CIVIL AVIATION SAFETY AUTHORITY OF PAPUA NEW GUINEA

PNG
Civil Aviation Rules
Part 108

Air Operator Security Programme

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DESCRIPTION

Part 108 prescribes the security requirements for air operators performing regular air transport passenger services with aircraft certificated for 10 or more passenger seats from and within Papua New Guinea.

This Part requires such operators, as a part of the certification under Part 119 (holders of an airline air operator certificate) and Part 129 (holders of a foreign air operator certificate) to prepare and adopt an air operator security programme covering the specific security requirements set out in the rule.

BULLETIN

This Part first came into force on 1 January 2004 and now incorporates the following amendments:

Amendment	Applicable Date
Amendment 1	01 January 2011
Amendment 2	01 April 2015
Amendment 3	13 November 2018
Amendment 4	01 April 2019
Amendment 5	14 December 2020
Amendment 6	03 November 2022
Amendment 7	19 April 2024
Amendment 8	04 November 2024
Amendment 9	21 March 2025
Amendment 10	19 November 2025
Amendment 11	26 November 2026

Summary of amendments:

Amendment 11aligns Part 108 with Amendment 18 of ICAO Annex 17 requirements.

Amendment 11:
(Docket26/17/CAR108/25)

(a) New Rules:

(1) Rule 108.55(b)(26) included to establish a requirement in the air operator security program to prohibit undeclared carriage of gold by outbound international passengers.

(b) Amendments:

Nil

(c) Editorials

Nil

Schedule of Rules

Subpart A — General **5**
108.1 Purpose 5
108.3 Definitions 5
Subpart B — Air Operator Security Programme Requirements **5**
108.51 Air operator security programme 5
108.53 Security requirements – domestic air operator 5
108.55 Security requirements – international air operator 9
108.57 Security clearance of flights 14
108.59 Training of personnel 14
108.60 Records 15
108.61 Incident notification 16
108.63 Screening 16
108.65 Reserved 16
Subpart C – Transition Provisions **16**
108.101 Reserved 16
Appendix A – Security Operational Standards **17**
A.1 Aircraft search 17

Subpart A — General

108.1 Purpose

This Part prescribes rules governing the air operator security programme required by Part 119 and Part 129.

108.3 Definitions

In this Part, unless the context otherwise requires—.

Domestic air operator means an air operator who conducts commercial air transport operations within Papua New Guinea.

International air operator means an air operator who conducts commercial air transport operations to or from Papua New Guinea.

Subpart B — Air Operator Security Programme Requirements

108.51 Air operator security programme

Each air operator security programme shall contain—

(1) details of the procedures required where any work relating to compliance with this Part is intended to be contracted out to any other organisation, the contractual provisions by which the applicant for an air operator certificate or a foreign air operator certificate ensures that any such contractor or other agent complies with the requirements of the applicant's air operator security programme; and

(2) details of the person responsible for training personnel in accordance with the procedures required by 108.59; and

(3) details of the procedures required by rule—

(i) 108.53 regarding domestic security requirements; and

(ii) 108.55 regarding international security requirements; and

(iii) 108.57 regarding the clearance of aircraft flights; and

(iv) 108.59 regarding the training of personnel; and

(v) 108.61 regarding incident notification and reporting; and

(4) procedures to ensure that the implementation of security measures is periodically verified at intervals of not more than 12 months and that the implementation of security measures outsourced to external service providers are being complied with.

108.53 Security requirements – domestic air operator

(a) Each air operator security programme for a domestic air operator shall have security procedures for flights within PNG to safeguard passengers, crew, ground personnel, aircraft, and facilities, against acts of unlawful interference.

