

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

Implementing Standards

(Issued under Sec. 120, Civil Aviation Act No. 14 of 2010)

Title: Compliance to Annex-6-Part 1 – Chapter 13 - Security

Reference No. : IS-6-(i)-13

SLCAIS: 022

Date: 15th February 2018

Pursuant to Sec. 120 of the Civil Aviation Act No.14 of 2010, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the purpose of giving effect to any of the provisions of the Civil Aviation Act, any regulations or rules made thereunder including the Articles of the Convention on International Civil Aviation which are specified in the Schedule to the Act.

Accordingly, I being the Director General of Civil Aviation do hereby issue the Implementing Standards on **Annex 6- Part 1- Chapter 13 - Security** as mentioned in the Attachment hereto (Ref: IS-6-(i)-13), for the purpose of giving effect to the provisions in the aforementioned Act and Standards & Procedures described under Article 37 of the Convention, which are specified in the Attachment.

This document supersedes the Implementing Standard 058 issued by the DGCA and shall be treated as null and void.

These Implementing Standards shall come into force with immediate effect and remain in force unless revoked.

Attention is also drawn to sec. 103 of the Act, which states inter alia that failure to comply with Implementing Standard is an offence.

H.M.C. Nimalsiri
Director General of Civil Aviation and
Chief Executive Officer

Civil Aviation Authority of Sri Lanka
152/1, Opposite Radar Hill,
Minuwangoda Road
Katunayake.

Enclosure: Attachment No. IS-6-(i)-13-Att-01

Implementing Standards

Title: Compliance to Annex-6-Part 1 – Chapter 13 - Security

GENERAL:

- i. Requirements contained in this document are based on the amendment 42 of the 10th edition of ICAO Annex 6-Part I – “Operation of Aircraft” Chapter 10 – Flight Operations Officer/ Flight Dispatcher.
- ii. The requirements contained in this document are applicable to person/organizations holding an air operator certificate issued by Director-General of Civil Aviation, Sri Lanka for commercial air transportation and prospective applicants for air operator certificate for commercial air transportation.
- iii. Holders of Air Operator Certificate issued by the DGCA for commercial air transportation shall comply with the requirements published in this document and are hereby instructed to forward to the DGCA a “Declaration of Conformance” which indicates the degree of compliance with each item detailed in the document.
- iv. This document supersedes the Implementing Standard 058 issued by the DGCA and shall be treated as null and void.
- v. This document may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.

Requirements for Security

1. Domestic commercial operations

Requirement contained in this document shall be applicable to domestic commercial operations as well.

2. Security of the flight crew compartment

- 2.1.** In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.
- 2.2.** All passenger-carrying aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot’s station.
- 2.3.** In all aeroplanes which are equipped with a flight crew compartment door in accordance with paragraph 2.2:

- a. This door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and
- b. Means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behavior or potential threat.

2.4. A holder of an AOC shall ensure that all passenger-carrying aeroplanes should be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel and to resist forcible intrusions by unauthorized persons. This door should be capable of being locked and unlocked from either pilot's station.

2.5. In all aeroplanes which are equipped with a flight crew compartment door in accordance with paragraph 2.4:

- a. This door should be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and
- b. means should be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behavior or potential threat.

Note: - Refer Implementing Standards IS 033 for additional requirements on admission to Flight Crew Compartment.

3. Aeroplanes search procedure checklist

A holder of an AOC shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exists that the aeroplanes may be the object of an act of unlawful interference. The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplanes.

4. Training programmes

4.1. A holder of an AOC shall establish and maintain a security training Programme approved by the Director-General of Civil Aviation which ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference. As a minimum, this Programme shall include the following elements, which shall be as per the DGCA approved training programme of the operator.

- a. determination of the seriousness of any occurrence;
- b. crew communication and coordination;
- c. appropriate self-defense responses;
- d. use of non-lethal protective devices assigned to crewmembers whose use is authorized by the DGCA;
- e. understanding of behavior of terrorists so as to facilitate the ability of crew members to cope with hijacker behavior and passenger responses;

- f. live situational training exercises regarding various threat conditions;
- g. Flight crew compartment procedures to protect the aeroplanes; and
- h. aeroplanes search procedures and guidance on least-risk bomb locations where practicable.

4.2. A holder of an AOC shall also establish and maintain a training Programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aeroplanes so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

5. Reporting acts of unlawful interference

Following an act of unlawful interference, the pilot-in- command shall submit, without delay, a report of such an act to DGCA if the event occurred within Sri Lanka and to the respective designated local authority if the incident occurred overseas, and copy to DGCA. (Reports shall be submitted in accordance with IS 006. (Aviation Occurrence Reporting System)

6. Miscellaneous

- 6.1.** Specialized means of attenuating and directing the blast should be provided for use at the least-risk bomb location.
- 6.2.** Where a holder of an AOC accepts the carriage of weapons removed from passengers, the aeroplanes should have provision for stowing such weapons in a place so that they are inaccessible to any person during flight time. This procedure shall be guided by the DGCA approved Security programme of the operator.