



NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS

PART 17

AVIATION SECURITY

2023



NIGERIA CIVIL AVIATION REGULATIONS

PART 17
AVIATION SECURITY

APRIL 2023



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Made this 17 day of May 2023.

A handwritten signature in red ink, appearing to read "Musa Shuaibu Nuhu".

Captain Musa Shuaibu Nuhu
Director General of Civil Aviation



NIGERIA CIVIL AVIATION REGULATIONS

PART 17 **AVIATION SECURITY**

APRIL 2023



INTRODUCTION

Part 17 provides regulations on aviation security programmes, measures, processes, procedures and practices aimed at safeguarding civil aviation against acts of unlawful interference. In addition, Part 17 incorporates the Standards and Recommended Practices (SARPs) as contained in Annex 17 (Amendment 18) and Annex 9 (Amendment 29) to the Chicago Convention.

Part 17 makes provision for National Civil Aviation Security Programmes (NCASP), Aerodrome Security, Aircraft Operator Security, Air Traffic service provider security, Cargo and Regulated Agent Security, Flight Catering Operator Security, Tenant Restricted Area Security, Quality Control and Miscellaneous Matters.



CONTENTS

PART 17—AVIATION SECURITY.

| | | |
|--------|--|-------|
| 17.1 | APPLICABILITY..... | 17-1 |
| 17.2. | DEFINITIONS..... | 17-1 |
| 17.3. | Authority and National Civil Aviation Security Programme..... | 17-7 |
| 17.3.1 | Appropriate Authority..... | 17-7 |
| 17.3.2 | National Civil Aviation Security Programme | 17-7 |
| 17.3.3 | National Civil Aviation Security Committee | 17-8 |
| 17.4. | General Condition for Security Programme..... | 17-8 |
| 17.5. | Security Programme Requirement for Other Operators..... | 17-9 |
| 17.6. | Submission of Security Programmes..... | 17-9 |
| 17.7. | Aerodrome Operator Security Programme..... | 17-10 |
| 17.8. | Approval of Aerodrome Operator Security Programme..... | 17-10 |
| 17.9. | Aircraft Operator Security Programme..... | 17-10 |
| 17.10. | Approval of Aircraft Operator Security Programme..... | 17-10 |
| 17.11 | Air Traffic Service Provider Security Programme..... | 17-10 |
| 17.12 | Approval of Air Traffic Service Provider Security Programme..... | 17-10 |
| 17.13. | Regulated Agent Security Programme..... | 17-10 |
| 17.14 | Approval of Regulated Agent Security Programme..... | 17-11 |
| 17.15. | Air Cargo Operator Security Programme..... | 17-11 |
| 17.16 | Approval of an Air Cargo Operator Security Programme..... | 17-11 |
| 17.17 | In- Flight Catering Operator Security Programme..... | 17-11 |
| 17.18 | Approval of an In-Flight Catering Operator Security Programme..... | 17-11 |
| 17.19. | Tenant Restricted Area Security Programme..... | 17-11 |
| 17.20 | Approval of Tenant Restricted Area Security Programme..... | 17-11 |
| 17.21. | Other Allied Aviation Service Provider Security Programme..... | 17-11 |
| 17.22. | Approval of Other Allied Aviation Service Provider Security Programme..... | 17-12 |
| 17.23. | Modifications to Operational Particulars Affecting Security..... | 17-12 |
| 17.24. | Amendment of Approved Security Programme by Security Programme Holders..... | 17-12 |
| 17.25. | Amendment of Approved Security Programme by the Authority..... | 17-12 |



| | |
|---|-------|
| 17.26. Aerodrome Security. | 17-13 |
| 17.26.1 Aerodrome Operator Responsibilities. | 17-13 |
| 17.27. Aerodrome Security Committee. | 17-14 |
| 17.28. Aviation Security Officers and Aviation Security Screening Officers. | 17-14 |
| 17.29. Operators Responsibility. | 17-15 |
| 17.30. Support from Members of the Nigeria Police. | 17-15 |
| 17.31. Requirement for Screening. | 17-15 |
| 17.32. Refusal of Screening. | 17-16 |
| 17.33. Unaccompanied Baggage. | 17-17 |
| 17.34 Unattended Baggage. | 17-17 |
| 17.35. Security Incidents. | 17-17 |
| 17.36. Records. | 17-18 |
| 17.37 Aerodrome Tenant and Tenant Restricted Area Operator Responsibility. | 17-18 |
| 17.38 Confidential Security Information. | 17-18 |
| 17.39. Falsification of Document | 17-18 |
| 17.40. Access Control System. | 17-19 |
| 17.41. Airport Restricted Area Permit System. | 17-20 |
| 17.42. Evidence of Compliance. | 17-20 |
| 17.43. Designation of Security Co-Ordinator. | 17-20 |
| 17.44 Specific Threat at Aerodrome. | 17-21 |
| 17.45. Notification of Threat. | 17-21 |
| 17.46. Discovery of Weapons, Incendiary Devices or Explosives at Aerodromes. | 17-21 |
| 17.47. Aerodrome Maps and Plans. | 17-22 |
| 17.48. Aerodrome Operator Information. | 17-22 |
| 17.49. Approved Aircraft Operator Security Programme. | 17-22 |
| 17.50. Screening of Passengers and Goods. | 17-22 |
| 17.51. Prevention and Management of Hijackings and Sabotage Attempts | 17-25 |



| | |
|---|-------|
| 17.51.1 Coordination of security control..... | 17-25 |
| 17.51.2 In-Flight Security Officer | 17-25 |
| 17.52. Carriage of Weapons. | 17-26 |
| 17.53 Equipment, Research and Development. | 17-26 |
| 17.53.1 Research and Development | 17-26 |
| 17.53.2 Innovation | 17-27 |
| 17.53.3 Security Equipment | 17-27 |
| 17.54. Security Threats and Procedures. | 17-28 |
| 17.54.1 Notification of Security Threat | 17-28 |
| 17.54.2 Review of Threat Level | 17-29 |
| 17.54.3 Sharing of Threat Information | 17-29 |
| 17.55. Reporting of Security Incidents. | 17-29 |
| 17.56. Responsibility of Aviation Security Screening Officer. | 17-31 |
| 17.57. Aircraft Operator Information. | 17-32 |
| 17.58. Allied Service Providers Information. | 17-32 |
| 17.59. Cyber Threat. | 17-32 |
| 17.60. Explosives Detection Systems. | 17-32 |
| 17.61. Carriage of Passengers under Administrative or Judicial Control. | 17-33 |
| 17.62. Training. | 17-33 |
| 17.63. Standards for Implementing Security Programme. | 17-35 |
| 17.64. Air Cargo and Mail Security. | 17-36 |
| 17.65. Aviation Security Responsibilities of a Regulated Agent. | 17-37 |
| 17.66. Responsibility of the Aircraft Operator Receiving Goods from a Regulated Agent. | 17-37 |
| 17.67. Inspection of Goods Offered for Transport by Regulated Agent. | 17-37 |
| 17.68. Screening of Cargo. | 17-38 |
| 17.69. Aviation Security Responsibilities of an In-Flight Catering Operator. | 17-38 |
| 17.70. Acceptance of Catering Stores and Supplies by Aircraft Operators. | 17-38 |
| 17.71. Inspection of Catering Supplies. | 17-39 |
| 17.72 Tenant Restricted Area Security Requirements. | 17-40 |
| 17.73. National Civil Aviation Security Quality Control Programme. | 17-40 |
| 17.74. Compliance Monitoring. | 17-40 |



| | |
|---|-------|
| 17.75. Power of Investigation. | 17-41 |
| 17.76. Power to Suspend Security Programme. | 17-42 |
| 17.77. General Power of Entry. | 17-42 |
| 17.78. Security Audit and Inspections | 17-43 |
| 17.79. Sensitive Security Information. | 17-43 |
| 17.80. Security Directives. | 17-44 |
| 17.81. Requirements of Security Directives. | 17-45 |
| 17.82. Implementation of Security Directives. | 17-45 |
| 17.83. Objection to Security Directives. | 17-46 |
| 17.84. Search of Persons and Goods. | 17-47 |
| 17.85. Passengers and Members of the Public. | 17-47 |
| 17.86. Access to Aerodrome Restricted Areas. | 17-47 |
| 17.87. Restriction on Entry into Security Restricted Areas | 17-48 |
| 17.88. Submission to Screening. | 17-48 |
| 17.89. Unruly Passenger. | 17-48 |
| 17.90. Management of Responses to Acts of Unlawful Interference. | 17-49 |
| 17.91. Requirements for Approvals and Certifications. | 17-49 |
| 17.91.1 Approvals | 17-49 |
| 17.91.2. Certification | 17-49 |
| 17.91.3 Certificates | 17-50 |
| 17.91.4 Validity of approvals and Certifications..... | 17-50 |
| 17.92 International Cooperation. | 17-50 |
| 17.92.1 Request from States | 17-50 |
| 17.92.2 Cooperation with other States | 17-50 |
| 17.93 Landside Security. | 17-51 |



PART 17—AVIATION SECURITY

17.1 APPLICABILITY

17.1.1.1 These Regulations shall apply to:

- (a) international airport operators;
- (b) domestic airports operators and any other aerodrome operator certified by the Authority;
- (c) national aircraft operators;
- (d) foreign aircraft operators;
- (e) aerodrome tenants and/or operators of Tenant Restricted Areas at International air ports or Domestic airports;
- (f) any person in or within the vicinity of an international airport or domestic airport, or any other aerodrome specified by the Authority;
- (g) any person who offers goods for transport by air;
- (h) any person who provides a service to an air craft operator;
- (i) any person on board an aircraft ;
- (j) any organization or agency who provides air traffic services; and
- (k) Remotely Piloted Aircraft (RPA) operator.

17.2 DEFINITIONS

17.2.1.1 (a) For the purpose of this Part the following definitions shall apply:

Acts of unlawful interference. These are acts or attempted acts such as to jeopardize the safety of civil aviation including but not limited to:

- (i) unlawful seizure of an aircraft;
- (ii) destruction of an aircraft in service;
- (iii) hostage-taking on board an aircraft or on aerodromes;
- (iv) forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility;
- (v) introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes;



- (vi) Use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment; or
- (vii) communication of false information such as to jeopardize the safety of aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility;

Aerial Work. An aircraft operation in which an aircraft issued for specialized services such as agriculture, construction, photography, surveying observation and patrol, search and rescue, aerial advertisement, etc.;

Aerodrome. A defined area of land on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

Aerodrome Operator. The holder of an aerodrome license, issued under [Part 12](#) of these Regulations;

Aerodrome or Airport Tenant. Any enterprise that is resident at an aerodrome and offers services and products at that aerodrome;

Aircraft Operator. A national aircraft operator and a foreign aircraft operator;

Aircraft Security Check. An inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purposes of discovering suspicious objects, weapons explosives or other dangerous devices;

Aircraft Security Search. A thorough inspection of the interior and exterior of the aircraft for the purpose of discovering suspicious objects, weapons, explosives or other dangerous devices, articles or substances;

Airside. The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled;

Authority. The Nigeria Civil Aviation Authority (NCAA);

Audit. Any procedure or process used for compliance monitoring undertaken at national level. It covers security audits, inspections, surveys, tests and investigations ;

“Auditor” shall mean any person conducting audits at national level;

Aviation Security. Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources;

Aviation Security Officer. A person who is trained in accordance with the aviation security training requirements of the appropriate approved Airport Security Programme and who has been appointed as an aviation security officer by an aerodrome operator, aircraft operator or aerodrome tenant;



Aviation Security Screening Officer. A person who by virtue of his training has been employed by the aerodrome operator, aircraft operator, or aerodrome tenant to carry out aviation security screening duties, and who has been certified as such by the Authority;

Background Check. A check of a person's identity and previous experience, including criminal history and any other security related information relevant for assessing the person's suitability, in accordance with national legislation;

Behaviour detection. Within an aviation security environment, the application of techniques involving the recognition of behavioural characteristics, including but not limited to physiological or gestural signs indicative of anomalous behaviour, to identify persons who may pose a threat to civil aviation;

Cargo. Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage;

Carry-on Baggage. Luggage and personal belongings to which a person will have access while on board an aircraft;

Catering Stores. All items, other than catering supplies, associated with passenger in-flight services, that includes newspapers, magazines, headphones, audio and video tapes, pillows and blankets, amenity kits;

Catering Supplies. Food, beverages, other dry stores and associated equipment used on board an aircraft;

Certification. A formal evaluation and confirmation by or on behalf of the Authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the Authority;

Checked Baggage. Luggage and personal belongings accepted for transportation by an aircraft operator which is loaded into the hold of the aircraft, and to which a person will not have access while on board an aircraft;

Commercial Air Transport Operation. An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

Corporate Aviation. The non-commercial operation or use of an aircraft by a company for the carriage of passengers and or goods as an aid to the conduct of company business, flown by a professional pilot employed to fly the aircraft;

Dangerous Goods. Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the ICAO Technical Instructions or which are classified according to those instructions;