(b) The security procedures required under (a), must detail the means by which—

(1) the requirements of rule 91.9:

(i) are complied with, regarding the carriage of firearms on board an aircraft; and

(ii) ensure that armed personnel, prior to boarding an aircraft, are fully briefed and aware of the rules and regulations pertaining to the carriage, risk and use of weapons on board an aircraft; and

(iii) ensure that each armed person is notified of the seat allocation of the other armed person(s), if more than one armed officer is on board the aircraft; and

(iv) records related to such notification are maintained.

(2) danger to the air operator's passengers, crew, and ground personnel in the event of a hijacking, bomb threat, or any other threat of unlawful interference is minimised; and

(3) access to unattended aircraft is controlled at all times to prevent unlawful interference with such aircraft; and

(4) access to security areas or security enhanced areas of security designated aerodromes and operational areas at other aerodromes within PNG, through the air operator's facilities or any other access used by the air operator for passengers, personnel, baggage, cargo including special categories of cargoes, freight, transfer cargo or mail, or aircraft supplies is controlled including;

(i) establishing and implementing identification systems in respect of persons and vehicles in order to prevent unauthorized access to airside areas and security restricted areas; and

(ii) access must be granted only to those with operational need or other legitimate reason to be there; and

(iii) verify the identity and authorisation at designated checkpoints before access is allowed to airside areas and security restricted areas; and

(iv) ensuring that persons other than passengers, together with items carried, are screened by the airport operator prior to entry into airport security restricted areas; and

(v) ensuring that the movement of persons and vehicles to and from the aircraft is supervised in security restricted areas in order to prevent unauthorized access to aircraft.

(5) cargo, catering, courier, and express parcels and mail, COMAIL and COMAT, transfer cargo or mail, special categories of cargo (such as high-value cargo, diplomatic bags, live animals, perishable goods, biomedical samples and vaccines, other perishable medical items, life sustaining items, human remains, nuclear material, etc) intended for carriage on an aircraft are to be subjected to appropriate security controls including supply chain security process or screening requirement for consignment security declaration and thereafter protected from unauthorised interference, from the point of screening until departure of the aircraft; and

(6) the safe conduct of any flight is to be achieved and the pilot-in-command notified, where one or more persons on board are potentially disruptive passengers required to travel on that aircraft because they are in legal custody, or subject to other judicial or administrative proceedings, whether or not they are required to be escorted; and

(7) the air operator and the pilot-in-command shall off-load a passenger’s baggage that is on board an aircraft is to be carried on the flight if the passenger has failed to board the aircraft; and

(8) before boarding an air operator’s aircraft, every passenger, crew member, and the carry- on baggage of the passengers and crew members is screened in accordance with rule 108.63 if the Director requires screening in order to prevent a weapon, explosive, or other dangerous device, article or substance that may be used to commit an act of unlawful interference being taken onto the air operator’s aircraft; and

(9) ensure that all hold baggage must be screened in accordance with rule 108, and must:

(i) be protected from unauthorised interference, from the point it is screened or accepted into the care of the aircraft operator until departure of the aircraft on which it is to be carried; and

(ii) include the actions to be taken in the event that the integrity of hold baggage has been jeopardised such as re-screening before being placed on board an aircraft; and

(iii) include all persons travelling on the specific flight in the hold baggage reconciliation procedure; and.

(10) temporary security measures will be implemented to upgrade the security of the air operator's services 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 for a domestic operation; and

(11) an unauthorised person is prevented from entering the flight crew compartment of the air operator's aircraft during flight.; and

(12) measures and procedures are established to minimise cyber threats to civil aviation operations, including:

(i) identifying critical information and communications technology systems and data used for civil aviation purposes;

(ii) measures to prevent, respond and rectify cyber-attacks and corruption of information technology systems; and

(iii) developing and implementing appropriate measures to protect itself from unlawful interference in accordance with a risk assessment described in the national civil aviation security programme.

(13) action to be taken to relocate the bomb or suspicious object to the least-risk bomb location specific to the aircraft following an in-flight search; and

(14) carry-on items left in the cabin by a passenger disembarking from a transit flight are removed from the aircraft or otherwise dealt with in an appropriate manner before the flight departs unless-

(i) the passenger screening process of the flight's originating airport is acceptable to the Director; or

(ii) the flight is making an unscheduled stop.

