



**Notice of Proposed Rule Making
NPRM 18/06-24
11 December 2020**

**Part 107
Aerodrome Security Program**

**Docket 18/06/CAR107/24
2020 Rules Review**

**Consequential Amendments
Part 139**

Proposed Rule Applicable 11th December 2020

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 (ICAO) 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 69 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 amendments to Civil Aviation Rule (CAR) Part 107.

2. Background to the Proposal

2.1 General Summary

Amendment 17 to ICAO Annex 17 – Security standards has meant that PNG Civil Aviation rule requires updating to keep up to the changes. Further the rule gaps identified in the ICAO Universal Security Audit Program (USAP)-Continuous Monitoring Approach (CMA) of June 2019 require addressing. It is necessary to amend Part 107 to ensure that PNG application of security standards meets the ICAO Annex 17 security measures and standards across both its domestic or international operations. In this regard, it is proposed that the following amendments are considered for inclusion in the current Part 107 to reflect amendment 17;

Aviation Security Program (ASP).

Changes is being proposed for composition of membership for Airport Security Committee (ASC) under the ASP.

External service providers are in compliance

This procedure initially a recommendation is now a standard which require PNG to ensure that each entity responsible for implementation of relevant elements of the NCASP periodically verifies that the implementation of security measures outsourced to external service providers is in compliance with the entity's security programme.

This proposal therefore seeks to ensure that external service providers are in compliance with PNG's aviation security regulations, in order to address the insider threat which may stem from external service providers.

Implementation of security measures

Initially a recommendation which has now become a standard requires PNG to ensure the use of randomness and unpredictability in the implementation of security measures, as appropriate.

As the increased use of random and unpredictable security measures is a possible mitigation against potential tactical advantage of insiders, this proposal seeks to include the above standard.

Use of appropriate screening methods

The amendment requires PNG to ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosives devices carried by persons other than passengers on their persons or in their items carried. It is considered that where these methods are not applied continuously, they shall be used in an unpredictable manner.

This proposal recognizes that mitigation of threats from insiders require a balanced and coordinated approach between background check procedures and physical security measures and addresses the need for appropriate screening methods capable of detecting explosives also on persons other than passengers.

Security awareness training

This procedure initially a recommendation has now been adopted as a standard which require PNG to ensure that personnel of all entities involved with or responsible for the implementation of various aspects of the NCASP and those authorized to have unescorted access to airside areas received initial and recurrent security awareness training.

This proposal recognizes the importance of security awareness training, while highlighting the need for both initial and recurrent security awareness training

Security Training

Security training currently prescribed in the rule is now a basic certification requirement and must be delivered by a holder of a Part 141 Aviation Training Organisation duly authorised to conduct such training.

Focus on the security outcome.

The proposed amendment is intended to focus on the security outcome to be achieved and not on a single method of achieving this security outcome. It recognizes that focus should be on the 'results' of training delivered by qualified subject matter experts who possess the knowledge and ability to instruct, and especially the necessary knowledge of the subject matter being taught. The certification, or other alternative applied methods, as such should focus on both elements required.

Background checks

This proposal seeks to clarify who should be subject to background checks, when background checks should be applied, and what should occur if an individual has been found unsuitable by any background check. In particular, the Standard now prescribes the need for recurrent background checks and the actions required when a person is found to be unsuitable for the relevant functions as a result of the background check.

Personnel Competencies

One of the key requirements for personnel implementing security controls is that they possess all competencies required to perform their duties and are appropriately selected and trained according to the requirement of NCASP and that appropriate records are maintained up to date.

This proposal is complementary to the amendment on the need for background checks and recurrent background checks and the actions that is required when a person is found to be unsuitable. The original standard included both references to background checks and selection procedures. As the background checks now includes further elements regarding the scope and regularity of background checks, this proposal adds the element on selection procedures of those implementing security controls.

Measures relating to access control

PNG is required to ensure that an identification systems are established in respect to persons and vehicles in order to prevent unauthorized access to airside areas and security restricted areas. While this is currently in our rule, Amendment 17 to Annex 17 standards has been amended to state that access must only be granted to those with an operational need or other legitimate reason to be there. There is also the need to conduct identity and authorization. verification at designated checkpoints before access is allowed to airside areas and SRAs.

For clarity purposes, it is proposed that the Office of the Director of CASAPNG Director (appropriate authority) be the approving authority of the design and management of ASIC system while NAC as the certificate holder acts as the central issuing authority.

It is proposed to include new requirements for periodic updating of security features and/or design of airport security identification cards (ASICs).

