



**Notice of Proposed Rule Making
NPRM 18/06-24
1 April 2019**

**Part 107
Aerodrome Security Programme**

**Docket 18/06/CAR107/24
2018-2019 Rules Review**

Proposed Rule Applicable 1 April 2019

Background to the Civil Aviation Rules

The Civil Aviation Rules establish the minimum regulatory safety boundary for participants to gain entry into, operate within, and exit the Papua New Guinea civil aviation system. The Rules are structured in a manner similar to the Civil Aviation Rules of New Zealand and the Federal Aviation Regulations of the USA. Where practicable the Rules also align with the International Civil Aviation Organization Annexes and the regulatory code of the Civil Aviation Safety Authority of Australia.

Rules are divided into Parts and each Part contains a series of individual rules that relate to a particular aviation activity. Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has established to be an Acceptable Means of Compliance (AMC) with the associated rule. An Advisory Circular may also contain guidance material (GM) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to strike a balance of responsibility between, on the one hand, the State and regulatory authority (CASA) and, on the other hand, those who provide services and exercise privileges in the civil aviation system. This balance must enable the State and regulatory authority to set standards for, and monitor performance of, aviation participants while providing the maximum flexibility for the participants to develop their own means of compliance within the safety boundary.

Section 45 of the Civil Aviation Act 2000 prescribes general requirements for participants in the civil aviation system and requires, among other things, participants to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices.

Section 72 of the Act allows the Minister to make ordinary rules for any of the following purposes:

- (a) The implementation of Papua New Guinea's obligations under the Convention
- (b) To provide for a safe, sustainable, effective and efficient aviation services
- (c) The provision of aviation meteorological services, search and rescue services and civil aviation security programmes and services
- (d) Assisting aviation safety and security, including but not limited to personal security
- (e) Assisting economic development
- (f) Improving access and mobility
- (g) Protecting and promoting public health
- (h) Ensuring environmental sustainability
- (i) Any matter related or reasonably incidental to any of the following:
 - (1) The Minister's functions and role under section 8 of the Act;
 - (2) The Authority's general objects and functions under section 11 of the Act;
 - (3) The Authority's functions in relation to safety under section 12 of the Act; and
 - (4) The Director's functions and powers under section of 17 the Act
 - (5) The Director's powers under section 52A, 53 and 54 of the Act
- (j) Any other matter contemplated by any provision of the Act.

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1. Purpose of this NPRM

The purpose of this Notice of Proposed Rulemaking (NPRM) is to put forward for consideration the proposed issue of a new Civil Aviation Rule (CAR) Part 107.

2. Background to the Proposal

2.1 General Summary

ICAO requires Aerodrome Security Programme to be established for holders of aerodrome operating certificate for security designated aerodrome under Part 139. CASA acknowledges that over time the requirement for a separate Part to state clearly the requirement for holders of aerodrome certificate under Part 139 to prepare and adopt an aerodrome security program covering specific security requirements set out for a security designated aerodrome was needed.

For the purpose of clarity on the requirements of Aerodrome Security Program in Part 139, it is proposed to issue a new Part 107 – Aerodrome Security Programme. This Part will ensure focused regulatory oversight and allow Aerodrome Inspector to assess and audit aerodrome safety requirements, while Aviation Security Inspectors assess and audit aerodrome aviation security requirements.

Part 107 will require the aerodrome certificate holder to establish a aerodrome security program based on the ICAO standards and recommended practices contained in Annex 14 and Annex 17 and the guidance material contained ICAO Doc 8973 in relation to what should be in the aerodrome security program.

It will bring clarity to the industry and is also an efficient way of demonstrating compliance to ICAO.

The proposal to issue a new Part 107 on aerodrome security program is consistent with the philosophy used for the existing Part 108 as part of the certification requirement under Part 119 and 129 to prepare and adopt an air operator security program. The new Part 107 will be supported by an Advisory Circular containing some basic prompts to assist the industry participants to develop the programme.