(15) ensuring background checks are completed: -

(i) 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 taking up these duties or accessing such areas or information; and

(ii) the recurrent background checks are applied to such persons at an interval of not more than 2 years; and

(iii) 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; and

(iv) document the details of the disqualification criteria; and

(v) records for disqualifications are maintained.

(16) shall ensure that procedures are established to deal with unidentified baggage and suspicious objects in accordance with a security risk assessment carried out by the Part 140 holder or air operator; and

(17) ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by passengers on their persons, in carry-on baggage, or in the hold baggage.

(18) pre-flight checks of all originating aircraft are undertaken including the discovery of any suspicious objects or anomaly that can conceal a weapon, explosive, or any other dangerous article or substance that may be used to commit an act of unlawful interference; and

(19) ensure that an aircraft subject to an aircraft security check or aircraft security search is protected from unauthorsied interference, from the time the aircraft security check or aircraft security search has commenced, until the aircraft departs; and

(20) ensure appropriate measures on the ground, or operational procedures are established to mitigate possible attacks against aircraft using MANPADS and other weapons representing a similar threat to aircraft at or near the airport in accordance with a risk assessment acceptable to the Director; and

(c) The procedures required by paragraph (b)(6) shall include procedures to ensure, in relation to the carriage of any potentially disruptive person, or those who have been subjected to judicial or administrative proceedings, on a commercial air transport operation, that—

(1) the person is escorted; and

(2) the escort confirms that the person is not carrying any item that may be used as a weapon; and

(3) the escort is equipped with adequate devices for restraining the person; and

(4) the pilot-in-command and senior flight attendant, if carried, are notified of the location of, and the security arrangements, and the nature off available documents, for the person; and

(5) alcoholic beverages are not served to the person or their escort; and

(6) metal utensils are not provided for the person's use; and

(7) the person is not seated in a seat or seat row next to an emergency exit; and

(8) the person is seated appropriately to ensure safe conduct of the flight is achieved; and

(9) no more than one person in custody is carried on an aircraft with a certificated seating capacity of less than 20 seats and no more than one additional person in custody is carried for every additional 25 seats of certificated seating capacity; and

(10) a risk assessment is completed and any other pertinent information provided, including the reason for assigning or not assigning an escort; and

(11) written notice to the aircraft operator is provided at least 24 hours before the intended departure of a potentially disruptive person, or those who have been subjected to judicial or administrative proceedings; and

(12) the inbound aircraft operator is notified without delay on the same day as the passenger's arrival of the need to transport a potentially disruptive person, or those who have been subjected to judicial or administrative proceedings; and

(13) the air operators or pilot in command's have the right to deny carriage based on the air operator's policy concerning the number of such persons that may be transported on a

given flight, or when reasonable concerns exist in regard to the safety and security of the flight in question.

108.55 Security requirements – international air operator

(a) Each air operator security programme for an international air operator shall have security procedures for flights within, to, or from Papua New Guinea to safeguard passengers, crew, ground personnel, aircraft, and facilities, against acts of unlawful interference.

(b) The security procedures required under (a), shall detail the means by which—

(1) the requirements of rule 91.9:

(i) are complied with, regarding the carriage of firearms on board an aircraft; and

(ii) ensure that armed personnel, prior to boarding an aircraft, are fully briefed and aware of the rules and regulations pertaining to the carriage, risk and use of weapons on board an aircraft; and

(iii) ensure that each armed person is notified of the seat allocation of the other armed person(s), if more than one armed officer is on board the aircraft; and

(iv) records related to such notification are maintained.

