and SED shall be protected and accessible only to authorised persons..

12.12.1.7 SMD shall give at least a visual alarm and an audible alarm when it detects metallic items as refers to in point 12.12.1.1. Both types of alarm shall be noticeable at a range of 1 m.

12.12.1.8 SED shall give at least a visual alarm and an audible alarm when it detects explosive items as refers to in point 12.12.1.2. Both types of alarm shall be noticeable at a range of 1 m.

12.12.2 Standards for SMD

12.12.2.1 There shall be two standards for SMD. Detailed requirements on these standards are laid down in Commission Implementing Decision C(2015) 8005.

12.12.2.2 All SMD exclusively used for screening persons other than passengers shall meet at least standard 1.

12.12.2.3 All SMD used for screening of passengers shall meet standard 2.

12.12.2.4 All SMD shall be able to operate, to resolve alarms generated on a WTMD, in the area between the surface supporting the shoe and at least 35 cm above

12.12.3 Standard for SED

12.12.3.1 Detailed requirements on this standard are laid down in Annex C’;

12.13 AUTO CLEAR SOFTWARE (ACS)

12.13.1 General principles

12.13.1.1 Auto clear software (ACS) shall be able to assess all radioscopic images produced by x-ray or EDS equipment to ascertain if they may contain threat items and should be able to directly clear simple images without threat items.

12.13.1.2 ACS shall display to a screener those images that contain possible threat items or are too complex for the software to analyse.

12.13.1.3 ACS shall not impair the performance and normal functioning of x-ray and EDS equipment.

12.13.1.4 When ACS is running, a visual indication shall be given to the screener.

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12.13.1.5 When used on EDS equipment ACS shall not prevent an alarm indication.

12.13.1.6 ACS shall not clear CTI and the radiosopic images produced by x-ray or EDS equipment containing FTI projected by TIP.

12.13.1.7 The means for managing the ACS shall be protected and accessible only to authorised persons.

12.13.2 Performance requirements

12.13.2.1 Detailed provisions for performance requirements for ACS are laid down in Commission Implementing Decision C(2015) 8005

12.14 EXPLOSIVE VAPOUR DETECTION (EVD) EQUIPMENT

12.14.1 Standards for EVD

12.14.1.1 All EVD equipment used for the screening of hold baggage or cargo shall meet at least standard 1.

12.14.1.2 All EVD equipment used for the screening of persons or cabin baggage shall meet at least standard 3.

12.14.1.3 Detailed requirements on these standards are laid down in Annex C.

ATTACHMENT 12-A

WTMD [*No Provision*].

ATTACHMENT 12-B

EDS [*No Provision*].

ATTACHMENT 12-C

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LAGS [*No Provision*]

ATTACHMENT 12-D

EDD [*No Provision*]

ATTACHMENT 12-E

[*No Provision*].

ATTACHMENT 12-F

[*No Provision*]

ATTACHMENT 12-G

[*No Provision*].

ATTACHMENT 12-H

[*No Provision*].

ATTACHMENT 12-I

[*No Provision*]

ATTACHMENT 12-J

General principles for MDE are laid down in Annex C

ATTACHMENT 12-K

Security Scanners [*No Provision*]

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ATTACHMENT 12-L

ETD [*No Provision*].

ATTACHMENT 12-M

ACS [*No Provision*]

ATTACHMENT 12-N

Detailed provisions for performance requirements for SED are laid down in Annex C.

ATTACHMENT 12-O

Detailed provisions for performance requirements for EVD are laid down in Annex C.

DCA Office of the Director
of Civil Aviation

ANNEX C

**CHANNEL ISLANDS RESTRICTED
DETAILED MEASURES
SUPPLEMENTAL TO ANNEX A**

Bailiwick of Jersey ♦ Bailiwick of Guernsey

DCA Office of the Director
of Civil Aviation

ANNEX D

**CHANNEL ISLANDS - RESTRICTED
MORE STRINGENT MEASURES**