Deficiency. Failure to comply with aviation security requirements;

Director-General Civil Aviation. The Director-General of the Nigeria Civil Aviation Authority (NCAA);



Disruptive passenger. A passenger who fails to respect the rules of conduct at an airport or on board an aircraft or to follow the instructions of the airport staff or crew members and thereby disturbs the good order and discipline at an airport or on board the aircraft;

Domestic Airport. Any aerodrome with scheduled and non-scheduled domestic services offered by national carriers and general aviation operations;

Escort. To accompany or supervise an individual who does not have unescorted access to areas restricted for security purposes, as identified in the Airport or Aerodrome Operator Security Programme;

Firearm. Any lethal barreled weapon from which a shot, bullet or missile can be discharged using a propellant. It also includes all toys, imitation or replica firearms, starter pistols, compressed air, guns and flare pistols;

Foreign Aircraft Operator. An aircraft operator who conducts international air transport operations under the terms of an air operator certificate issued by a State other than Nigeria;

Flight Catering Operator. Any enterprise that provides catering supplies for consumption on board an aircraft in flight engaged in the carriage of passengers;

General Aviation. An aircraft operation other than a commercial air transport operation or an aerial work operation;

Goods. Personal belongings, baggage, cargo, mail, article, thing or conveyance that may be taken or placed on board an aircraft or taken into a restricted area;

Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movements of helicopters;

High-risk cargo or mail. Cargo or mail which is deemed to pose a threat to civil aviation as a result of specific intelligence; or shows anomalies or signs of tampering which give rise to suspicion;

Hijacking. When an aircraft in service is unlawfully and intentionally seized or taken over by force or threat, or by coercion or by any other form of intimidation or by any technological means

Human Factors principles. Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

Human performance. Human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations;

Incendiary Device. An object, other than a match or pocket lighter, that is fabricated with combustible materials and when ignited may cause fire damage to property or inflict burn injuries on individuals;

In-flight Security Officer. A person who is authorized by the Government of the State of the Operator and the government of the State of Registration to be



deployed on an aircraft with the purpose of protecting that aircraft and its occupants against acts of unlawful interference. This excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft, such as personal body guards;

International Airport. Any aerodrome with scheduled international services offered by national and foreign aircraft operators;

Investigation. An examination of a security incident and an explanation of its cause in order to avoid recurrence and to consider legal action;

Known Consignor. A consign or who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft;

Loaded Firearm. A fire arm which has inserted initiative round of ammunition, cartridge in the chamber or in a clip, magazine or cylinder;

Minister. The Minister responsible for civil aviation

National Aircraft Operator. An aircraft operator operating under the authority of an air operators certificate issued by the Nigeria Civil Aviation Authority;

Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation;

Person in Custody. A person who is for the time being under the control of a law enforcement officer;

Personal Search. A search of the clothing of a person and personal belongings for prohibited items by a designated aviation security officer, an aviation security screening officer or a member of the Nigerian Police;

Quality Control Programme. The national civil aviation security quality control programme;

Record. Any writing, drawing, map, tape, film, photograph, or other means by which information is preserved;

Regulated Agent. An agent, freight forwarder or any other entity who conducts business with an aircraft operator and provides security controls that are accepted or authorized by the Authority in respect of cargo, courier and express parcels or mail;

Restricted Area. Any area of an aerodrome that is identifies as an area to which access is restricted to authorized persons;

Restricted Area Permit. A document issued by the designated airport permit issuing authority, that entitles the holder to have access to a specific restricted area of an aerodrome during a specified period;

Screening. The application of technical or other means which are intended to detect weapons, explosives or other prohibited items which have been designated as dangerous to aviation security;



Screening Staff. An aviation security screening officer;

Security Audit. An in-depth compliance examination of all aspects of the implementation of the national civil aviation security programme;

Security control. A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented;

Security Culture. A set of security-related norms, values, attitudes and assumptions that are inherent in the daily operation of an organization and are reflected by the actions and behaviors of all entities and personnel within the organization;

Security Directive. A formal written notification from the Director of NCAA requiring the recipient to take such security measures as are specified within the directive;

Security Programme. An Aerodrome Operator Security Programme, National Aircraft Operator Security Programme, Foreign Aircraft Operator Security Programme, Flight Catering Operator Security Programme, Tenant Restricted Area Security Programme and a Regulated Agent Security Programme, where applicable;

Security Incident. An occurrence with negative implications for the security;

Security Inspection. An announced or unannounced examination of the effectiveness of the implementation of specific security measures;

Security restricted area. Those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied;

Security Test. A covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act;

Sterile Area. The area between any passenger inspection or screening checkpoint and aircraft, into which access is strictly controlled;

Technical Instructions. The International Civil Aviation Organization Instructions for the transport of Dangerous Goods by air;

Tenant Restricted Area. Any area at, or connected to, an aerodrome that has been declared as such in accordance with the National Civil Aviation Security Programme (NCASP) ;

Transfer cargo and mail. Cargo and mail departing on an aircraft other than that on which it arrived;

Transfer Passenger. A passenger making direct connection between two different flights;

Transit Passenger. A passenger departing from an aerodrome on the same flight on which he arrived;



Unidentified baggage. Baggage at an airport, with or without a baggage tag, which is not picked up by or identified with a passenger;

Unpredictability. The implementation of security measures in order to increase their deterrent effect and their efficiency, by applying them at irregular frequencies, different locations and/or with varying means, in accordance with a defined framework;

Weapon. Anything designed, used or capable of inflicting harm and includes a firearm;

17.3. AUTHORITY AND NATIONAL CIVIL AVIATION SECURITY PROGRAMME

17.3.1 APPROPRIATE AUTHORITY

17.3.1.1 The Nigeria Civil Aviation Authority (NCAA) is designated as the appropriate authority for aviation security within Nigeria, and will specify this to the International Civil Aviation Organization (ICAO), and is hereby responsible for the development, and maintenance of the national civil aviation security programme.

17.3.2 NATIONAL CIVIL AVIATION SECURITY PROGRAMME

17.3.2.1 The Authority will establish, and monitor the implementation of, a written national civil aviation security programme designed to safeguard civil aviation operations against acts of unlawful interference, which takes into account the safety of passengers, crew, ground personnel and the general public including regularity and efficiency of flights.

17.3.2.2 The implementation of the written national civil aviation security programme shall be capable of responding rapidly to meet any increased security threat.

17.3.2.3 The national civil aviation security programme shall be the repository of national policy of the Federal Government of Nigeria with regard to civil aviation security measures implemented within Nigeria and on Nigerian registered aircraft, and shall specify the agencies responsible for the implementation of that policy.

17.3.2.4 The Authority will ensure that supporting resources and facilities required by the aviation security services are made available by aerodrome operator at each airport serving civil aviation

17.3.2.5 The Authority will make available to its aerodrome and aircraft operators and air traffic service providers operating in its territory and other entities concerned, a written version of the appropriate parts of its national civil aviation security programme and/or relevant information or guidelines enabling them to meet the requirements of the national civil aviation security programme.



- 17.3.2.6 The Authority will define and allocate tasks and coordinate activities between the departments, agencies and other organizations of the State, aerodrome and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the national civil aviation security programme.
- 17.3.2.7 No person may perform a function or task unless as allocated by the authority and specified in the National Civil Aviation Security Programme (NCASP).

17.3.3 NATIONAL CIVIL AVIATION SECURITY COMMITTEE

- 17.3.3.1 The Authority will establish a national aviation security committee or similar arrangements for the purpose of coordinating security activities between the departments, agencies and other organizations of the State, airport and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the national civil aviation security programme

17.4 GENERAL CONDITION FOR SECURITY PROGRAMMES

- 17.4.1.1 No aerodrome operator may operate except in accordance with the approved security programme.
- 17.4.1.2 No Aircraft operator may operate except in accordance with the approved security programme.
- 17.4.1.3 No foreign aircraft operator may operate in Nigeria unless he has submitted an approved Aircraft Operator Security Programme as part of his application for air services to the Authority for its acceptance and submission of proposed Local Standard Operating Procedure (LSOP) for its operation in Nigeria for approval.
- 17.4.1.4 No person may conduct general aviation operations, including corporate aviation operations, using aircraft with a maximum take-off mass greater than 5,700 kg, except in accordance with the approved security programme.
- 17.4.1.5 No person may conduct aerial work operations except in accordance with the approved security programme. This programme shall contain operations features specific to the type of operations conducted.
- 17.4.1.6 No organization or agency may provide air traffic services except in accordance with the approved security programme.
- 17.4.1.7 No person may operate an enterprise or an organization whose purpose is the movement of cargo by air, within and through Nigeria, except in accordance with the approved security programme.



- 17.4.1.8 No person may operate an enterprise or an organization whose purpose is the provision of catering supplies and stores for use in air transport, within and through Nigeria, except in accordance with the approved security programme.
- 17.4.1.9 No person may operate an enterprise or an organization whose purpose is the provision of aviation services at any airport within Nigeria, except in accordance with the approved security programme.
- 17.4.1.10 No person may operate an enterprise or an organization which provides a service at, or connected with, any airport within Nigeria, whether or not that service provider occupies land deemed to be a Tenant Restricted Area under the appropriate Airport (Restricted Area) Bye-Laws, except in accordance with the approved security programme.
- 17.4.1.11 The proposed security programme required to be approved by the Authority shall:
- be submitted in writing at least sixty (60) days before the intended date of operations;
 - meet the requirements of these Regulations.
- 17.4.1.12 A security programme under these Regulations shall be signed by the applicant and provide for the safety of the:
- passengers, crew and their property;
 - the aircraft;
 - operating staff associated with the facility or aircraft; and
 - related aviation support facilities; against acts of unlawful interference.

17.5 SECURITY PROGRAMME REQUIREMENT FOR OTHER OPERATORS

- 17.5.1.1 The security programme requirement for an aerodrome certificate, Air Operator Certificate and a Foreign Carrier Operating Permit (FCOP) shall be as specified in the NCASP.

17.6. SUBMISSION OF SECURITY PROGRAMMES

- 17.6.1.1 The submission of the security programme does not authorize the person to use the proposed security programme, until the programme is evaluated and approved for use by the Authority.
- 17.6.1.2 Notwithstanding 17.6.1.1 above, an approved foreign aircraft operator's security programme may be used provided it is accepted by the Authority.



17.7. AERODROME OPERATOR SECURITY PROGRAMME.

- 17.7.1.1 An Aerodrome Operator Security Programme required under 17.4. and 17.5. shall describe therein measures to safeguard that airport against acts of unlawful interference and shall be in form and manner as specified in the National Civil Aviation Security Programme.
- 17.7.1.2. An Aerodrome Operator Security Programme under 17.7.1.1 shall be accompanied by a current scale map of the aerodrome as specified in 17.47.

17.8. APPROVAL OF AERODROME OPERATOR SECURITY PROGRAMME.

- 17.8.1.1. An aerodrome operator shall implement its approved security programme within sixty (60) days of approval of its security programme ensure that the programme is implemented.

17.9. AIRCRAFT OPERATOR SECURITY PROGRAMME

- 17.9.1.1 An Aircraft Operator Security Programme required under 17.4. and 17.5. shall meet the requirements of the National Civil Aviation Security Programme and shall be in form and manner as specified by the Authority.

17.10. APPROVAL OF AIRCRAFT OPERATOR SECURITY PROGRAMME.

- 17.10.1.1 An aircraft operator shall implement its approved security programme within sixty (60) days of approval of its security programme.
- 17.10.1.2. Remotely Piloted Aircraft (RPA) shall have the same security procedures as aircraft operator.

17.11 AIR TRAFFIC SERVICES PROVIDER SECURITY PROGRAMME.

- 17.11.1.1 An Air Traffic Service Provider Security Programme required under 17.4. and 17.5. shall meet the requirements of the National Civil Aviation Security Programme and shall be in form and manner and content as specified by the Authority

17.12 APPROVAL OF AIR TRAFFIC SERVICE PROVIDER SECURITY PROGRAMME.

- 17.12.1.1 An air traffic services provider shall implement its approved security programme within thirty days of approval of its security programme.

17.13 REGULATED AGENT SECURITY PROGRAMME.

- 17.13.1.1 A regulated agent Security Programme required under 17.4. shall meet the requirements of the National Civil Aviation Security Programme and shall be in form and manner as specified by the Authority.



17.14 APPROVAL OF A REGULATED AGENT SECURITY PROGRAMME.

17.14.1.1 A regulated agent shall implement its approved security programme within sixty (60) days of approval of its security programme.

17.15 AIR CARGO OPERATOR SECURITY PROGRAMME

17.15.1.1 An Air Cargo Operator Security Programme required under 17.4. shall meet the requirements of the National Civil Aviation Security Programme and shall be in form and manner as specified by the Authority.

17.16. APPROVAL OF AN AIR CARGO OPERATOR SECURITY PROGRAMME.

17.16.1.1 An Air Cargo Operator shall implement its approved security programme within thirty days of approval of its security programme.