(2) danger to the air operator's passengers, crew, and ground personnel in the event of a hijacking, bomb threat, or any other threat of unlawful interference is minimised; and

(3) action to be taken to relocate the bomb or suspicious object to the least-risk bomb location specific to the aircraft following an in-flight search; and

(4) access to unattended aircraft is controlled at all times to prevent unlawful interference with such aircraft; and

(5) access to security areas or security enhanced area of designated aerodromes and operational areas at other aerodromes within PNG, through the air operator's facilities or any other access used by the air operator for passengers, personnel, baggage, cargo including special categories of cargo, freight, transfer cargo or mail, or aircraft supplies is controlled including;

(i) establishing and implementing identification system in respect of persons and vehicles to prevent unauthorized access to airside areas and security restricted areas; and

(ii) access must be granted only to those with operational need or other legitimate reason to be there, and

(iii) verify identity and authorization at designated checkpoints before access is allowed to airside areas and security restricted areas; and

(iv) ensuring that persons other than passengers, together with items carried, must be screened prior to entry into airport security restricted areas; and

(v) ensuring that the movement of persons and vehicles to and from the aircraft is supervised in security restricted areas in order to prevent unauthorized access to aircraft.

(6) temporary security measures are implemented to upgrade the security of the air operator's services within and from Papua New Guinea if the Director finds or suspects an increased level of security risk to any person on an aircraft, or to an aircraft or aerodrome and requires additional security measures; and

(7) subject to paragraph (c), cargo, catering, courier, and express parcels and mail, COMAIL and COMAT, transfer cargo or mail, special categories of cargo (such as high-value cargo, diplomatic bags, live animals, perishable goods, biomedical samples and vaccines, other perishable medical items, life sustaining items, human remains, nuclear material, etc) intended for carriage on an aircraft are to be subjected to appropriate security controls including supply chain security process or screening requirement for consignment security declaration and thereafter protected from unauthorised interference, from the point of screening until departure of aircraft; and

(8) the safe conduct of a flight is to achieved and the pilot-in-command notified, if one or more persons on board are potentially disruptive passengers who are required to travel on that aircraft because they are in lawful custody, or subject to other judicial or administrative proceedings, whether or not they are required to be escorted; and

(9) carry-on items left in the cabin by a passenger disembarking from a transit flight are removed from the aircraft or otherwise dealt with in an appropriate manner before the flight departs unless-

(i) the passenger screening process of the flight's originating State is acceptable to the Director; or

(ii) the flight is making an unscheduled stop; and

(10) appropriate security controls are applied to cargo, baggage, mail, aircraft supplies, catering supplies, stores, and other air operator's supplies which are moved within an aerodrome for carriage on the air operator's aircraft; and

(11) every consignment of a package that is not cargo or mail but is intended for carriage on an air operator's aircraft, (whether unaccompanied or using commercial courier services) is screened; and

(12) before boarding an air operator's aircraft, every passenger, crew member, and the carry- on baggage of the passengers and crew members is screened in accordance with rule 108.63 in order to prevent a weapon, explosive, or other dangerous article or substance that may be used to commit an act of unlawful interference being taken onto the air operator's aircraft; and

(13) baggage from a passenger who is not on the aircraft is prevented from being carried unless the baggage is expedite baggage and is authorised as required under paragraph (17); and

(14) pre-flight checks of all originating aircraft are undertaken, including procedures for discovering any suspicious object or anomaly that can conceal a weapon, explosive, or any other dangerous article or substance that may be used to commit an act of unlawful interference; and

(15) security control is provided for baggage from the point where it is checked in until it is placed on board the air operator's aircraft, if the baggage is for carriage on a passenger flight and has originated from a place other than an airport check-in counter; and

(16) ensure that all hold baggage are screened in accordance with rule 108.63, in order to protect them from unauthorised interference from;

(i) the point it is screened or accepted into the care of the aircraft operator until departure of the aircraft on which it is to be carried; and

(ii) include, the actions to be taken in the event that the integrity of hold baggage has been jeopardised such as re-screening before being placed on board an aircraft; and;

(iii) include all persons travelling on the specific flight in the hold baggage reconciliation procedure.