The proposal to issue a new Part 107 is to bring PNG legislation up to date with the ICAO Annex 17, amendment 16 standards.

2.2 NPRM Development

As a signatory to the convention on international civil aviation, Papua New Guinea is committed to aligning its regulations to ICAO SARPS, where practicable. NPRM development are therefore triggered by the amendments of various Annexes to the Convention on international aviation and in PNG's effort to ensure compliance rules are developed and proposed to ensure that international operations is consistent with the international requirements of ICAO Annexes. The development of this NPRM is a result of amendment 16 to Annex 17 including further improvement on Part 139.

2.3 Key Stakeholders

The Civil Aviation Safety Authority identifies the following as key stakeholders for the proposed rule amendments contained in this NPRM:

- (1) The Civil Aviation Safety Authority
- (2) The Minister for Transport
- (3) The Minister for Civil Aviation
- (4) Aviation Document Holders
- (5) Other Stakeholders

3. Issues Addressed during Development

There were no major issues addressed during the development of this NPRM.

3.1 Consequential Amendments

The transfer of certain rule requirements of Part 139 Subpart D relating to aerodrome security program will have no consequential amendments Part 139

3.2 Exemptions

Nil

3.3 ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety

The proposed rule amendments are intended to align, where practicable, with the SARPs contained in ICAO Annexes and are written in consultation with Annex 17 and guidance material:

- Annex 17 – Security.
- ICAO GM Doc 8973

3.4 Compliance Costs

The proposed amendments do not impose any direct compliance costs on air operators.

4. Summary of changes

The issue of new Part 107 requiring the aerodrome certificate holder to establish a aerodrome security program based on the ICAO standards and recommended practices contained in Annex 14 and Annex 17 and the guidance material contained ICAO Doc 8973 in relation to what should be in the aerodrome security program.

5. Legislative Analysis

5.1 Power to Make Rules

The Minister may make ordinary rules under sections 69, 70, 71 and 72 of the Civil Aviation Act 2000, for various purposes including implementing Papua New Guinea's obligations under the Convention, assisting aviation safety and security, and any matter contemplated under the Act.

These proposed rules are made pursuant to:

- (a) Section 69(1)(a) which allows the Minister to make rules for the purpose of the implementation of Papua New Guinea's obligations under the Convention:
- (b) Section 69(b) which allows the Minister to make rules for the purpose of assisting aviation safety and security, including (but not limited to) personal security:
- (c) Section 69(5) which allows the Minister to make rules that provide for matters to be determined or approved by the Authority, the Director, or any other person or empower the Authority, the Director or any other person to impose requirements, or conditions on the performance of any activity including but not limited to procedures to be followed:
- (d) Section 70(c) which allows the Minister to make rules providing for general operating rules, air traffic rules, and flight rules, including but not limited to the following:

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- (i) the conditions under which aircraft may be used or operated, or under which any act may be performed in or from an aircraft:
 - (ii) the prevention of aircraft endangering persons or property.
 - (e) Section 72(a) which allows the Minister to make rules for the designation, classification, and certification of all or any of the following:
 - (1) aircraft:
 - (2) aircraft pilots:
 - (3) flight crew members:
 - (4) air traffic service personnel:
 - (5) aviation security service personnel:
 - (6) aircraft maintenance personnel:
 - (7) aviation examiners or medical examiners:
 - (8) air services:
 - (9) air traffic services:
 - (10) aerodromes and aerodrome operators:
 - (11) aeronautical navigation service providers:
 - (12) aviation training organisations:
 - (13) aircraft design, manufacture, and maintenance organisations:
 - (14) aeronautical procedures:
 - (15) aviation security services:
 - (16) aviation meteorological services:
 - (17) aeronautical communication services:
 - (18) any other person who provides services in the civil aviation system, and any aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system, or classes of such persons, aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system:
 - (f) Section 70(b) which allows the Minister to make rules for the setting of standards, specifications, restrictions, and licensing requirements for all or any of those persons or things specified in paragraph 70(a) including the specifications of standards of design, construction, manufacture, processing, testing, supply, approval, and identification of aircraft and aeronautical products:
 - (g) Section 70(c) which allows the Minister to make rules setting the conditions of operation of foreign aircraft and international flights to, from, or within Papua New Guinea:
 - (h) Section 70(d) which allows the Minister to make rules for the definitions, abbreviations, and units of measurement to apply within the civil aviation system.
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The proposed amendment of Part 43 complies with the requirements of the Civil Aviation Act and does not contravene the Constitution, the Aerodrome (Business Concession) Act, Civil Aviation (Aircraft Operator Liability) Act, Aircraft Charges Act, Airport Departure Tax Act, the Explosive Act, Firearms Act, Customs Act, Plant and Disease Control Act and the Environmental Act.