17.17. IN-FLIGHT CATERING OPERATOR SECURITY PROGRAMME.

17.17.1.1 An In-Flight Catering Operator Security Programme required under 17.4. shall meet the requirements of the National Civil Aviation Security Programme and shall be in form and manner as specified by the Authority.

17.17.1.2. An In-Flight Catering Operator Security Programme shall be accompanied by a current scale map of the flight catering facility area of operations.

17.18. APPROVAL OF AN IN-FLIGHT CATERING OPERATOR SECURITY PROGRAMME.

17.18.1.1 An In-Flight Catering Operator shall implement its approved security programme within sixty (60) days of approval of its security programme.

17.19. TENANT RESTRICTED AREA SECURITY PROGRAMME.

17.19.1.1 A Tenant Restricted Area Security Programme required under 17.4. shall meet the requirements of the National Civil Aviation Security Programme and shall be in form and manner as specified by the Authority.

17.19.1.2. The Tenant Restricted Area Security Programme shall be accompanied by a current scale map of the Tenant Restricted Area, as required and produced under the appropriate Airport (Restricted Area) Bye-laws.

17.20. APPROVAL OF TENANT RESTRICTED AREA SECURITY PROGRAMME.

17.20.1.1 A Tenant Restricted Area operator shall implement its approved security programme within sixty (60) days of approval of its security programme.

17.21 OTHER ALLIED AVIATION SERVICE PROVIDERS SECURITY PROGRAMME

17.21.1.1 Other Allied Aviation Service Providers as listed in [Part 18.12.1.1](#) required to have Security Programme under 17.4. shall meet the requirements of the



National Civil Aviation Security Programme and shall be in form and manner as specified by the Authority.

17.22. APPROVAL OF OTHER ALLIED AVIATION SERVICE PROVIDERS SECURITY PROGRAMME.

17.22.1.1 Other Allied Aviation Service Provider shall implement its approved security programme within sixty (60) days of approval of its security programme.

17.23. MODIFICATIONS TO OPERATIONAL PARTICULARS AFFECTING SECURITY.

17.23.1.1 An approved security programme may be modified where it affects operational particulars.

- (a) in respect of an aerodrome operator:
 - 1) any description of the aerodrome area set out in such Aerodrome Operator Security Programme is no longer accurate; and
 - 2) The changes to the designation of the Aerodrome Security Co-ordinator required under 17.43;
- (b) any description of the operations set out in the programme that is no longer accurate, the procedures included, and the facilities and equipment described, in the Aerodrome Operator's Security programme are no longer adequate.

17.23.1.2. Whenever a condition described in 17.23.1.1 occurs, the operator shall:

- (a) Notify the Authority of the changed condition, and the interim measure being taken to maintain adequate security until approval is granted for the proposed amendment to the Security Programme; and
- (b) Submit within thirty (30) days after notifying the Authority the amendment to its Security Programme to bring it into compliance with these Regulations.

17.24. AMENDMENT OF APPROVED SECURITY PROGRAMME BY SECURITY PROGRAMME HOLDERS

17.24.1.1 Request for amendment of an approved Security Programme shall be submitted to the Authority for approval at least thirty (30) days before the proposed effective date of intended implementation of the approved amended Security Programme.

17.25. AMENDMENT OF APPROVED SECURITY PROGRAMME BY THE AUTHORITY.

17.25.1.1 The Authority may require an operator to amend its approved Security Programme, where it is determined that safety and public interest require the amendment.

17.25.1.2. Except in an emergency as provided in 17.25.1.5 where the Authority requires an operator to amend its approved Security Programme under 17.25.1.1. The



Authority will notify the operator in writing of the required amendment and allow a period of thirty days from the date contained in the notice, for a written response from such entity.

- 17.25.1.3. Upon receipt of a notice of a proposed amendment under 17.25.1.2 the entity may submit an alternative amendment to his approved Security Programme which meets the intent of the required amendment under 17.25.1.2. for consideration by the Authority.
- 17.25.1.4. When the Authority is satisfied that the alternative amendment submitted under 17.25.1.3 would provide an overall level of security equal to that required by the Authority, the Authority may approve the alternative amendment to the approved Security Programme.
- 17.25.1.5. Where the Authority determines that an emergency exists which requires immediate action that makes the procedure in 17.25.1.2 and 17.25.1.3, impracticable or contrary to the public interest and safety, the Authority may direct the entity to deviate in a specified manner from its approved security programme in the area of concern, for a specified period.

17.26 AERODROME SECURITY.

- 17.26.1 AERODROME OPERATOR RESPONSIBILITIES.
 - 17.26.1.1 The aerodrome operator shall be responsible for coordinating the implementation of security control.
 - 17.26.1.2 An aerodrome operator shall, prior to the implementation of any renovation and expansion works to his aerodrome or the construction of additional aerodrome facilities at the same location, submit to the Authority a revision of his measures designed to safeguard against acts of unlawful interference which may arise.
 - 17.26.1.3. Where a foreign aircraft operator uses an aerodrome facility(ies), the Authority may approve an inspection by the agency responsible for aviation security of the Contracting State of the foreign aircraft operator to assess the adequacy of the security measures.
 - 17.26.1.4 An Aerodrome operator shall, whenever possible, arrange for the security controls and procedures to cause minimum of interference with, or delay to the activities of, civil aviation provided the effectiveness of these controls and procedures is not compromised.
 - 17.26.1.5. An aerodrome operator shall keep at the aerodrome a current scale map of the aerodrome that identifies the restricted areas in accordance with the appropriate Airport (Restricted Area) Bye-laws, security barriers and restricted area access points.
 - 17.26.1.6. An Aerodrome operator shall ensure procedures are established to deal with unidentified baggage and suspicious objects in accordance with a security risk assessment carried out by the relevant national authorities.



17.27. AERODROME SECURITY COMMITTEE.

- 17.27.1.1 The aerodrome operator shall establish an Aerodrome Security Committee to ensure the implementation of any national civil aviation security initiatives that may be required by the Authority from time to time.
- 17.27.1.2. An Aerodrome Security Committee under 17.23.1.1 shall comprise of representatives specified in the Aerodrome Security Programmes approved by the Authority.

17.28. AVIATION SECURITY OFFICERS AND AVIATION SECURITY SCREENING OFFICERS.

- 17.28.1.1 Subject to the applicable laws, an aerodrome operator shall provide aviation security officers and aviation security screening officers, in the number and in a manner adequate to support:
 - (a) its Aerodrome Operator Security Programme; and
 - (b) each passenger screening system required under any Part of these Regulations.
- 17.28.1.2. An aerodrome operator shall ensure that an aviation security officer or aviation security screening officer under its employment:
 - (a) abstains from the consumption of alcoholic beverages or other substances prohibited by law while assigned to duty; and
 - (b) is readily identifiable by uniform and displays or carries a badge or other identification of his/her authority while assigned to duty; and
 - (c) has completed a training programme that meets the requirements in 17.28.1.6.
- 17.28.1.3. An aerodrome operator shall ensure that an aviation security officer or aviation security screening officer under its employment:
 - (a) is authorized to carry out the duties and functions assigned to him/ her; and
 - (b) conducts security duties in accordance with the applicable provisions of these Regulations.
- 17.28.1.4. An aviation security officer or aviation security screening officer shall, while on duty at an aerodrome, have the authority to arrest with or without a warrant, any person, who committed:
 - (a) a crime; or
 - (b) an offence against any of these Regulations.
- 17.28.1.5. No person shall obstruct, insults, intimidates or performs any act of violence against an aviation security officer or aviation security screening officer, while that officer is on duty at an aerodrome.



17.28.1.6. The training programme required by 17.28.1.2(c) shall provide training in the subjects specified in the approved Aerodrome Operators Security or Training Programme.

17.29. OPERATOR'S RESPONSIBILITY.

17.29.1.1 No operator may employ any person as an aviation security officer or aviation security screening officer unless the:

- (a) person meets the requirements of these Regulations;
- (b) person has been trained and certified in accordance with the requirements of these Regulations, and
- (c) person is approved by the aerodrome operator where employed by the aerodrome tenant as an aviation security officer.

17.29.1.2. An operator shall ensure that:

- (a) initial background checks are completed 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;
- (b) recurrent background checks are applied to such persons at five (5) years intervals;
- (c) persons found unsuitable by any background check shall be denied the ability to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information.
- (d) initial and recurrent training on aviation security is received by each aviation security officer and aviation security screening officer in his employment.

17.29.1.3. An operator shall keep an accurate record of the initial and periodic background check, experience and training of an aviation security officer and aviation security screening officer in his employment and such record shall be retained for the duration of his employment and thereafter for a period of one year.

17.30. SUPPORT FROM MEMBERS OF THE NIGERIA POLICE.

17.30.1.1 The Nigeria Police may be deployed to aerodromes to support aerodrome security personnel in order to provide armed response capability to prevent acts of unlawful interference.

17.30.1.2. The deployment of these members of the Police will be in accordance with the measures specified in the approved aerodrome security programme.

17.31. REQUIREMENT FOR SCREENING.

17.31.1.1 Every person entering a sterile area, or security restricted area, at any aerodrome to which these Regulations apply, as specified within the appropriate aerodrome security programme, is required to be screened, including any carry-on baggage, goods or other articles in their possession.



- 17.31.1.2 Vehicles entering Security Restricted Areas together with items contained within them shall be screened or subjected to other appropriate security controls in accordance with the security risk assessment carried out by relevant national authorities.
- 17.31.1.3. No organization may appoint any person to act as a screening officer or on its behalf, unless it meets the minimum standard specified in the National Civil Aviation Security Training Programme (NCASTP).
- 17.31.1.4. No aircraft operator shall transport a person or goods, unless the person or goods have been screened in accordance with this regulation.
- 17.31.1.5. A person who must be screened under 17.31.1.1 must not circumvent a screening of their person or goods or other things in their possession or control or a vehicle under their care or control or assist another person who must be screened in circumventing a screening of that person or goods or other things in that person's possession or control or a vehicle under that person's care or control.
- 17.31.1.6. A person(s) who is at an aerodrome or on board an aircraft must not falsely declare that:
 - (a) they are carrying a weapon, an explosive substance, an incendiary device or other dangerous item that could be used to jeopardize the security of an aerodrome or aircraft or that such an item is contained in goods or other things in their possession or control or in a vehicle under their care or control that they have tendered or are tendering for screening or transportation; or
 - (b) another person who is at the aerodrome or on board an aircraft is carrying a weapon, an explosive substance, an incendiary device or other dangerous item that could be used to jeopardize the security of an aerodrome or aircraft or that such an item is contained in goods or other things in that person's possession or control or in a vehicle under their care or control and is being tendered or has been tendered for screening or transportation.
- 17.31.1.7. Notwithstanding 17.31.1.1 the Authority may, exempt person(s) as deems appropriate from the requirements to be screened. Any exemption made under this Regulation shall be promulgated in the National Civil Aviation Security Programme.

17.32. REFUSAL OF SCREENING.

- 17.32.1.1 Subject to 17.31.1.7, any person who refuses to allow himself and his carry-on baggage, goods or other articles in his possession to be screened will be denied access to the security restricted area or sterile area.
- 17.32.1.2. Any person within the security restricted area or sterile area, who refuses to submit his person, goods, vehicle, or means of conveyance to screening shall be ordered by aviation security screening officer to leave the security restricted area or sterile area and remove the goods, vehicle or means of conveyance in his possession from the security restricted area or sterile area.



- 17.32.1.3. Any passenger on board an aircraft that is required by an aviation security screening officer to submit to the screening of his person, or of the goods that he carried or had placed on board the aircraft and he refuses such a screening, the aviation security screening officer shall order such person to disembark the aircraft and remove his carry-on baggage, goods or checked baggage

17.33 UNACCOMPANIED BAGGAGE

- 17.33.1.1 Where baggage is received at an aerodrome for transport on an aircraft and such baggage is not accompanied by a person who may give the permission to screen such baggage, an aviation security screening officer, shall carry out an authorized search of the baggage in the presence of the aircraft operator concerned or a regulated agent, and in carrying out that search may use such force as may reasonably be necessary to gain access to the baggage.

17.34. UNATTENDED BAGGAGE.

- 17.34.1.1 Where baggage is left unattended or abandoned at any area of the airport, an Aviation security officer shall consider such bag suspect and report to the police so that it can be investigated and if necessary, removed to a safe location and confiscated

17.35 SECURITY INCIDENTS.

- 17.35.1.1 An operator, shall immediately notify an aviation security officer, or a Police officer when there is:
- (a) the discovery of an unauthorized firearm other than an unloaded firearm allowed under the security programme of the operator;
 - (b) the discovery, at the aerodrome, or on board an aircraft, of an explosive substance or an incendiary device or a suspected explosive substance or suspected incendiary device;
 - (c) refusal by a person to submit to the security screening required under these Regulations;
 - (d) refusal by a person to remove himself and his goods from a restricted area when so ordered by an aviation security officer;
 - (e) a report of unattended baggage located in his area of responsibility;
 - (f) a report of suspicious packages, articles or goods in his area of responsibility; or
 - (g) a specific threat against the aerodrome comes to his attention.