(17) only baggage that is authorised by the air operator is carried; and

(18) an unauthorised person is prevented from entering the flight crew compartment of the air operator's aircraft during flight; and

(19) appropriate steps are taken to minimise cyber threats to civil aviation operations, including:

(i) identifying critical information and communications technology systems and data used for civil aviation purposes;

(ii) measures to prevent, respond and rectify cyber-attacks and corruption of information technology systems; and

(iii) developing and implementing appropriate measures to protect itself from unlawful interference in accordance with a risk assessment described in the national civil aviation security programme.

(20) ensuring background checks are conducted and completed: -

(i) 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;

(ii) the recurrent background checks are applied to such persons at an interval of not more than 2 years;

(iii) 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;

(iv) document the details of the disqualification criteria; and

(v) records for disqualifications are maintained.

(21) shall ensure that procedures are established to deal with unidentified baggage and suspicious objects in accordance with a security risk assessment carried out by the Part 140 holder or Air operator.

(22) ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by passengers on their persons, in carry-on baggage, or in the hold baggage; and

(23) aircraft security checks or searches of originating aircraft must be performed based upon a security risk assessment; and

(24) ensure that an aircraft subject to a security check or search is protected from unauthorsied interference, from the time the aircraft security check or search has commenced, until the aircraft departs; and

(25) ensure that appropriate measures on the ground or operational procedures are established to mitigate possible attacks against aircrafts using MANPADS, and other

weapons representing a similar threat to aircraft at or near the airport in accordance with a risk assessment acceptable to the Director.

(26) the requirements of rule 91.10 are complied with regarding the carriage of gold out from Papua New Guinea territory.

(c) An air operator must not allow cargo or mail to be loaded onto an aircraft carrying passengers unless—

(1) the cargo or mail is received from a regulated air cargo agent and the consignment of cargo or mail is—

(i) accompanied by a declaration of security issued by the regulated air cargo agent; and

(ii) checked by the air operator to ensure that the consignment has not been tampered with; or

(iii) securely stored with appropriate security controls until loaded onto the aircraft.

(2) if the air operator accepts the cargo or mail from a person who is not a regulated air cargo agent, the cargo or mail is subjected to appropriate security controls, in accordance with paragraph (d); or

(3) Notwithstanding paragraphs (1) and (2), if the Minister or the Director requires the cargo or mail to be screened, the cargo or mail must be screened in accordance with the requirement and has been maintained in a secure state.

(d) If the air operator is to accept cargo or mail from a person who is not a regulated air cargo agent, the air operator must establish appropriate facilities and procedures that are equivalent to those required under the following rules to ensure that the security controls required in paragraph (c)(2) meet the requirements of Part 109:

(1) rule 109.53 (Facility requirements):

(2) rule 109.55 (Cargo and mail including transfer cargo and mail security control procedures):

(3) rule 109.57 (Screening procedures of Cargo and mail including transfer cargo and mail):

(4) rule 109.59 (Authorisation procedures of Cargo and mail including transfer cargo and mail):

(5) rule 109.61 (Procedures and register for a known customer):

(6) rule 109.63 (Procedures for High risk cargo or mail):

(7) rule 109.65 (Training of personnel):

(8) rule 109.67 (Cargo security incidents):

(9) rule 109.69 (Records).

(10) rule 109 Appendix A (Declaration of Security for Cargo and mail including transfer cargo and mail)

(11) rule 109 Appendix B (Screening Standards for Cargo and mail including transfer cargo and mail)

(12) rule 109 Appendix C (Training Standards for Cargo and mail including transfer cargo and mail)

(e) Details of the facilities and procedures required under paragraph (d) must be included in the air operator's security programme required under Part 119 or Part 129.