The proposed Rule has been checked for language and compliance with the legal conventions of Papua New Guinea.

5.2 Matters to be taken into account

The development of this NPRM and the proposed rule changes take into account the matters under section 75 of the Act that the Minister must take into account when making ordinary rules including the following:

5.2.1 ICAO Standards and Recommended Practices

The proposed rule amendments comply with applicable sections of the following International Civil Aviation Organization (ICAO) Annexes:

- Annex 17 – Security

5.2.2 Assisting Economic Development

The proposed rule amendments will have no detrimental impact on economic development, and in some cases will reduce costs incurred by the aviation industry.

5.2.3 Assisting Safety and Personal Security

The proposed rule amendments will maintain safety levels in respect to clarifying and maintaining common standards of definitions, abbreviations and units of measurements used throughout the industry.

5.2.4 Improving Access and Mobility

The proposed rule amendments will have no impact on access and mobility.

5.2.5 Protecting and Promoting Public Health

The proposed rule amendments will have no impact on protecting and promoting public health.

5.2.6 Ensuring Environmental Sustainability

The proposed rule amendments will have no impact on environmental sustainability.

6. Submissions on the NPRM

6.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rulemaking is taken. If there is a need to make any significant change to the rule requirements in this proposal as a result of the submissions received, then interested persons may be invited to make further submissions.

6.2 Examination of Submissions

All submissions will be available in the rules docket for examination by interested persons both before and after the closing date for submissions. A consultation summary will be published on the CA web site and provided to each person who submits a written submission on this NPRM. Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority Headquarter Building 1, Level 1, Morea Tobo Road, Six Mile, NCD Port Moresby between 8:30 am and 3:30 pm on weekdays, except statutory holidays.

6.3 Disclosure

Submitters should note that any information attached to submissions will become part of the docket file and will be available to the public for examination at the CASA office.

Submitters should state clearly if there is any information in their submission that is commercially sensitive or for some other reason the submitter does not want the information to be released to other interested parties.

7. How to make a submission

Submissions may be sent by the following methods:

by Mail:	Docket Clerk (NPRM 18/06-24) Civil Aviation Safety Authority PO Box 1941 BOROKO National Capital District
delivered:	Docket Clerk (NPRM 18/06-24) Civil Aviation Safety Authority Morea-Tobo Road Six Mile, Jacksons Airport Port Moresby NCD
by Fax:	Docket Clerk (NPRM 18/06-24) 3251789 / 325 1919
by Email:	Docket Clerk (NPRM 18/06-24) rules@casapng.gov.pg

7.1 Final date for submissions

Comments must be received before **15:00 local time on 15 March 2019**

7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-

CASA web site: www.casapng.gov.pg

or at a cost from

Docket Clerk
Civil Aviation Safety Authority Headquarter

Building 1, Level 1
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

7.3 Further information

For further information contact:

Amanda Nambau (Ms)
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New Part 107 is issued

Subpart A — General

107.1 Purpose

This Part prescribes rules governing the aerodrome security programme required by Part 139 for a security designated aerodrome.

107.3 Definitions

In this Part, unless the context otherwise requires-

Security Designated Aerodrome means an aerodrome designated by the Minister as a security aerodrome under Section 153(1) of the *Civil Aviation Act 2000* (as amended).