- 17.35.1.2. An operator shall investigate any of the reported security incidents set out in 17.35.1.1 and provide a report of the incident to the Authority in accordance with procedures set out in its approved Operator Security Programme.



17.36. RECORDS.

- 17.36.1.1. An operator shall ensure that a record of every security incident is maintained.
- 17.36.1.2. A record required to be maintained under 17.36.1.1 shall:
 - (a) be kept for a minimum of ninety days;
 - (b) be made available to the Authority upon request; and
 - (c) include the number:
 - 1) and type of weapons and incendiary devices discovered during any passenger screening process and the method of detection of each;
 - 2) of acts and attempted acts of air piracy;
 - 3) of bomb threats received, real and simulated bombs found and actual bombings at the aerodrome; and
 - 4) of detentions and arrests and the immediate disposition of each person detained or arrested.

17.37. AERODROME TENANT AND TENANT RESTRICTED AREA (TRA) OPERATOR RESPONSIBILITY.

- 17.37.1.1 An aerodrome tenant restricted area operator, and any other tenants at any aerodromes, shall develop security measures to manage access to the tenant restricted area, or other area, under its control in compliance with the TRA Security Programme submitted for approval under 17.19, or the Aerodrome Security Programme under 17.7.
- 17.37.1.2 An aerodrome tenant restricted area operator, or other tenant, shall ensure that his personnel receive appropriate aerodrome security training or security awareness training as appropriate, in accordance with the approved TRA Security Programme or Aerodrome Security Programme.
- 17.37.1.3 An aerodrome tenant restricted area operator, or other tenant, shall not use a person as an aviation security officer unless the employment of such person has been approved by the aerodrome operator.

17.38 CONFIDENTIAL SECURITY INFORMATION.

- 17.38.1.1 No person shall divulge documented information in respect of security measures without the permission of the operator

17.39 FALSIFICATION OF DOCUMENT

- 17.39.1.1 No person shall make, or cause to be made, any of the following :
 - (a) a fraudulent or intentionally false statement in any Operator Security Programme or an application for any security programme ;



- (b) a fraudulent or intentionally false entry in any record or report that is kept, made or used to show compliance with this Part or exercise any privileges under this Part ; and
- (c) production or alteration of any report, record, security programme, issued under this Part without the approval of the operator.

17.40. ACCESS CONTROL SYSTEM.

- 17.40.1.1 An aerodrome operator shall ensure that the location and function of restricted areas, security restricted areas and sterile areas at the aerodrome are designated and properly defined in the Aerodrome Security Programme
- 17.40.1.2. The level of access to a restricted area, security restricted area or sterile area shall be clearly defined and made known to all persons at the aerodrome whose duties require them to have access to these areas.
- 17.40.1.3. An aerodrome operator shall take such measures to prevent weapons, explosive or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized from being introduced, by any means whatsoever, on board an aircraft engaged in civil aviation.
- 17.40.1.4. An aerodrome operator shall include in his approved Aerodrome Operator Security Programme details of a system, method and procedure, which shall ensure that:
 - (a) access points into restricted areas, security restricted areas or sterile areas are limited in number and physical access through those points are strictly controlled;
 - (b) entry points which cannot be effectively controlled are locked or otherwise secured against entry by unauthorized persons;
 - (c) access by persons and vehicles to restricted areas, security restricted areas and sterile areas is restricted only to persons who have a clear need for such access by virtue of their duties;
 - (d) security restricted areas and sterile areas not subject to continual access control measures shall be subjected to a thorough search prior to being brought into use;
 - (e) a person whose duties require him to be at the aerodrome is required to have on display on his person, a valid aerodrome identification permit and any baggage or item he carries shall be screened before being allowed access to security restricted areas or sterile areas;
 - (f) the screening under paragraph (e) shall be to the same standard as that required for passengers, under 17.39 ; and
 - (g) persons at an aerodrome are aware of what areas they are prohibited access.



- 17.40.1.5. Notwithstanding the screening requirements under 17.40.1.4 (e), the Aerodrome operator shall consider screening at certain access points with the use of randomness and unpredictability in the implementation of security measures based on the assessed risk where details of such risks are included in the approved aerodrome operator security programme.
- 17.40.1.6. The system under 17.40.1.2 shall provide a means to differentiate the various airport restricted areas that holders of airport restricted area permits are allowed access to.
- 17.40.1.7. The system under 17.40.1.2 shall describe the scope of initial and periodic background checks conducted on applicants for all types of airport restricted area permits issued.
- 17.40.1.8. The Aerodrome operator shall integrate behaviour detection into its aviation security practices and procedures.

17.41. AIRPORT RESTRICTED AREA PERMIT SYSTEM

- 17.41.1.1 An aerodrome operator shall ensure that access to a restricted area, security restricted area or sterile area of his aerodrome is controlled by the use of an airport restricted area permit system to identify persons and vehicles and facilitate access where authorized.
- 17.41.1.2 Notwithstanding the provisions of 17.41.1.1, the airport restricted area permit system shall be in accordance with the Aerodrome Security Programme

17.42 EVIDENCE OF COMPLIANCE

- 17.42.1.1 On request of the Authority, an operator shall provide evidence of compliance with this Part in its approved Operator Security Programme.

17.43. DESIGNATION OF SECURITY CO-ORDINATOR

- 17.43.1.1 An operator shall designate, in his approved Security Programme, an officer in his organization as the Security Coordinator, who shall be held responsible for the co-ordination of all aviation security policies, procedures and preventive measures applied at the airport.
- 17.43.1.2 An operator shall appoint a person suitably qualified, trained and experienced in aviation security charged with responsibility for coordinating the implementation of the Operator Security Programme and having direct line of communication with the operator's chief executive officer.
- 17.43.1.3. The security coordinator shall be acceptable to the Authority.
- 17.43.1.4. The Security Coordinator shall serve as the primary contact of the operator for security-related activities and communications with the Authority, as set forth in the approved Operator Security Programme.



17.44 SPECIFIC THREAT AT AERODROME

- 17.44.1.1 Where an aerodrome operator determines that a specific threat that jeopardizes the security of its aerodrome exists, it shall immediately take necessary measures as specified in its security programme to ensure the safety and security of the aerodrome and persons at the aerodrome, including informing the appropriate aviation security officers and/or aviation security screening officers of the nature of the threat.
- 17.44.1.2 The Aerodrome operator, in accordance with the risk assessment carried out by relevant national or local authorities, shall ensure that appropriate measures on the ground or operational procedures are established to mitigate possible attacks against aircraft using Man-Portable Air Defence Systems (MANPADS) and other weapons representing a similar threat to aircraft at or near an airport

17.45. NOTIFICATION OF THREAT.

- 17.45.1.1 An aerodrome operator who is made aware of a threat against its facility or any part of the aerodrome, or tenant restricted area that is under the control of a person carrying on any activity at or connected with its aerodrome, other than the aerodrome operator, shall immediately:
 - (a) notify the person in control of that facility or tenant restricted area of the nature of the threat; and
 - (b) determine whether there is a specific threat that jeopardizes the security of the aerodrome.
- 17.45.1.2 Where a person authorized to conduct any screening activity at an aerodrome is made aware of a threat against the aerodrome, such person shall:
 - (a) immediately notify the aerodrome operator of the nature of the threat; and
 - (b) assist the aerodrome operator in determining whether there is a specific threat that jeopardizes the security of the aerodrome.

17.46. DISCOVERY OF WEAPONS, INCENDIARY DEVICES OR EXPLOSIVES AT AERODROMES.

- 17.46.1.1 An aerodrome operator shall immediately notify the Authority when there is:
 - (a) the discovery, at the aerodrome, of a weapon, other than an unloaded firearm allowed under 17.52;
 - (b) the discovery, at the aerodrome, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed under the Act or Regulations made there under;
 - (c) an explosion at the aerodrome, unless the explosion is known to be the result of an excavation, a demolition, construction or the use of fireworks displays; or
 - (d) a specific threat against the aerodrome.



- 17.46.1.2. An aerodrome operator shall make arrangements to investigate, render safe and/or dispose suspected dangerous devices or other potential hazards at the airport.

17.47 AERODROME MAPS AND PLANS.

- 17.47.1.1 An aerodrome operator shall keep at the aerodrome a certified copy of a current scale map and/or plan, approved by the Authority, of the aerodrome and buildings located at that aerodrome, that identifies the restricted areas, security restricted areas and sterile areas, security barriers and restricted area access points, security restricted area access points, and sterile area access points.

17.48. AERODROME OPERATOR INFORMATION

- 17.48.1.1 The aerodrome operator shall provide to the Authority, written or electronic records or other information relevant to the security of the aerodrome, including:
- (a) information concerning the method of implementing the security measures that apply to the aerodrome operator under 17.4.1.1; and
 - (b) a copy of the scale map and/or plan referred to in 17.47.
- 17.48.1.2. An aerodrome operator shall provide the Authority with written notice of any new commercial air transportation service that is to commence operations at the airport terminal building.

17.49. APPROVED AIRCRAFT OPERATOR SECURITY PROGRAMME

- 17.49.1.1. An aircraft operator having an approved Aircraft Operator Security Programme shall:
- (a) maintain one copy of his approved Aircraft Operator Security Programme at his principal business office;
 - (b) maintain a copy or the pertinent portions of his approved Aircraft Operator Security Programme at each aerodrome where they operate;
 - (c) make the documents under paragraphs (a) and (b), available for inspection upon request by the Authority; and
 - (d) restrict the distribution, disclosure, and availability of sensitive security information only to persons who by their defined roles in the programme require to have such information for the performance of their function.

17.50 SCREENING OF PASSENGERS AND GOODS

- 17.50.1.1 An aircraft operator shall ensure that at aerodromes, screening is conducted of:
- (a) passengers, transit passengers, transfer passengers and crew travelling on his aircraft;
 - (b) carry-on baggage of persons under paragraph (a);



- (c) checked baggage of persons under paragraph (a); and
 - (d) other goods in the hold of its aircraft.
- 17.50.1.2. Notwithstanding 17.50.1.1 an aircraft operator may authorize the aerodrome operator of the aerodrome from which he operates or any other person to conduct the screening functions set out in its approved Aircraft Operator Security Programme.
- 17.50.1.3. In giving an authorization to an aerodrome operator or any other person under 17.50.1.2, the aircraft operator shall further instruct such aerodrome operator or person, to prohibit any passenger refusing to be screened from entry on to any of its aircraft.
- 17.50.1.4. The aircraft operator shall ensure that passengers and their cabin baggage which have been screened are protected from unauthorized interference from the point of screening until they board their aircraft.
- 17.50.1.5 Notwithstanding 17.50.1.4, the aircraft operator shall re-screen passenger and their cabin baggage if mixing or contact takes place, before boarding an aircraft.
- 17.50.1.6 The Aircraft operator shall establish measures for transit operations to protect transit passengers and their cabin baggage from unauthorized interference and protect the integrity of the security of the airport of transit.
- 17.50.1.7 An aircraft operator or person authorized by him under 17.50.1.2., shall use the procedures and the facilities and equipment described in its Aircraft Operator Security Programme
- (a) to prevent or deter the carriage of any weapon or incendiary device on or about the person of an individual or accessible property and the carriage of any weapon or incendiary device in checked baggage on aircraft;
 - (b) to detect the existence of a weapon or incendiary device, to inspect each person entering a sterile area at each pre-boarding screening checkpoint and to inspect all accessible property under the control of such person ; and
 - (c) to perform the following control functions with respect to each aircraft operation for which screening is required to:
 - (1) prohibit unauthorized access to the aircraft;
 - (2) ensure that baggage carried in the aircraft is checked-in by a properly trained agent and that identification is obtained from all passengers and persons shipping goods or cargo on board the aircraft;
 - (3) ensure that cargo and hold baggage carried on board the aircraft is protected from unauthorized interference from the point it is screened or accepted into the care of the carrier until departure of the aircraft on which it is to be carried. If the integrity of the cargo or hold baggage is



jeopardized, the cargo or hold baggage shall be re-screened before being placed on board an aircraft;

- (4) ensure that an aircraft security search of an aircraft is carried out before placing it in service or after it has been left unattended and an aircraft security check is conducted on an aircraft to which passengers may have had access;
- (5) ensure that aircraft are protected from unauthorized interference from the time the aircraft search or check has commenced until the aircraft departs;
- (6) ensure 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;
- (7) Ensure that security controls are established to prevent acts of unlawful interference with aircraft when they are not in security restricted areas.

17.50.1.8 An aircraft operator shall refuse to transport:

- (a) any person who does not consent to an authorized search of his person when required to do so by the aircraft operator or person authorized to conduct such searches on his behalf; and
- (b) any property of any person who does not consent to a search or inspection of that property in accordance with the screening system prescribed by 17.50.1.1;
- (c) the baggage of persons who are not on board the aircraft unless that baggage is identified as unaccompanied and subjected to appropriate screening.