(f) The procedures required by paragraph (b)(8) shall include procedures to ensure that, in relation to the carriage of any person in legal custody on a regular air transport passenger service, that —

(1) the person is escorted, if so required; and

(2) the escort confirms that the person is not carrying any item that may be used as a weapon; and

(3) the escort is equipped with adequate devices for restraining the person; and

(4) the pilot-in-command and senior flight attendant are notified of the location of, and the security arrangements, and the nature of available documents for the person; and

(5) alcoholic beverages are not served to the person or the person's escort; and

(6) metal utensils are not provided for the person's use; and

(7) the person is not seated in a seat or seat row next to an emergency exit; and

(8) the person is seated appropriately to ensure safe conduct of the flight is achieved; and

(9) no more than one person in custody is carried on an aircraft with a certificated passenger seating capacity of 20 seats or less and no more than one additional person in custody is carried for each additional 25 seats of certificated passenger seating capacity; and

(10) a risk assessment is completed and any other pertinent information provided, including the reason for assigning or not assigning an escort is provided; and;

(11) written notice to the aircraft operator is provided at least 24 hours before the intended departure of a potentially disruptive person, and those who have been subjected to judicial or administrative proceedings; and

(12) the inbound aircraft operator is notified without delay on the same day as the passenger's arrival of the need to transport a potentially disruptive person, and those who have been subjected to judicial or administrative proceedings.

(13) the air operators or pilot in command's have the right to deny carriage based on the air operator's policy concerning the number of such persons that may be transported on a given flight, or when reasonable concerns exist in regard to the safety and security of the flight in question.

(g) If a domestic air operator undertakes passenger or baggage check-in on behalf of an international air operator, or for transhipment onto an international regular air transport passenger service, the international air operator must ensure that the domestic air operator complies with the international air operator's security programme.

(h) Paragraph (b) (16) does not apply to international transfer and transit baggage where the Director has established a validation process and continuously implements procedures, in collaboration with other Contracting State where appropriate, to ensure that such hold baggage has been screened at the point of origin and subsequently protected from unauthorized interference from the originating airport to the departing aircraft at the transfer airport.

(i) The requirements of paragraph (c)(1) and (2) do not apply to diplomatic mail that is carried in a diplomatic bag that is externally marked to identify its character and is accompanied by signed documentation from an official of the dispatching diplomatic agency.

108.57 Security clearance of flights

(a) Each air operator security programme shall have a procedure to ensure that the security programme applicable to the flight is complied with before an aircraft is permitted to depart on that flight.

(b) The holder of an air operator certificate shall carry out aircraft search in accordance with Appendix A.1.

108.59 Training of personnel

(a) Each air operator security programme shall contain-

(1) applicable segments for-

(i) initial training; and

(ii) recurrent training; and

(iii) initial aviation security awareness training.

(iv) recurrent aviation security awareness training

(2) competency assessments for each applicable training segment that ensures;

(i) relevant standards of performance are established for both initial and recurrent trainings; and

(ii) all persons implementing security controls acquire all competencies required to perform their duties; and

(iii) all relevant standards of performance are consistently maintained for initial and recurrent trainings.

(iv) 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.

(v) all persons carrying out screening operations are qualified and certified through the certification system approved by the Director.

(3) syllabi for each applicable segment of training for those authorised to conduct security control functions including;

(i) access control procedures on those authorised to have unescorted access to airside areas; and

(ii) screening of persons other than passengers, together with items carried, prior to entry into airport SRAs; and

(iii) Security measures designed to prevent unauthorised access to aircraft; and

(iv) security checks and searches of originating aircraft and protection of the aircraft until its departure; and

(v) security measures to identify and manage unruly or disruptive passenger situations; and

(vi) measures to protect screened passengers and their cabin baggage from unauthorized interference, including transit passengers and their cabin baggage, and measures to protect the integrity of the security of the airport of transit;

(vii) screening of hold baggage; and

(i) measures to protect screened hold baggage from unauthorized interference; and

(ii) hold baggage reconciliation and authorization of hold baggage for carriage; and

(iii) screening of cargo and mail; and

(iv) measures to protect cargo and mail subjected to screening or other security controls from unauthorized interference; and

(v) security controls for catering, stores and supplies intended for carriage on commercial flights, including staff involved in a supply chain security process, and; and

(vi) security controls for merchandise and supplies introduced into SRAs.