Subpart B — Aerodrome Security Programme Requirements

107.51 Aerodrome security programme

Each aerodrome security programme shall contain—

- (1) a copy of-
 - (i) the plan of the aerodrome and its facilities required by rule 139.5(3)
 - (ii) the grid map of the aerodrome and its immediate vicinity required by rule 139.57(8);
 - (iii) a map of the aerodrome clearly showing—
 - A. the airside / landside boundary; and
 - B. any declared security areas or enhanced security areas; and
 - C. access control points in the boundary, including hangars and other facilities that have direct access to the airside which may be leased to third parties; and
 - D. the location of any isolated parking
 - (iv) a diagram of the terminal(s) clearly showing access control points, screening points and sterile areas; and
- (2) details, including duties and responsibilities of—
 - (i) the personnel required by rule 139.51; and
 - (ii) the position(s), identified in rule 107.59(c)(2), that is responsible for training personnel in accordance with the security training programme required by rule 107.59; and
 - (iii) stakeholders at the aerodrome who are required to contribute to the achievement of aviation security outcomes; and
- (3) contact details for all stakeholders at the aerodrome; and

- (4) the means of communication between the aerodrome operator and stakeholders, including the management of security sensitive information; and
- (5) details of the airport security committee, including—
 - (i) terms of reference; and
 - (ii) membership; and
 - (iii) frequency of meetings; and
 - (iv) management of meeting records; and
- (6) details of the measures and procedures required by—
 - (i) 107.53 regarding security requirements; and
 - (ii) 107.55 regarding access control; and
 - (iii) 107.57 regarding screening; and
 - (iv) 107.59 regarding the security training programme; and
 - (v) 107.61 regarding incident notification and reporting; and
 - (vi) 107.63 regarding liaison with other organization; and
 - (vii) 107.65 regarding airport identity cards; and
 - (viii) 107.67 regarding aerodrome development; and
- (7) details of any work that is intended to be contracted out to any other organization, the contractual provisions by which the holder of an aerodrome operator certificate ensures that any such contractor or other agent complies with the requirements of the applicant's aerodrome security programme.

107.53 Security requirements

- (a) An aerodrome security programme for a security designated aerodrome must include security measures and procedures to safeguard; the public, passengers, crew, ground personnel, aircraft and facilities against an act of unlawful interference.

Barrier requirements

- (b) The holder of an aerodrome operating certificate for a security designated aerodrome must, in addition to complying with rule 139.71, provide safeguards for preventing inadvertent unauthorised access and for deterring intentional unauthorised access, to any security area or security enhanced area within their aerodrome.
- (c) The safeguards required by paragraph (a) must:-
 - (1) Consist of fences, gates, doors and other barriers between public and security areas or security enhanced areas with adequate locking or control systems; and
 - (2) Ensure control of any duct, drain or tunnel giving access to any security area or security enhanced areas.

- (d) The construction and height of each barrier required by paragraph (b)(1) must, considering the surrounding topography, provide an effective measure against penetration of the security area or security enhanced areas and must in no case be less than 2440 millimeters in height.