17.50.1.9 An aircraft operator shall remove from the aircraft any item(s) left behind by passenger disembarking from any commercial flight or otherwise dealt with such item(s) appropriately before departure of such aircraft.

17.50.1.10 A foreign aircraft operator shall not conduct a flight within Nigeria with a passenger on board who refuses to submit to a screening, required under these Regulations or while the carry on or checked baggage of such person is on board his aircraft.

17.50.1.11 Notwithstanding being in possession of a boarding pass, where the pilot in command of an aircraft has reasonable grounds to believe that a person is in violation of this Part, the pilot in command may order that person to disembark such aircraft.

17.50.1.12 An aircraft operator shall transport only items of hold baggage which have been individually identified as accompanied or unaccompanied, screened to the appropriate standard and accepted for carriage on that flight by the air carrier.



17.50.1.13 All such baggage specified in 17.50.1.12 shall be recorded as meeting the criteria above and authorized for carriage on that flight.

17.50.1.14 The Authority will ensure that practices are established at airports and on-board aircraft to assist in the identification and resolution of suspicious activity that may pose a threat to civil aviation.

17.51 PREVENTION AND MANAGEMENT OF HIJACKINGS AND SABOTAGE ATTEMPTS

17.51.1 COORDINATION OF SECURITY CONTROL

17.51.1.1 An aircraft operator shall:

- (a) assign an appropriately qualified and trained person as a Ground Security Coordinator to co-ordinate the ground security duties specified in his approved Aircraft Operator Security Programme; and
- (b) designate the pilot-in-command as the In-flight Security Coordinator for each flight, as required by his approved Aircraft Operator Security Programme to co-ordinate activities in response to threats of acts of unlawful interference.

17.51.2 IN-FLIGHT SECURITY OFFICER

17.51.2.1 The aircraft operator shall, where approved by the Authority, permit and facilitate the carriage of in-flight security officers on specific flights to prevent:

- (a) unauthorized persons from gaining access to the flight deck; and
- (b) hijacks and other criminal acts on board the aircraft.

17.51.2.2 In-flight Security Officers under this section, where required to be on board a flight, shall:

- (a) prevent unauthorized persons from gaining access to the flight deck and prevent hijacks and other criminal acts on board the aircraft; and
- (b) conduct a crew briefing prior to departure to ensure the flight crew and cabin crew understand his/her role on board the aircraft.
- (c) be a selected government personnel;
- (d) be trained on safety and security aspects on board an aircraft; and
- (e) be deployed according to the threat assessment of the competent authority.

17.51.2.3 The deployment of in-flight security officers shall be co-ordinated with concerned States and kept strictly confidential.

17.51.2.4 An aircraft operator shall notify the pilot-in-command as to the number of armed persons and their seat location.



- 17.51.2.5 An aircraft operator shall take measures as appropriate to ensure that during flight unauthorized persons are prevented from entering the flight crew compartment as prescribed with Nig. CARs 9.5.1.6(a).

17.52 CARRIAGE OF WEAPONS

- 17.52.1.1 No aircraft operator shall permit any person, to have on his person or property, a weapon, either concealed or unconcealed, while on board an aircraft unless it is approved by the Authority.
- 17.52.1.2 17.52.1.1 shall not apply to in-flight security officers required to be on board under 17.51.1.2.
- 17.52.1.3 No person shall carry on his person, a weapon, either concealed or unconcealed while on board an aircraft operated by an aircraft operator unless it is approved by the Authority.
- 17.52.1.4 No aircraft operator shall knowingly permit any person to transport or tender for transport, a weapon, incendiary device or loaded firearm in checked baggage on board an aircraft unless with proper authorization.
- 17.52.1.5 No aircraft operator shall knowingly permit any person to transport or tender for transport, any unloaded firearm in checked baggage on board an aircraft unless:
- (a) such person declares to the aircraft operator, either orally or in writing before tendering the baggage for the purpose of being checked in that he has a firearm carried in his/her checked baggage and it is unloaded;
 - (b) the baggage or container in which a fire arm is carried is locked;
 - (c) the checked baggage or container containing the fire arm is loaded on the aircraft in an area that is inaccessible to passengers; and
 - (d) such person presents a licence for such fire arm from the State that permits him to have in his possession such fire arm, an export licence for such firearm from the State of departure and an import licence for such fire arm to the State of destination.
- 17.52.1.6 Where a firearm to be transported in checked baggage but is not secured in such checked baggage it shall be carried in the hold of the aircraft, in a container that the aircraft operator considers appropriate for air transportation.

17.53 EQUIPMENT, RESEARCH AND DEVELOPMENT

17.53.1. RESEARCH AND DEVELOPMENT

- 17.53.1.1 The Authority will promote research and development of new security equipment, processes and procedures which will better achieve civil aviation security objectives and will cooperate with other Contracting States in this matter.



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- 17.53.1.2 The Authority will ensure that the development of new security equipment takes into consideration Human Factors principles.

17.53.2 INNOVATION

- 17.53.2.1 The Authority may consider implementing innovative processes and procedures to allow operational differentiation of screening and security controls based on clearly defined criteria.

17.53.3 SECURITY EQUIPMENT

- 17.53.3.1 The Authority may consider the use of advanced security equipment, when investing in new equipment, to achieve civil aviation security objectives.

- 17.53.3.2 No operator or person(s) authorized to conduct screening on its behalf, shall use any screening equipment systems within Nigeria to screen carry-on or checked baggage unless specifically authorized by the Authority.

- 17.53.3.3 An operator, or any other person authorized to conduct screening on its behalf by the Authority, may use X-ray systems for screening carry-on or checked baggage under an approved Security Programme where it shows that:

- (a) the X-ray system complies with the standards for X-ray systems designed primarily for the screening of carry-on and checked baggage and meets the performance requirements set out by the Authority in the National Civil Aviation Security Programme;
- (b) a programme for initial and recurrent training of operators of the system is established, which includes training in radiation safety, the efficient use of X-ray systems, and the identification of weapons and other dangerous articles, as prescribed in the National Aviation Security Training Programme; and
- (c) the system meets the imaging requirements described in the approved Operator Security Programme, in accordance with the combined test requirements prescribed by the Authority in the National Civil Aviation Security Programme.

- 17.53.3.4 No operator, or any other person authorized to conduct screening on its behalf, shall use X-ray system:

- (a) unless within the preceding twelve months, a test has been conducted which shows that the system meets the applicable performance standards or guidelines prescribed by the Authority; and
- (b) after the system is initially installed or after it has been moved from one location to another, a test has been conducted which shows that the system meets the applicable performance standards or guidelines prescribed by the Authority.

- 17.53.3.5 An operator or any other person authorized to conduct screening on its behalf, shall maintain at least one copy of the results of the most recent test conducted under 17.52.1.3 and shall make it available for inspection upon request by the Authority at each of the following locations :



- (a) the principal business office of the organization conducting the screening; and.
 - (b) the place where the X-ray system is in operation.
- 17.53.3.6 An operator, or any other person authorized to conduct screening on its behalf, shall ensure that screening staff comply with X-ray operator duty time limitations specified in its Operator Security Programme.
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- 17.54 SECURITY THREATS AND PROCEDURES**
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- 17.54.1 NOTIFICATION OF SECURITY THREAT**
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- 17.54.1.1 Where an aircraft operator determines that there is a specific threat which jeopardizes the security of an aircraft or flight, he shall immediately take all of the measures necessary to ensure the safety of the aircraft, passengers and crew on board such aircraft, including:
 - (a) informing the pilot-in-command, the crew members assigned to the aircraft or flight, the aerodrome operator, the air traffic control officer and the appropriate Police agency of the nature of the threat;
 - (b) where the aircraft is on the ground, moving such aircraft to a place of safety at the aerodrome according to the directions of the aerodrome operator; and
 - (c) the inspection of the aircraft and search of the passengers and goods on board such aircraft, unless the inspection and search are likely to jeopardize the safety of the passengers and crew members.
 - 17.54.1.2 Where the aircraft, under 17.54.1.1 is on the ground, the pilot in command shall comply with any direction given by the aerodrome operator under 17.54.1.1(a) or a member of the appropriate Police agency, until their journey can be continued; unless complying with such direction is likely to jeopardize the safety of the passengers and crew members.
 - 17.54.1.3 Immediately upon receiving information that an act or suspected act of unlawful interference has been committed, the aircraft operator shall notify the Authority.
 - 17.54.1.4 Where an aircraft operator determines that there is a specific threat which jeopardizes the security of a facility, a tenant restricted area, or part of an aerodrome under his control, he shall immediately take all of the measures necessary to ensure the safety of the facility, tenant restricted area or part of the aerodrome and persons at the facility, including informing the aerodrome operator and the appropriate Police agency of such threat.
 - 17.54.1.5 Where the aircraft under 17.54.1.3 is in the airspace under the jurisdiction of a State other than Nigeria, the aircraft operator shall also notify the Authority of the State in whose territory the aircraft is located and, if the aircraft is in flight, the Authority of the State in whose territory the aircraft is to land.
 - 17.54.1.6 Upon receipt of a bomb threat against a specific aircraft, each aircraft operator shall attempt to determine whether or not any explosive or incendiary device is on board the aircraft involved by doing the following:



- (a) conduct an analysis of the threat and classify the threat as:
 - (1) a hoax;
 - (2) non-specific; or
 - (3) specific;
- (b) in cases of (1) and (3), consider conducting a security inspection on the ground before the next flight or, where the aircraft is in flight, immediately after its next landing ; and
- (c) where the aircraft is on the ground, advising the pilot-in-command of the results of the analysis and the proposed action to be taken ; or
- (d) where the aircraft is in flight, immediately advising the pilot-in- command of all pertinent information available so that necessary emergency action can be taken.

- 17.54.1.7 Where the aircraft is in flight, ensure the pilot-in-command notifies the appropriate air traffic control authority of the threat.
- 17.54.1.8 Where an aircraft is subjected to act of unlawful seizure, the air traffic services shall provide assistance, including the provision of navigation aids, air traffic services and permission to land as may be necessitated by the circumstances.

17.54.2 REVIEW OF THREAT LEVEL

- 17.54.2.1 The Authority will keep under constant review the level and nature of threat to civil aviation within its territory and airspace above it, and establish and implement policies and procedures to adjust relevant elements of its national civil aviation security programme accordingly, based upon a security risk assessment carried out by the relevant national authorities.
- 17.54.2.2 The Authority will ensure that periodic vulnerability assessments are conducted at its airports engaged in international operations, ensuring coordination among relevant departments, agencies, including appropriate law enforcement and intelligence authorities, and other entities. Such vulnerability assessments will be used to inform risk assessments and security improvements.

17.54.3 SHARING OF THREAT INFORMATION

- 17.54.3.1 The Authority will establish and implement procedures to share, as appropriate, with relevant airport operators, aircraft operators, air traffic service providers or other entities concerned, in a practical and timely manner, relevant information to assist them to conduct effective security risk assessments relating to their operations.

17.55 REPORTING OF SECURITY INCIDENTS.

- 17.55.1.1 Whenever there occurrence of acts of unlawful interference, the Authority will notify, by the most expeditious means, the State of Registry of the aircraft and



the State of the Operator of the landing and will similarly transmit all other relevant information to:

- (a) the two above-mentioned States;
- (b) each State whose citizens suffered fatalities or injuries;
- (c) each State whose citizens were detained as hostages;
- (d) each State whose citizens are known to be on board the aircraft; and
- (e) the International Civil Aviation Organization.

17.55.1.2 An aircraft operator shall immediately notify the Authority when there is:

- (a) a hijack or attempted hijack of an aircraft;
- (b) the discovery, on board an aircraft, of a weapon, other than an unloaded firearm allowed under 17.35.1.1(a) or 17.52;
- (c) the discovery, on board an aircraft, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed on board the aircraft under the Act or Regulations made hereunder;
- (d) an explosion on an aircraft; or
- (e) a specific threat against an aircraft, a flight or a facility or part of an aerodrome under his control.

17.55.1.3 An aircraft operator shall immediately notify the aerodrome operator when a weapon other than a firearm allowed under 17.35.1.1(a), or 17.52, is detected in any part of the aerodrome under his control.

17.55.1.4 Whenever an aircraft is subjected to an act of unlawful interference,

- a) the Authority will collect and transmit all pertinent information on the flight of that aircraft to all other States responsible for the Air Traffic Services units concerned. This shall include States at the airport of known or presumed destination, so that timely and appropriate safe-guarding action may be taken en-route and at the known or likely destination of the aircraft.
- b) The Authority will distribute information received as a consequence of action taken in 17.55.1.4(a) locally to the air traffic services units concerned, the appropriate airport administrations, the operator and others concerned as soon as practicable.
- c) The Authority will cooperate with other States for the purpose of providing a joint response in connection with an act of unlawful interference whenever measures are taken to free passengers and crew members of an aircraft subjected to an act of unlawful interference.
- d) The Authority will use, as necessary, the experience and capability of the State of the Operator, the State of manufacture and the State of Registry of that aircraft.