(4) Required by paragraph (a)(1), training must be:

(i) Conducted by the holder of a Part 141 certificate that authorizes the conduct of such a course; and

(ii) delivered by instructors who are qualified in the applicable subject matter and certified through the certification system approved by the director.

(5) shall maintain appropriate records of all training competency assessments of its personnel and ensure that records are maintained and current.

(b) Each air operator security programme shall have a procedure to ensure that—

(1) crew members act in the most appropriate manner to minimise the consequences of acts of unlawful interference; and must include the following elements:

(i) crew determination of the seriousness of any occurrence; and

(ii) crew communication and coordination; and

(iii) appropriate self-defence responses by the crew; and

(iv) use of non-lethal protective devices by crew members; and

(v) crew understanding of behaviour of terrorists so as to facilitate their own ability to cope with hijacker behaviour and passenger responses; and

(vi) live situational training exercises regarding various threat conditions; and

(vii) flight crew compartment procedures to protect the aeroplane; and

(viii) aeroplane search procedures and guidance on least bomb-risk locations where practicable; and

(2) personnel tasked with security procedures detailed in the security programme are sufficiently trained to competently apply preventative measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft, so that they contribute to the prevention of unlawful interference; and

(3) all other personnel employed in the maintenance and servicing of the aircraft have a basic awareness of air operator and aviation security; and

108.60 Records

An air operator security programme must have procedures for identifying, collecting, indexing, storing, maintaining and disposing of the records that are necessary to provide an accurate record for every person who is required to be trained under rule 108.59, including details of:

(1) each segment of training that is undertaken; and

(2) knowledge testing or competency assessment as appropriate for the training conducted.

108.61 Incident notification

Each air operator security programme shall have a procedure for notification of, and providing details about, any security incident involving the air operator's aircraft to the Director in accordance with Part 12.

108.63 Screening

The screening of passengers, crew members, and baggage as required by rules 108.53 and 108.55 must be conducted –

(1) in the case of aircraft operating from or within Papua New Guinea, or under the direct supervision of, the Aviation Security Service, or the holder an aviation security service certificate issued in accordance with Part 140; and

(2) in the case of a Papua New Guinea registered aircraft operating from aerodromes outside Papua New Guinea, by an organisation authorised by the appropriate authority of the state of departure to conduct screening.

108.65 Reserved

Subpart C – Transition Provisions

108.101 Reserved

Appendix A – Security Operational Standards

A.1 Aircraft search

(a) The holder of an air operator certificate shall ensure that, when suitably trained and authorised persons carry out an aircraft search, the search—

(1) includes passenger seating, overhead lockers, floor areas, toilets, and other areas to which passengers on previous services could have had ready access; and

(2) is of sufficient intensity to discover any restricted article that has been concealed or otherwise introduced on board.

(b) The certificate holder shall ensure that, when a flight that is assessed to be a high risk flight—

(1) the aircraft is subjected to a complete search by suitably trained and authorised persons; and

(2) the search is carried out in a planned manner using the operator's search check-list for that aircraft; and

(3) the search is of sufficient intensity to discover any restricted article that has been concealed or otherwise introduced on board.

(c) The certificate holder shall—

(1) ensure that a record is made of each search carried out under paragraph (a) or (b), that includes details of—

(i) the names of the persons carrying out the search; and

(ii) any restricted articles found; and

(iii) any disposal action taken; and

(2) carry out tests or checks, to confirm the thoroughness of any search and the proficiency of each person authorised to conduct an aircraft search, at least annually.