Other requirements

- (e) The holder of an aerodrome operating certificate for a security designated aerodrome must :-
- (1) designate an isolated aircraft parking position at their aerodrome for the parking of an aircraft that is known or believed to be the subject of unlawful interference, or which for other security reason needs isolation from normal aerodrome activities (see Part 139 Appendix C9); and
 - (2) provide and maintain lighting, and emergency lighting in the event of failure of the normal lighting system, on any parking areas at their aerodrome used at night by aeroplanes having a certificated seating configuration of 20 seats or more passengers, excluding any required flight crew member seat, that are engaged in scheduled air transport operations for the carriage of passengers; and
 - (3) provide lighting, or have portable lighting available within 30 minutes, on any designated isolated aircraft parking area at their aerodrome intended to be used at night; and
 - (4) provide the following areas at their aerodrome for the screening of passengers and baggage:
 - (i) areas for the screening of international passengers, crew, and their baggage, prior to aircraft boarding; and
 - (ii) sterile areas where international passengers and crew subject to screening are prevented from having access to unauthorised articles or contact with unscreened persons; and
 - (iii) areas for the separation of arriving passengers and crew from departing passengers during international deplaning to prevent arriving, transit, and transfer passengers and crew having contact with any person who has been subject to screening; and
 - (5) when considered necessary by the Director, provide areas at their aerodrome for the screening and searching of persons, items, substances, and vehicles entering and remaining within security areas or enhanced security areas; and
 - (6) when considered necessary by the Director to respond to a security threat, provide areas at their aerodrome of the kind required by paragraph (b)(3) (for the screening of international passengers, crew and their baggage) for the screening of domestic passengers, crew and their baggage; and
 - (7) ensure that concession areas at their aerodrome that are situated in an area accessible to screened passengers are designed in such a way that they provide access control measures sufficient to prevent delivery to any screened person of: -
 - (i) any unauthorised article; or
 - (ii) any firearm; or
 - (iii) any other dangerous or offensive weapon or instrument of any kind; or
 - (iv) any ammunition; or
 - (v) any explosive substance or device, or any injurious substance or device of any kind that could be used to endanger the safety of an aircraft or of the persons on an aircraft; and

- (8) design all areas required by paragraph (b)(4), (5), (6) and (7) in such a way that they provide access control measures sufficient to prevent any unauthorised persons from entering the area; and
 - (9) ensure that personnel engaged, employed or contracted by the certificate holder undergo a security awareness programme, and that each person required to carry out specific security tasks is trained for those tasks in accordance with the security training programme require by rule 107.59; and
 - (10) establish procedures for identifying, reporting to the Director, and dealing with, breaches of and deficiencies in, any security procedures established by the holder and any provisions of any enactment relating to security at the aerodrome; and
 - (11) make provision for the security of services including, but not limited to, energy supplies, communications, sewerage and water supplies, in order to minimise the risk of such services being used to interfere unlawfully with aviation operations; and
 - (12) ensure appropriate steps are taken to minimise the threat to civil aviation operations, including measures to prevent, respond to and rectify cyber-attacks and corruption of information technology systems; and
 - (13) when so required by the Director, affix signs at the perimeter of security areas or enhanced security areas within their aerodrome; and
 - (14) ensure that a percentage of persons other than passengers, together with items carried, prior to entry into a security area or an enhanced security area serving international civil aviation operations are subject to screening and security controls, with the percentage of screening determined by a risk assessment carried out by the aerodrome operator; and
 - (15) ensure that vehicles being granted access to secure areas, or enhanced security areas, together with items contained within them, are subjected to screening or other appropriate security controls, when so required by the Director.
- (f) The security measures and procedures required by paragraph (a) must set out the means by which—
- (1) the requirements of paragraph (b) are complied with; and
 - (2) landside areas are controlled and monitored to minimise any threat, including—
 - (i) management of vehicular traffic on public roadways in front of terminal buildings, including unattended vehicles; and
 - (ii) management of unattended items in public areas; and
 - (iii) provision of security awareness public announcements; and
 - (3) the requirements of rule 107.53(c) and (d) are complied with in relation to safeguards to prevent inadvertent unauthorised access and to deter intentional unauthorised access to any secure area within the aerodrome, including—
 - (i) details of the barrier(s); and
 - (ii) details of the access point(s); and
 - (iii) details of locking or control system(s), including control of any duct, drain or tunnel giving access to a security area; and