- 17.55.1.5 The Authority will take measures, as it may find practicable, to ensure that an aircraft subjected to an act of unlawful seizure which has landed in Nigeria is detained on the ground unless its departure is necessitated by the overriding duty to protect human life.
- 17.55.1.6 The measures stated in 17.55.1.5 will recognize the grave hazard attending further flight and also recognize the importance of consultations, wherever practicable, between Nigeria and the State of the Operator of the aircraft, and notification from Nigeria to the States of assumed or stated destination.
- 17.55.1.7 The Authority will provide ICAO with all pertinent information concerning the security aspects of the act of unlawful interference as soon as practicable after the act is resolved.
- 17.55.1.8 The authority, whenever there is act of unlawful interference, will re-evaluate security controls and procedures, and in a timely fashion, take action necessary to remedy weaknesses so as to prevent recurrence.
- 17.55.1.9 The Authority will exchange information with other Contracting States as considered appropriate on the management of response to an act of unlawful interference. This information will be shared with ICAO.

17.56 RESPONSIBILITY OF AVIATION SECURITY SCREENING OFFICER.

- 17.56.1.1 A person authorized to conduct screening activities shall immediately notify the appropriate operator, the Nigeria Police and the Authority when any of the following is detected at a restricted area access point where screening is conducted of persons and carry-on baggage and other articles in the possession or control of persons who are screened:
- (a) a weapon, other than a weapon allowed under 17.35.1.1 (a) or 17.52;
 - (b) an explosive substance, other than:
 - (1) ammunition carried by a person allowed to carry or have access to a weapon or fire arm under 17.35.1.1 (a) and 17.52; or
 - (2) an explosive substance allowed under the Act or Regulations made thereunder; or
 - (c) an incendiary device, other than an incendiary device allowed under the Act or Regulations made there under.
- 17.56.1.2 A person authorized to conduct screening activities shall immediately notify the appropriate operator, the Police agency and the Authority when any of the following is detected in checked baggage:
- (a) a loaded fire arm;
 - (b) an explosive substance, other than ammunition; or
 - (c) an incendiary device.



17.57 AIRCRAFT OPERATOR INFORMATION

- 17.57.1.1 An aircraft operator shall provide the Authority, with a written or electronic record or other information relevant to the security of its operations, including :
- (a) information concerning the method of implementing the security measures that apply to the aircraft operator under 17.4.1.2; and
 - (b) a description of the nature of operations related to a particular flight and the services provided in respect of the flight.

17.58 ALLIED SERVICE PROVIDERS INFORMATION

- 17.58.1.1 A person who provides services to an aircraft operator and a person who provides a service related to the transportation of goods by air, shall provide to the Authority, a written or electronic records or other information relevant to the security of the operations of the aircraft operator, including:
- (a) information concerning the method of implementing the security measures that apply to those persons under 17.4.1.2; and
 - (b) a description of the nature of the operations related to a particular flight and the services provided in respect of the flight.

17.59 CYBER THREAT

- 17.59.1.1 The Authority will ensure that operators or entities defined in the national civil aviation security programme or other relevant national documentation identify their critical information and communications technology systems and data used for civil aviation purposes and, in accordance with a risk assessment, develop and implement, as appropriate, measures to protect them from unlawful interference.
- 17.59.1.2 The Authority will ensure that the measures to be developed and implemented in 17.59.1.1 shall protect, as appropriate, the confidentiality, integrity and availability of the identified critical systems and/or data. These measures will include, inter alia, security by design, supply chain security, network separation, and the protection and/or limitation of any remote access capabilities, as appropriate and in accordance with the risk assessment carried out by its relevant national authorities.

17.60 EXPLOSIVES DETECTION SYSTEM

- 17.60.1.1 An operator or any other person acting on its behalf shall ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by:
- (a) Passengers on their persons or in cabin baggage;
 - (b) Persons other than passengers on their persons or in their carried items;
 - (c) checked baggage Where these methods are not applied continuously, they shall be used in an unpredictable manner



17.61 CARRIAGE OF PASSENGERS UNDER ADMINISTRATIVE OR JUDICIAL CONTROL

- 17.61.1.1 No aircraft operator, shall carry a passenger who is the subject of judicial or administrative proceedings, unless appropriate security controls have been applied to the passenger in question, including notification to the pilot-in-command.
- 17.61.1.2 An aircraft operator shall ensure that prior to departure:
- (a) the aircraft is equipped with adequate restraining devices to be used in the event restraint of any passenger becomes necessary;
 - (b) each passenger travelling under 17.61.1.1 has been searched and does not have on or about this person or property anything that can be used as a weapon; and
 - (c) each passenger travelling under 17.61.1.1 whether under the control of an escort officer or not, under this Regulation, is:
 - (1) boarded before any other passengers when boarding at the aerodrome from which the flight originates and deplaned at the destination after all other deplaning passengers have deplaned;
 - (2) seated in the rear-most passengers eat when boarding at the aerodrome from which the flight or ignites; and
 - (3) seated in a seat that is not located close to or directly across from any exit.
- 17.61.1.3 An aircraft operator operating an aircraft under 17.61.1.1 shall not:
- (a) serve food, beverage, or provide eating utensils made of metal to a passenger under such judicial or administrative proceedings while on board such aircraft unless authorized to do so; or
 - (b) serve any escort officer, or the passenger under the control of the escort officer, any alcoholic beverages while onboard such aircraft.
- 17.61.1.4 The escort officer shall, at all times, accompany the passenger under his control and keep the passenger under surveillance while on board the aircraft including visits to the lavatory.
- 17.61.1.5 An aircraft operator shall include in their security programme, security measures and procedures for handling person(s) subjected to judicial or administrative proceedings to ensure safety on board the aircraft.

17.62 TRAINING

- 17.62.1.1 The Authority will develop and monitor the implementation of, a written national civil aviation security training programme designed to:
- (a) clearly describe responsibilities with regards to the selection and training of staff involved in aviation security, to include responsibilities at the national



- level and/or any responsibilities delegated by the State to entities subject to the National Civil Aviation Security Programme (NCASP) or through contractual agreement;
- (b) Identify all categories of persons who are required to undertake relevant aviation security (AVSEC) training in accordance with assigned duties and objectives;
 - (c) Define types of AVSEC training to be provided to the various categories of persons mentioned in (ii), including content;
 - (d) Establish minimal training content, durations and frequency;
 - (e) Establish competency testing requirements; and
 - (f) Describe the process applied whenever certification is required.
- 17.62.1.2 The authority will develop and ensure the implementation of the national training policy for all personnel involved with or responsible for the implementation of various aspects of the national civil aviation security programme as contained in the NCASTP.
- 17.62.1.3 The Authority will ensure that all aviation security training programmes for personnel with responsibilities under the national civil aviation security programme include an assessment of competencies to be acquired and maintained for initial and recurrent training.
- 17.62.1.4 The Authority will ensure that all personnel involved with or responsible for the implementation of various aspects of the national civil aviation security programme and those authorized to have unescorted access to airside areas receive initial and recurrent security awareness training.
- 17.62.1.5 The Authority will require entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme to promote, develop and implement measures and mechanisms that contribute to establishing a strong and effective security culture.
- 17.62.1.6 Any person, assigned responsibility for a specific function or task within the national civil aviation security programme, who fails to undergo minimum required security training, to the standard specified in the national civil aviation security training programme, commits an offence under these Regulations.
- 17.62.1.7 An operator shall not use any person as a Security Coordinator unless, within the preceding twelve months, such person has satisfactorily completed the required security training specified in its approved Operator Security Programme and required by the National Civil Aviation Security Training Programme.
- 17.62.1.8 No national aircraft operator shall use any person as a crew member on any domestic or international flight unless such person has satisfactorily completed the security training required by NCASTP within the preceding twelve (12) months.



17.63 STANDARDS FOR IMPLEMENTING SECURITY PROGRAMME.

17.63.1.1. An operator, shall ensure that:

- (a) a person authorized to perform a security related function on its behalf has knowledge of:
 - (1) elements of the Operator Security Programme required for the performance of its functions; and
 - (2) applicable security directives and information circulars promulgated pursuant to 17.80;
- (b) the Security Coordinator of the operator at each aerodrome:
 - (1) reviews daily all security-related functions for effectiveness and compliance with:
 - (i) the Operator Security Programme; and
 - (ii) applicable security directives;
 - (2) immediately initiates corrective action for each instance of non-compliance with:
 - (i) the Operator Security Programme; and
 - (ii) applicable security directives.

17.63.1.2. The requirements prescribed under 17.63.1.1, shall apply to all security - related functions performed for the operator, whether by its employee or the employee of a contractor.

17.63.1.3. No operator, conducting operations in Nigeria shall use any person to perform any required screening function, unless such person has:

- (a) a combination of education and experience, as stipulated in the National Civil Aviation Security Training Programme and National Civil Aviation Security Quality Control Programme;
- (b) the following basic aptitudes and physical abilities:
 - (1) the ability to distinguish on the X-ray monitor the appropriate imaging standard specified in its operator security programme including the perception of colours where displayed by the X-ray system;
 - (2) the ability to distinguish each colour displayed on every type of screening equipment and explain what each colour signifies;
 - (3) the ability to hear and respond to the spoken voice and to audible alarms generated by screening equipment in an active check point environment;



- (4) the ability to efficiently and thoroughly manipulate and handle such baggage, containers, and other objects subject to security processing; and
 - (5) the ability to have sufficient dexterity and capability to conduct partial and full body searches or hand-held metal detector searches in accordance with the guidelines prescribed by the Authority;
- (c) the ability to read, write, and speak English language well enough to:
- (1) carry out written and oral instructions regarding the proper performance of screening duties;
 - (2) read airport restricted area permits, credentials, airline tickets, and labels on items normally encountered in the screening process;
 - (3) provide direction to and understand and answer questions from English-Speaking persons undergoing screening; and
 - (4) write incident reports and statements and log entries into security records; and
- (d) satisfactorily completed all initial, recurrent, and appropriate specialized aviation security training required by the National Civil Aviation Security Training Programme.
- 17.63.1.4. No operator, shall use a person to perform a screening function after that person has failed an operational test related to that function, until such person has successfully completed the remedial training specified in its Security Programme, and has passed a re-test related to that function.
- 17.63.1.5. An operator shall ensure that a Security Coordinator conducts and documents an annual evaluation of each person assigned screening duties and may continue the employment of that person in a screening capacity only upon the determination by that Security Coordinator that the person:
- (a) has not suffered a significant diminution of any physical ability required to perform a screening function since the last evaluation of those abilities;
 - (b) has a satisfactory record of performance and attention to duty; and
 - (c) demonstrates the current knowledge and skills necessary to courteously, vigilantly, and effectively perform screening functions.
- 17.64 AIR CARGO AND MAIL SECURITY**
- 17.64.1.1 No aircraft operator shall accept consignments of cargo, courier and express parcels or mail for carriage on passenger flights unless the security of such consignments is accounted for by a regulated agent that is approved by the Authority, or such consignments are subjected to other security controls, that are approved by the Authority, to safeguard such aircraft against an act of unlawful interference.



17.65 AVIATION SECURITY RESPONSIBILITIES OF A REGULATED AGENT.

- 17.65.1.1 A regulated agent prior to accepting goods for transport in an aircraft shall carry out such security controls as are specified in its Regulated Agent Security Programme.
- 17.65.1.2 A regulated agent who offers goods to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of goods accepted and offered for air transport, employee training records, airway bills and valid consignment security declarations.

17.66 RESPONSIBILITY OF THE AIRCRAFT OPERATOR RECEIVING GOODS FROM A REGULATED AGENT.

- 17.66.1.1 An aircraft operator accepting goods for transport on its aircraft:
 - (a) shall conduct screening of such shipments of goods; and
 - (b) shall ensure:
 - (1) the safeguarding of such goods against unlawful interference until such goods have been placed in the aircraft;
 - (2) that his shipments of goods are recorded ; and
 - (3) that whenever the goods are received from an approved regulated agent such goods are delivered by an authorized employee of such regulated agent.
 - (c) An aircraft operator shall ensure that security measures are provided to high-risk cargo.
- 17.66.1.2 No aircraft operator shall accept any goods for transport by aircraft unless the documentation for such goods is examined for inconsistencies and is accompanied by a valid consignment security declaration.
- 17.66.1.3 No aircraft operator shall accept any goods, from a regulated agent, for transport by aircraft unless that regulated agent is an accepted and accredited regulated agent as determined by the Authority.
- 17.66.1.4 An aircraft operator shall make available to the Authority a report of any incident where an airway bill or equivalent document did not provide an accurate record of the goods being offered for air transport.

17.67 INSPECTION OF GOODS OFFERED FOR TRANSPORT BY REGULATED AGENT.

- 17.67.1.1 An aircraft operator shall inspect any goods or any package, or container having goods offered for transport by air by a regulated agent.
- 17.67.1.2 Where an inspection is conducted pursuant to 17.67.1.1 a regulated agent or a representative of the regulated agent may observe the inspection.