It is also proposed that include the requirement for the establishment of measures that requires persons other than passengers, together with items carried, are screened prior to entry in airport SRAs.

Vehicles that are granted access to security restricted areas, together with items contained within them, are subject to screening or other appropriate security controls in accordance with a risk assessment carried and it is proposed for inclusion in the rule requiring a certificate holder to establish procedures for vehicle system and the periodic renewal of vehicle passes at interval not more than 12 months.

Minor editorial corrections are also proposed for this Part.

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 Standards and Recommended Practices (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 are consistent with the international requirements of ICAO Annexes. The development of this NPRM is a result of amendment 16 and 17 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 consequential amendments to this Rule part.

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

Updating this Rule Part with amendment 17 of with the ICAO Annex 17, to ensure security measures and standards are consistent for both domestic and international operations

- Rules amended to include composition of membership of ASC.
- New requirement for external service providers are in compliance with PNG's aviation security regulations, in order to address the insider threat which may stem from external service providers.

- New requirement which recognizes that increased use of random and unpredictable security measures is a possible mitigation against the potential tactical advantage of insiders.
- New requirement to strengthen measures relating to access control to security restricted areas by introducing a limitation to allow access only to those with an operational or otherwise legitimate need to be there, and extend the scope of verification at access points to authorization along with identity.
- New requirement that seeks to eliminate any ambiguity and make clear that all persons other than passengers must be screened prior to entry into a security restricted area in order to address the threat from insiders.
- New requirement that recognizes mitigation of threats from insiders require a balanced and coordinated approach.
- Rule 107.59(a) is revised to add new sub-paragraph to include training provisions, initial, recurrent and awareness, selection process and standards of performance.
- Recognition of importance of security awareness training, and highlighting the need for both initial and recurrent training.
- Addition of the element on selection procedures of those implementing security controls.
- Addition of the element on standards of performance of those implementing security controls.
- New requirement emphasizing that security training currently prescribed in the rule is now a basic certification requirement and must be delivered by a holder of a Part 141 Aviation Training Organisation authorised to conduct such training.
- New requirement that focus on the security outcome to be achieved and not on a single method of achieving this outcome.
- Providing clarity on CASAPNG Director (appropriate authority) to approve the design and management of ASIC system while the certificate holder acts as the central issuing authority.
- Rule 107.65(b) is amended to emphasize clarity to this Part.
- New addition to the rule to clarify who should be subject to background checks, when background checks should be applied, and what should occur if an individual has been found unsuitable by any background check.
- New requirement included for periodic updating of security features and/or design of airport security identification cards (ASICs).
- New requirement to highlight the requirement regarding vehicle permit issuance (i.e. initial and recurrent).

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:
 - (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.

The proposed amendment of Part 107 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) 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.

6.4 How to make a submission.

Submissions may be sent by the following methods:

by Mail:

Docket Clerk (NPRM 20/08-25)

Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District

delivered: Docket Clerk (NPRM 20/08-25)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

by Fax: Docket Clerk (NPRM 20/08-25)
3251789 / 325 1919

by Email: Docket Clerk (NPRM 20/08-25)
rules@casapng.gov.pg

6.5 Final date for submissions

Comments must be received before **COB 20th November, 2020**

6.6 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

6.7 Further information

For further information, contact:

Carol Jaran (Ms)
Manager – Legal Services
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Email: cjaran@casapng.gov.pg

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Proposed Rule Amendments

Part 107 Aerodrome Security Programme

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) a copy of—

- ~~(i)~~(1) the plan of the aerodrome and its facilities required by rule 139.5(3)
- ~~(ii)~~(2) the grid map of the aerodrome and its immediate vicinity required by rule 139.57(8);
- ~~(iii)~~(3) a map of the aerodrome clearly showing—
 - ~~A.~~(i) the airside / landside boundary; and
 - ~~B.~~(ii) any declared security areas or enhanced security areas; and
 - ~~C.~~(iii) 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.~~(iv) the location of any isolated parking
- ~~(iv)~~(4) a diagram of the terminal(s) clearly showing access control points, screening points and sterile areas; and

~~(2)~~(b) details, including duties and responsibilities of—

- ~~(i)~~(1) the personnel required by rule 139.51; and
- ~~(ii)~~(2) 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)~~(3) stakeholders at the aerodrome who are required to contribute to the achievement of aviation security outcomes; and

~~(3)~~(c) contact details for all stakeholders at the aerodrome; and

~~(4)~~(d) the means of communication between the aerodrome operator and stakeholders, including the management of security sensitive information; and