- (4) the requirements of rule 107.53 (e)(11) are complied with in relation to the security of services; and
- (5) the requirements of rule 107.53 (e)(12) are complied with in relation to cyber security; and
- (6) the requirements of rule 107.55 are complied with in relation to access control; and
- (7) the requirements of rule 107.57 are complied with in relation to screening; and
- (8) the requirements of rule 107.59 are complied with in relation to the security training programme; and
- (9) the requirements of rule 107.61 are complied with in relation to incident notification; and
- (10) the requirements of rule 107.63 are complied with in relation to liaison with other organisations; and
- (11) the requirements of rule 107.65 are complied with in relation to airport identity cards; and
- (12) the requirements of rule 107.67 are complied with in relation to aerodrome development; and
- (13) the requirements of rule 139.103 are complied with in relation to testing of the aerodrome emergency plan, including the exercising of security related events; and
- (14) danger to passengers, crew, and ground personnel is minimised if a hijacking, bomb threat, or any other threat or event of unlawful interference occurs; and
- (15) temporary additional security measures will be implemented to upgrade the security of the aerodrome if the Director finds or suspects an increased level of security risk to a person on an aircraft, or to an aircraft or an aerodrome and requires the additional security measures.

107.55 Access control

A holder of an aerodrome operating certificate for a security designated aerodrome must develop and implement procedures to ensure that no person at a security designate aerodrome shall, without lawful authority: -

- (1) leave open or insecure or otherwise uncontrolled any door, gate or other barrier provided to control access to any security area, enhanced security area or operational area; or
- (2) deposit, or leave adjacent to, or on any fence, barrier, or other thing being used to prevent unauthorised access to any security area, enhanced security area or operational area any article that is capable of facilitating the evasion of control measures.

107.57 Screening

- (a) Each aerodrome security programme shall have procedures to ensure the screening of passengers, crew and baggage, prior to boarding an aircraft, at a security designated aerodrome is conducted—

- (1) by the Aviation Security Service, or the holder of an aviation security service certificate issued in accordance with Part 140; and
 - (i) where that function is contracted out to a security service provider, the means of ensuring that the contractor complies with the Part 140 certificate holder's exposition; and
 - (ii) where that function is contracted out to a security service provider, the means of ensuring compliance with rule 107.51(7); and
 - (2) by means that ensure compliance with the requirements of rule 108.63(1)
- (b) Each aerodrome security programme shall have a procedure to ensure the screening of non-passengers, vehicles and goods being taken into designated security areas or enhanced security areas of aerodromes must be conducted—
- (i) based on a risk assessment conducted by the aerodrome operator; and
 - (ii) in accordance with any direction issued by the Minister under Section 149A of the Civil Aviation Act; and
 - (iii) in accordance with any direction issued by the Director under Section 149B of the Civil Aviation Act.

107.59 Training of personnel

- (a) A holder of an aerodrome operating certificate issued for a security designated aerodrome must establish a security training programme and procedures for ensuring that every person who is employed, engaged, or contracted by the certificate holder has the appropriate level of security awareness applicable to the person's function.
- (b) The training programme required by paragraph (a) must contain: -
- (1) applicable segments for initial training and recurrent training; and
 - (2) knowledge testing or competency assessment as appropriate for the training conducted.
- (c) The holder of an aerodrome operating certificate issued for a security designated aerodrome must ensure that each segment required by paragraph (b)(1): -
- (1) includes a syllabus that is acceptable to the Director; and
 - (2) is conducted in a structured and coordinated manner by a person authorised by the certificate holder.
- (d) The holder of an aerodrome operating certificate issued for a security designated aerodrome must ensure that every person who is required to be trained undertakes the recurrent training segment of the training programme at an interval of not more than 2 years.
- (e) The holder of an aerodrome operating certificate issued for a security designated aerodrome must ensure that there is a record of: -

- (1) every person who conducts a security training segment under the authority of the certificate; and
 - (2) every person who undertakes security training conducted under the authority of the certificate.
- (f) The records required by paragraph (e)(1) must include: -
- (1) the name of the person; and
 - (2) details of the training, competencies, or experience that qualifies the person to conduct the training; and
 - (3) the scope of training that the person may conduct.
- (g) The records required by paragraph (e)(2) must include: -
- (1) the name and date of birth of the person; and
 - (2) the identity of the training segment; and
 - (3) details of the person's attendance, instructor comments, and the results of tests or assessments, as applicable.
- (h) The records required by paragraph (e) must be: -
- (1) accurate, legible and of a permanent nature; and
 - (2) retained for a period of 3 years from the date of the last entry.