- 17.67.1.3 In the absence of a regulated agent, or a representative of a regulated agent, an aircraft operator may use such force as is necessary to access the contents of any package or container containing goods offered for transport by air by such regulated agent, representative of a regulated agent or aircraft operator.
- 17.67.1.4 Where an inspection is conducted by an aircraft operator pursuant to 17.67.1.1 the package, container or goods shall remain in possession of the aircraft operator until after the inspection is complete.
- 17.67.1.5 Where an inspection of goods under this Regulation provides evidence of a breach of 17.67, the national aircraft operator shall maintain possession of the goods offered for air transport by a regulated agent and the air way bill and inform the Authority in the prescribed form.

17.68 SCREENING OF CARGO.

- 17.68.1.1 An aircraft operator accepting goods from a consignor, or any authorized representative of the consignor, that is not a regulated agent approved by the Authority, must conduct screening of those goods to determine that they do not contain any weapons, explosives or other dangerous devices, prior to them being carried on any aircraft.
- 17.68.1.2 An aircraft operator shall ensure that transfer cargo and mail are subjected to appropriate security controls prior to being loaded on an aircraft a commercial aircraft departing from its territory.
- 17.68.1.3 An aircraft operator shall ensure that where screening of cargo and mail is conducted, screening is carried out using an appropriate method or methods, taking into account the nature of the consignment.
- 17.68.1.4 An aircraft operator shall establish appropriate mechanisms to confirm that transfer cargo and mail entering its territory has been subjected to appropriate security controls.

17.69 AVIATION SECURITY RESPONSIBILITIES OF AN IN-FLIGHT CATERING OPERATOR.

- 17.69.1.1 An in-flight catering operator prior to accepting raw materials and equipment for preparation as catering supplies for transport in an aircraft shall follow such procedures as are specified in its Security Programme.
- 17.69.1.2 An in-flight catering operator who offer scattering stores and supplies to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of raw materials and equipment accepted and catering stores and supplies offered for air transport, employee training records and other accountable catering documents.

17.70 ACCEPTANCE OF CATERING STORES AND SUPPLIES BY AIRCRAFT OPERATORS.

- 17.70.1.1 An aircraft operator accepting catering stores and supplies for transport on its aircraft from an in-flight catering operator shall:



- (a) ensure that all catering supplies are properly recorded on documentation and are secured through the use of catering seals;
- (b) accept the integrity of the catering if he is satisfied the seals and documentation are in order and that the catering shows no signs of being tampered with;
- (c) conduct screening of such shipments of catering if the seals and documentation do not match, or if the catering shows any sign of having been tampered with; and
- (d) ensure that whenever the catering supplies and stores are received, such catering supplies and stores are delivered by an authorized employee of such approved flight catering operator.

- 17.70.1.2 An aircraft operator shall not accept any catering supplies and stores for transport by aircraft unless the documentation for such catering supplies and stores is examined for inconsistencies and is accompanied by a valid security declaration.
- 17.70.1.3 No aircraft operator shall accept any catering supplies and stores, from an in-flight catering operator, for transport by aircraft unless the in-flight catering operator is in possession of an approved Security Programme.
- 17.70.1.4 An aircraft operator shall make available to the Authority a report of any incident where a catering or equivalent document did not provide an accurate record of the catering supplies and stores being offered for air transport.
- 17.70.1.5 An aircraft operator, except as provided in the Technical Instructions, shall not place in an aircraft any catering supplies and stores that are not acceptable.
- 17.70.1.6 An aircraft operator shall preserve for not less than one year any record of acceptance checklists and inspections carried out under 17.70.

17.71 INSPECTION OF CATERING SUPPLIES.

- 17.71.1.1 An aircraft operator may inspect any catering supplies and stores or any package, or container having catering supplies and stores offered for transport by air by an approved in-flight catering operator.
- 17.71.1.2 Where an inspection is conducted pursuant to 17.71.1.1, an in-flight catering operator or a representative of the in-flight catering operator may observe the inspection.
- 17.71.1.3 Where an inspection of catering supplies and stores under this Regulation provides evidence of a breach of 17.70, the aircraft operator shall maintain possession of the catering supplies and documentation and inform the Authority.
- 17.71.1.4 An aircraft operator shall ensure that catering, stores and supplies intended for carriage on commercial flights are subjected to appropriate security



controls, which may include a supply chain security process or screening, and thereafter protected until loaded onto the aircraft.

- 17.71.1.5 An airport operator shall ensure that merchandise and supplies introduced into security restricted areas are subjected to appropriate security controls which may include a supply chain security process or screening.

17.72 TENANT RESTRICTED AREA SECURITY REQUIREMENTS.

- 17.72.1.1 A tenant restricted area (TRA) operator at, or in connection with, any aerodrome, will take such measures as required by the Appropriate aerodrome operator to protect its TRA and to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized, from being introduced, by any means what so ever, on board an aircraft engaged in civil aviation.
- 17.72.1.2 In carrying out the requirements of 17.72.1.1, a TRA operator will comply with the Appropriate Airport (Restricted Area) Bye-laws in force, and the terms and conditions of its Security Programme.

17.73 NATIONAL CIVIL AVIATION SECURITY QUALITY CONTROL PROGRAMME.

- 17.73.1.1 The Authority shall develop, implement and maintain a national civil aviation security quality control programme to regularly determine compliance with and validate the effectiveness of the national civil aviation security programme.
- 17.73.1.2 The quality control programme shall contain all necessary quality control monitoring measures taken to assess on a regular basis the implementation of the national civil aviation security programme, including the policies on which they are based.
- 17.73.1.3 The quality control programme shall be in such form and include such elements as are stipulated within the National Civil Aviation Security Programme (NCASP).
- 17.73.1.4 Any person or entity assigned responsibility for a specific function or task within the national civil aviation security programme, who fails to implement quality control measures, to the standard specified in the national civil aviation security quality control programme, commits an offence under these Regulations

17.74 COMPLIANCE MONITORING.

- 17.74.1.1 The implementation of the national civil aviation security programme shall be monitored by the Authority for compliance by all stakeholders.
- 17.74.1.2 Monitoring shall be undertaken in accordance with the National Civil Aviation Security Quality Control Programme (NCASQCP), taking into consideration the threat level, type and nature of the operations, standard of implementation, and other factors and assessments which will demand for more frequent monitoring.



- 17.74.1.3. The management, setting of priorities and organization of the quality control programme shall be undertaken independently from the operational implementation of the measures taken under the National Civil Aviation Security Programme (NCASP).
- 17.74.1.4. The Authority will ensure that each entity responsible for the implementation of relevant elements of the national civil aviation security programme periodically verifies that the implementation of security measures outsourced to external service providers is in compliance with the entity's security programme.
- 17.74.1.5. The Authority may in writing require any person who :
 - (a) hold an aviation security programme; or
 - (b) operates, maintains, or services, or does any other act in respect of any aircraft, aeronautical product, aviation related service, air traffic service, or aeronautical procedure, to undergo or carry out such inspections and audits and such monitoring as the Authority considers necessary in the interests of civil aviation security.
- 17.74.1.6. The Authority may, in respect of any person described in paragraph (a) or paragraph (b) of 17.74.1.5 of this section, carry out such inspections, audits and monitoring as the Authority considers necessary in the interests of civil aviation security.
- 17.74.1.7. For the purposes of any inspection, audit or monitoring carried out in respect of any person under 17.74.1.6 of this section, the Authority may in writing require from that person such information as the Authority considers relevant to the inspection, audit or the monitoring

17.75 POWER OF INVESTIGATION.

- 17.75.1.1 The Authority may, in writing, require any holder of an aviation security programme to undergo an investigation if the Authority believes, on reasonable grounds, that it is necessary in the interests of civil aviation security, and if the Authority:
 - (a) has reasonable grounds to believe that the holder has failed to comply with any conditions of an aviation security programme; or
 - (b) considers that the privileges or duties for which the security programme has been approved, are being carried out by the holder in a careless or incompetent manner.
- 17.75.1.2 If the Authority requires a holder of an approved security programme to undergo an investigation, the Authority shall:
 - (a) conclude the investigation as soon as practicable; and
 - (b) inform the holder, in writing, of:
 - (1) the date on which the investigation will begin; and



- (2) the results of the investigation, including:
 - (c) any recommendations arising out of the investigation; and
 - (d) the grounds for those recommendations.

17.76 POWER TO SUSPEND SECURITY PROGRAMME

- 17.76.1.1 The Authority may suspend any aviation security programme approved under these Regulations or impose conditions in respect of any such security programme if the Authority considers such action necessary in the interests of security, and if the Authority:
 - (a) considers such action necessary to ensure compliance with these Regulations;
 - (b) is satisfied that the holder has failed to comply with any conditions of an aviation security programme; or
 - (c) considers that the privileges or duties for which the security programme has been approved are being carried out by the holder in a careless or in competent manner.

17.77 GENERAL POWER OF ENTRY.

- 17.77.1.1 For the purpose of carrying out its functions, duties, or powers under these Regulations, every person duly authorized by the Authority shall have right of access at any reasonable time to the following:
 - (a) any aircraft, aerodrome, building, or place; and
 - (b) any document or record concerning any aircraft, aeronautical product, or aviation related service.
- 17.77.1.2 Without limiting the power conferred by 17.74.1.1 of this section, every person duly authorized by the Authority who has reasonable grounds to believe that:
 - (a) any breach of these Regulations is being or about to be committed;
 - (b) a condition imposed under any civil aviation security programme is not being complied with; or
 - (c) a situation exists within the civil aviation system or is about to exist that constitutes a danger to persons or property, may at any reasonable time enter any aircraft, aerodrome, building, or place, and carry out an inspection to determine whether or not a matter referred to in paragraphs (a) to (c) of 17.77.1.2 exists.
- 17.77.1.3 Every person who is authorized to have access to or to enter any aircraft, aerodrome, building, or place under 17.77.1.1 or 17.77.1.2:
 - (a) shall require any person who is in possession of an aviation security programme, or of any certificate, book, manual, record, list, notice, or other



- document that is required to be kept under these Regulations, to produce or surrender it; and
- (b) shall, if a document is surrendered under paragraph (a), inform in writing that the document has been surrendered.
- 17.77.1.4 Every person exercising the power of entry conferred by 17.77.1.1. or 17.77.1.2. shall carry a credential, issued by the Authority specifying:
- (a) the name and the office held by the person; and
- (b) that the person is authorized by the Authority to exercise the power conferred by National AVSEC Quality Control Programme (NQCP) to enter aircraft, aerodromes, buildings, and off airport facilities, and to carry out such inspection.
- 17.77.1.5 Every person exercising the power of entry conferred by 17.77.1.1. or 17.77.1.2. shall produce evidence of identity whenever subsequently reasonably required to do so.

17.78 SECURITY AUDIT AND INSPECTIONS

- 17.78.1.1 The holder of an approved aviation security programme shall permit the Authority to carry out security audit, test and inspection as may be necessary to determine compliance with the appropriate requirements prescribed in this Part and for implementation monitoring to verify that the level of security continues to be met.

17.79 SENSITIVE SECURITY INFORMATION

- 17.79.1.1 For the purpose of these Regulations, the following information and records constitute sensitive security information:
- (a) an approved security programme for operators;
- (b) any security programme that relates to transportation by air and any comments, instructions or implementing guidance pertaining there to;
- (c) security directives, information circulars and any comments, instructions or implementing guidance pertaining there to;
- (d) any profile used in any security screening process, including for persons, baggage or cargo;
- (e) any security contingency plan or information and any comments, instructions, or implementing guidance pertaining there to;
- (f) technical specifications of any device used for the detection of any deadly or dangerous weapon, explosive, incendiary, or destructive substance;
- (g) a description of, or technical specifications of, objects used to test screening equipment;
- (h) communication procedures and technical specifications of any security communication equipment;



- (i) any information that the Authority has determined may reveal a systemic vulnerability of the aviation system or a vulnerability of aviation facilities, to attack;
- (j) information concerning threats against civil aviation released by the Authority;
- (k) specific details of aviation security measures whether applied directly by the Authority or regulated parties and includes, but is not limited to, information concerning specific numbers of aviation security officers and aviation security screening officers, deployments or missions, and the methods involved in such operations;
- (l) any other information, the disclosure of which the Authority has prohibited; and
- (m) any draft, proposed or recommended change to the information and records identified in these Regulations.

17.79.1.2. The Authority shall ensure that the security information listed in 17.79.1.1 shall be stored under lock and key when not in use, with a key control system. Soft copies shall be protected with password.

17.79.1.3. The Authority will ensure that sensitive aviation security information shared by other States are handled and protected through a non-disclosure agreement and password shared document in order to prevent inappropriate use or disclosure of such information.