~~(5)~~(e) details of the airport security committee (ASC), including—

- ~~(i)~~(1) terms of reference; and
- ~~(ii)~~(2) composition of membership; and
- ~~(iii)~~(3) frequency of meetings; and
- ~~(iv)~~(4) management of meeting records; and

~~(6)(f)~~ details of the measures and procedures required by—

- ~~(i)~~(1) 107.53 regarding security requirements; and
- ~~(ii)~~(2) 107.55 regarding access control; and
- ~~(iii)~~(3) 107.57 regarding screening; and
- ~~(iv)~~(4) 107.59 regarding the security training programme; and
- ~~(v)~~(5) 107.61 regarding incident notification and reporting; and
- ~~(vi)~~(6) 107.63 regarding liaison with other organization; and
- ~~(vii)~~(7) 107.65 regarding airport identity cards; and
- ~~(viii)~~(8) 107.67 regarding aerodrome development; and

~~(7)(g)~~ 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; and

(h) procedures to ensure that each holder of an aerodrome certificate responsible for implementation of relevant elements of the National Civil Aviation Security Programme must periodically verify at intervals of not more than 12 months the implementation of security measures outsourced to external service providers in compliance with the certificate holder's airport 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

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

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- (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; and
 - (16) establish procedures to ensure the use of randomness and unpredictability in the implementation of security measures, as appropriate; and
 - (17) subject to rule 107.65 and rule 107.69 requirements: -
 - (i) the identification systems must be established and implemented in respect of persons and vehicles in order to prevent unauthorized access to airside areas and security restricted areas.
 - (ii) access must be granted to only those with operational need or other legitimate reason to be there; and
 - (iii) identity and authorisation must be verified at designated checkpoints before access is allowed to airside areas and security restricted areas; and
 - (18) establish procedures to ensure that persons other than passengers, together with items carried, must be screened prior to entry into airport security restricted areas; and
 - (19) ensure the use of appropriate screening methods capable of detecting the presence of explosives and explosive devices carried by persons other than passengers on their persons or in their items carried. In addition, where these methods are not applied continuously, they shall be used in an unpredictable manner.
- e) 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:-
 - (1) 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; and
 - (2) establish a procedure to ensure that personnel involved with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme (NCASP) and those authorised to have unauthorised access to airside areas must receive initial and recurrent security awareness training; and
 - (3) establish a procedure to ensure that persons implementing security controls possess all competencies required to perform their duties and are appropriately selected and trained according to the requirements of the PNG National Civil Aviation Security Programme (NCASP) and that appropriate records are maintained up-to-date; and
 - (4) establish a procedure to ensure that relevant standards of performance for initial and periodic assessments must be introduced, implemented and maintained.

- (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 and carried out by the holder of an aviation training organisation issued under Part 141 certificate that authorizes the conduct of such a course; and by a person authorised by the certificate holder.
 - (3) includes the development and implementation of a certification system to ensure that instructors are qualified in the applicable subject matters in accordance with the National Civil Aviation Security Programme (NCASP).
- (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.
- (f) 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.
- (g) 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) Subject to the approval of the Director, the holder of an aerodrome operating certificate 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 be ~~only~~ issued only if the person applying for the airport identity card has ~~undergone~~ completed the following background check ~~acceptable to the Director:~~ -
 - (1) in respect of persons implementing security controls, persons with unescorted access to security restricted areas, and persons with access to sensitive aviation security information prior to their taking up these duties or accessing such areas or information; and
 - (2) the recurrent background checks are applied to such persons at an interval of not more than 2 years; and
 - (3) persons found unsuitable by any background check are immediately denied the ability to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
- (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 operation 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.
- (j) The holder of an aerodrome operating certificate must establish a procedure for updating the security features and design of the approved airport identification cards at the interval of not more 12 months.

[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.

107.69 Vehicle Passes

The holder of an aerodrome operating certificate must establish procedures for—

- (1) the vehicle permit system; and
- (2) the periodic renewal of vehicle passes at intervals of not more than 12 months.

Subpart C — Transition Provisions

107.101 — ~~Reserved~~ Transition

Transition provisions detailed in Part 20 apply to this Part.

Due to the requirements of Rule 107.59(c)(2), the holder of an aerodrome certificate (security designated aerodrome) shall be given 12 months to apply for a Part 141 (Aviation Security Training Organization Certificate- ASTOC) including establishing, implementing and maintaining an airport security training programme.