107.61 Incident notification and reporting

Each aerodrome security programme shall have a procedure to ensure—

- (1) the requirements of Part 12 are complied with in relation to notifying, and where applicable reporting, any security incident involving the aerodrome to the Director; and
- (2) the requirements of rule 107.53(e)(10) are complied with in relation to, breaches of and deficiencies in, security procedures.

107.63 Liaison with other organisations

- (a) A holder of an aerodrome operating certificate issued for a security designated aerodrome must, for each security designated aerodrome it operates: -
- (1) consult and liaise with all other organisations involved in contingency planning affecting the security of operations at that location; and
 - (2) establish a security committee to ensure that sufficient information is given to other organisations at that location to motivate security awareness on the part of all personnel.

(b) The holder of an aerodrome operating certificate issued for a security designated aerodrome must, for each security committee established under paragraph (a)(2), convene, chair, and minute security committee meetings at regular intervals not exceeding 12 months.

107.65 Airport identity cards

(a) The Director may issue or approve airport identity cards and other identity documents in accordance with this rule.

(b) Subject to paragraph (c), an airport identity card may only be issued if the person applying for the airport identity card has undergone a background check acceptable to the Director.

(c) The background check referred to in 107.65(b) is not required if the person making an application for an identity card is issued with a temporary identity card approved by the Director that entitles the person to enter and remain in a security area or enhanced security area of any security designated aerodrome or security designated navigation installation when escorted by a person issued with an airport identity card in accordance with the background check process referred to in 107.67(b).

(d) Subject to paragraphs (e) and (i), no person shall enter or remain in any security area or enhanced security area of any security designated aerodrome or security designated navigation installation, unless that person: -

(1) wears an airport identity card on the front of his or her outer garment; or

(2) has in his or her possession another identity document or other identity documents for the time being approved under paragraph (a).

(e) Where the Director considers it desirable that the name of the holder of an airport identity card be not disclosed, the Director may approve the wearing of an identity card from which the holder's name has been deleted.

(f) A person who is authorised by this rule to enter a security area shall remain in that area only for the purposes of his or her duties.

(g) If required to do so by an authorised person, any person entering or in a security area or security enhanced area shall produce for inspection his or her airport identity card or other identity documents for the time being authorised under paragraph (a).

(h) If the holder of an airport identity card ceases to be employed in a position for which the card is required, or for any other reason ceases to be entitled to hold the card, the holder shall forthwith return the card to the issuing authority.

(i) Nothing in paragraph (b) shall apply to: -

(1) any member of the crew of an aircraft engaged in an international air operations who wears on his or her outer garment an official identity card issued by his or her employer or the government of the state in which he or she permanently resides; or

- (2) any official of a Papua New Guinea government agency who is required, by reason of his or her official duties, to remain incognito; or
- (3) any passenger who enters or leaves a security area for the purpose of joining or leaving a flight, if he or she is in possession of a valid boarding pass for that flight or is being escorted by a crew member or a representative of the operator; or
- (4) any pilot-in-command of an aircraft engaged in operations that are not air operations who enters or is within a security area for the purpose of embarking, disembarking, or servicing the aircraft, if the pilot has in his or her possession a valid pilot licence, or any person being escorted by that pilot.

[CASA Advisory Circulars in the 107 series contain specifications for approved airport identity cards and background checks that are acceptable to the Director]

107.67 Aerodrome Development

Each aerodrome security programme shall have a procedure to ensure aviation security requirements are considered prior to approval to undertake any aerodrome development that is within or adjacent to the aerodrome boundary or will directly impact upon any designated security areas, enhanced security areas or sterile areas.

Subpart C — Transition Provisions

107.101 — Reserved

Reserved