17.80 SECURITY DIRECTIVES.

- 17.80.1.1 The Authority shall, for the purpose of implementation of any of the Security Programmes required under these Regulations; issue a security directive to any person to whom 17.80.1.2 applies requiring him to take such measures as are specified in the directive.
- 17.80.1.2 This sub-section applies to:
 - (a) the aerodrome operator;
 - (b) the manager of an aerodrome other than an aerodrome which is principally used by aircraft in military service;
 - (c) any operator of an aircraft registered or operating in Nigeria
 - (d) any person who occupies any land forming part of an aerodrome;
 - (e) any person who is permitted to have access to a restricted area in an aerodrome for the purposes of the activities so a business carried on by him;
 - (f) any person who manages navigational or other aviation related facilities that are important to the continued operation of international civil aviation; and
 - (g) any person who carries on a business:
 - (1) which involves handling of any article intended to be carried into an aerodrome for any purpose;



- (2) which involves provision of service by personnel who have access to a restricted area; or
- (3) which, in the opinion of the Authority, otherwise impinges on the security of an aerodrome.

17.80.1.3 The Authority may, by a security directive :

- (a) revoke wholly or partly another security directive issued previously; and
- (b) modify another security directive issued previously in such manner as deems fit.

17.81 REQUIREMENTS OF SECURITY DIRECTIVES.

17.81.1.1 A security directive shall be issued in writing.

17.81.1.2 A security directive may:

- (a) be either of a general or of a specific character;
- (b) require any measure to be taken, or require any person not to cause or permit anything to be done, at such time and during such period as may be specified in the directive;
- (c) required if different measures be taken in relation to different kinds or level of threat specified in the directive;
- (d) specify:
 - (1) the minimum number of persons to be employed for the purposes of implementing any measures required to be taken by the person to whom it is issued;
 - (2) the manner in which persons employed for such purposes are to be deployed; and
 - (3) the qualifications which persons employed for such purposes are to have; and
- (e) specify any apparatus, equipment or other aids to be used for such purposes.

17.82 IMPLEMENTATION OF SECURITY DIRECTIVES

17.82.1.1 Any person who receives a security directive shall:

- (a) no later than twenty-four hours after delivery by the Authority or within the time prescribed in the security directive, acknowledge receipt of such security directive;
- (b) within the time prescribed in such security directive, specify the method by which the operator has implemented or plans to implement the measures contained in the security directive; and



- (c) ensure that information regarding the security directive and measures implemented in response to such security directive are distributed to specified personnel as prescribed in the security directive and to other personnel who require to have such information for the performance of their functions.
- 17.82.1.2 In the event that the operator is unable to implement the measures contained in the security directive, received under 17.80.1.1, he shall submit proposed alternative measures, to the Authority within the time frame for compliance prescribed in the security directive.
- 17.82.1.3 The Authority will review the alternative measures submitted by the operator, under 17.82.1.2. and where the Authority is satisfied that they met the requirements of the security directive, the Authority will approve such alternative measures.
- 17.82.1.4 The operator shall implement any alternative measures approved by the Authority under 17.82.1.3.
- 17.82.1.5 Any person who receives a security directive or information circular, under 17.80, shall:
- (a) restrict the availability of the security directive or information circular and information therein to those persons who require such information for the performance of their functions; and
 - (b) refuse to release the security directive or information circular and information regarding the security directive or information circular to other persons without the prior written consent of the Authority.

17.83 OBJECTION TO SECURITY DIRECTIVES

- 17.83.1.1 A person to whom a security directive is issued may serve the Authority a notice in writing objecting to the directive, on the grounds that the measures specified in the directive:
- (a) are unnecessary and should be dispensed with; or
 - (b) are excessively onerous or inconvenient and should be modified.
- 17.83.1.2 Where the person to whom a security directive is issued serves a notice under 17.83.1.1. objecting to the directive, the Authority shall consider the grounds of the objection and, if so requested by the objector, shall afford him a reasonable opportunity of appearing before and being heard by a public officer appointed by the Authority for this purpose, who shall then decide on the objection by:
- (a) confirming the directive as originally issued;
 - (b) confirming the directive subject to one or more modifications specified in the notice served under 17.83.1.3; or
 - (c) withdrawing the directive.



17.83.1.3 The Authority by a notice in writing, notify the objector on the decision under

17.84 SEARCH OF PERSONS AND GOODS

17.84.1.1 A person, prior to entering a restricted area, security restricted area or sterile area shall be required by an aviation security officer:

- (a) to submit to a search of his person;
- (b) to permit a search to be carried out of the goods that such person intends to take or have placed on board an aircraft or take into a restricted area; and
- (c) to submit to a search of a vehicle or other means of conveyance, under his control.

17.84.1.2 A person who refuses to comply with 17.84.1.1 shall not be allowed to board the aircraft, or enter the restricted area, security restricted area or sterile area unless exempted by the Authority as specified in the National Civil Aviation Security Programme

17.85 PASSENGERS AND MEMBERS OF THE PUBLIC

17.85.1.1. No person shall carry, or attempt to carry, weapons, prohibited items or other dangerous devices on his person, in carry-on baggage or in hold baggage on board an aircraft unless it is authorized for transport.

17.85.1.2. A person shall not make a false statement to an aviation security officer, an aviation security screening officer, an aircraft operator, or a member of the Nigerian Police assigned to aerodrome duties, in regard to possession of a weapon, incendiary device or any other dangerous device.

17.85.1.3. A person shall not enter or remain in any part of an aerodrome that is not a public area where a notice is given orally by the aerodrome operator, aerodrome tenant, aircraft operator or by a posted sign stating that trespassing is prohibited, or that entry is restricted to authorized persons as stipulated in the appropriate Airport Bye-laws.

17.86 ACCESS TO AERODROME RESTRICTED AREAS

17.86.1.1 A person shall be allowed access to aerodrome restricted areas in accordance with the requirements of the Aerodrome Security Programme.

17.86.1.2 A person, who has been granted access to a restricted area of an aerodrome, shall only access or attempt to access such restricted area through a designated restricted area access control point.

17.86.1.3 A person may enter certain restricted areas of an aerodrome where such person:

- (a) has a valid boarding pass issued by an aircraft operator, is proceeding to the assigned gate for the purpose of boarding an aircraft and has been subject to the screening requirements of these Regulations; or



- (b) he/she is identified in the emergency response plan of the aerodrome operator and is attending to an aerodrome emergency.

17.86.1.4 Subject to 17.86.1.3 a person shall not:

- (a) provide another person with physical access to a restricted area where the latter has not been issued with a restricted area permit; or
- (b) assist other person in gaining physical access to a restricted area where the latter has been issued a restricted area permit but does not have such restricted area permit in his possession.

17.87 RESTRICTION ON ENTRY INTO SRA

17.87.1.1 No person shall enter a security restricted area or a sterile area unless he has been screened and cleared for entry by an aviation security officer.

17.88 SUBMISSION TO SCREENING

17.88.1.1 No person shall enter security restricted area or sterile area without submitting to the screening of his person and property in accordance with the procedures being applied to control access to that area under 17.40.

17.89 UNRULY PASSENGER.

17.89.1.1 Any passenger who becomes unruly at the airport terminal or on board an Aircraft commits an offence.

17.89.1.2. The word “unruly” as used in this section refers to but is not limited to, the following acts:

- (a) Smoking on board an aircraft or in a non-smoking area of the terminal building;
- (b) Use of mobile phones and/or other communication/electronics gadgets on board an aircraft without the approval of the aircraft commander;
- (c) Fighting or other disorderly conduct on board an aircraft or at the terminal building;
- (d) Any conduct/act constituting a nuisance to other passengers;
- (e) Disobedience of lawful instructions issued by the aircraft commander, flight crew, cabin attendants, check-in staff and/or security screening staff;
- (f) Any conduct that endangers or is likely to endanger the safety of flight operations;
- (g) Tampering with smoke detectors and other aircraft equipment.

17.89.1.3. Where any passenger becomes unruly on board an aircraft or at the terminal building, the aircraft commander or airport authority shall take necessary measures including restraint where necessary:

- (a) to protect the safety of the aircraft, terminal building or of persons or property therein; or



- (b) to maintain good order and discipline on board or at the terminal building; and
- (c) to enable him deliver such person to competent authorities.

17.90 MANAGEMENT OF RESPONSES TO ACTS OF UNLAWFUL INTERFERENCE

- 17.90.1.1 The Aerodrome Operator shall establish measures, when reliable information exists that an aircraft may be subjected to an act of unlawful interference, to safeguard the aircraft if it is still on the ground and to provide as much prior notification as possible of the arrival of such aircraft to relevant airport authorities and air traffic services of the States concerned if the aircraft has already departed.
- 17.90.1.2 The Aerodrome Operator shall ensure, when reliable information exists that an aircraft may be subjected to an act of unlawful interference, that the aircraft is searched for concealed weapons, explosives or other dangerous devices, articles or substances. Prior notification of the search shall be provided to the operator concerned.
- 17.90.1.3 The Aerodrome Operator shall ensure that arrangements are made to investigate, render safe and/or dispose of, if necessary, suspected dangerous devices or other potential hazards at airports.
- 17.90.1.4 The Aerodrome Operator shall ensure Contingency plans are developed and resources to safeguard civil aviation against acts of unlawful interference are made available.
- 17.90.1.5 The contingency plans shall be tested on a regular basis.
- 17.90.1.6 The NPF shall ensure that authorized and suitable trained personnel are readily available for deployment at designated airport to assist in dealing with suspected or actual cases of unlawful interference with civil aviation.

17.91 REQUIREMENTS FOR APPROVALS AND CERTIFICATION.

17.91.1. APPROVALS

- 17.91.1.1 The Authority will grant the following Approvals to an applicant who satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Programme for the approval sought:
 - (a) Aviation Security Service Provider; and
 - (b) Aviation Security Training Provider.

17.91.2. CERTIFICATION

- 17.91.2.1 The Authority may grant the following certifications when an applicant satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Training Programme for the certifications sought:
 - (a) AVSEC Instructor Certification;



- (b) AVSEC Inspectors Certification; and
- (c) AVSEC Screener Certification.

17.91.3 CERTIFICATES

- 17.91.3.1 The Authority will issue the Aviation Security Screeners, Instructors and Inspectors certificate when an applicant satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Training Programme for the certificate sought.
- 17.91.4. VALIDITY OF APPROVALS AND CERTIFICATIONS.
- 17.91.4.1 The Authority will renew an approval and certification when the applicant successfully complies with the requirements of the NCASTP.
- 17.91.4.2 The following conditions shall be applicable
 - (a) The holder of an approval or certification shall not exercise privileges other than those granted by the approval and certification; and
 - (b) The privileges granted by the certifications may not be exercised unless the holder maintains competency and meets the requirements for recent experience as stipulated in the NCASTP.
- 17.91.4.3 Medical Fitness: A medical examination shall be conducted by the NCAA Medical assessor or a designated AAME.
- 17.91.4.4 The validity period of an approval and certification shall be two (2) years.

17.92. INTERNATIONAL COOPERATION

17.92.1 REQUEST FROM STATES

- 17.92.1.1 The Authority will consider request from other Contracting State for additional security measures for a specific flight(s) after appropriate consultation, and will give consideration to alternative measures that are equivalent to those requested.
- 17.92.1.2 The Authority will ensure that requests from other Contracting States for additional security measures in respect of a specific flight(s) by operators of such other States are met, as far as may be practicable.

17.92.2 COOPERATION WITH OTHER STATES

- 17.92.2.1 The Authority will cooperate with other States in the development and exchange of information concerning national civil aviation security programmes, training programmes and quality control programmes, as necessary.



- 17.92.2.2 The Authority will establish and implement procedures to share with other Contracting States in a timely manner threat information that applies to the aviation security interests of those States, to the extent practicable.
- 17.92.2.3 The Authority may, at the request of another Contracting State, share the results of the audit carried out by ICAO and the corrective actions taken, as appropriate and consistent with its sovereignty.
- 17.92.2.4 The Authority will include a clause related to aviation security in each of its bilateral agreements on air transport, taking into account the model clause developed by ICAO.
- 17.92.2.5 The Authority may make available to other Contracting States on request a written version of the appropriate parts of its national civil aviation security programme.
- 17.92.2.6 The Authority may consider entering into collaborative arrangements in order to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls.
- 17.92.2.7 The arrangement will be based on verification of equivalence of the security outcome ensured by the application of effective security controls at origin.

17.93 LANDSIDE SECURITY

- 17.93.1.1 An aerodrome operator shall identify landside areas at the airport.
- 17.93.1.2 An aerodrome operator shall establish security measures for landside areas to mitigate the risk of and to prevent possible acts of unlawful interference in accordance with risk assessments carried out by the relevant authorities or entities.
- 17.93.1.3 The Authority will ensure the coordination of landside security measures in accordance with the established National Civil Aviation Security Committee, Airport Authority and Airport Security Committee for the purpose of coordinating with relevant departments, agencies, other organizations of the State, and other entities.
- 17.93.1.4 The Authority will also identify appropriate responsibilities for landside security in accordance with the national civil aviation security programme.