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Ministry of Transportation
and Telecommunications

CIVIL AVIATION REGULATION 2023

(CAR002 – Aviation Security)

BCAA/CAR/002, Issue: 02 Rev: 01

4th April 2023

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REVISION PAGE

Issue No.	Date	Description of Change / Revised Page	Holder Initial
01	30th Dec'2012	1st issue of the Civil Aviation Regulations (CAR002 -Aviation Security).	AVSEC Advisor
02	4th April'2023	Full revision and update as per Amendment 17& 18 to Annex 17	AVSEC Advisor

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To request any information/permission, Please contact:

Bahrain Civil Aviation Affairs
Aviation Safety & Security Directorate Kingdom of Bahrain
P.O. Box 586. Manama
E-mail: avsec.caa@mtt.gov.bh

Visit us: www.mtt.gov.bh



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

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Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

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PREFACE

Our goal and main objective with regards to Aviation Security shall remain that of ensuring the safety of passengers, crew, ground personnel, the general public, and protection of aircraft, facilities and assets within the industry.

The structure and substance of these regulations are based on the International Civil Aviation Organization (ICAO) Annex 17 Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference to the Convention on International Civil Aviation, (the Chicago Convention) and other related annexes. It also takes into account ICAO international instruments, ratified by the Kingdom of Bahrain on civil aviation security.

Pursuant to Kingdom of Bahrain Civil Aviation Law (Law No. (14) of 2013 issuing the Civil Aviation Regulatory Law amended by Law No. (4) of 2022,); Bahrain Civil Aviation Affairs (BCAA) – the Appropriate Authority – hereby promulgates these regulations which prescribe rules for the safeguarding of civil aviation against acts of unlawful interference. These regulations shall be cited as Civil Aviation Regulations (CAR002- Aviation Security) and shall encounter any new and emerging threat to civil aviation.

In accordance with the obligation imposed by Article 38 of the Chicago Convention, the ICAO will be notified of any differences between the National Regulations and the International Standards contained in Annex 17 and in other related-Annexes provisions.

This issue 02, revision 01 is dated 4th April 2023. All pages of this issue of CAR002 are now current.

Hussain Ahmed Al-Shuail
A/Undersecretary for Civil Aviation
Ministry of Transportation & Telecommunications

Signed on 9th April 2023



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Contents

PREFACE.....	3
CHAPTER I. DEFINITIONS	7
CHAPTER II. PRELIMINARY PROVISIONS	20
1. Citation.....	20
2. Application.....	20
3. Purpose of Regulations.....	20
CHAPTER III. ORGANIZATION	21
1. Functions of Appropriate Authority in relation to Aviation Security.....	21
2. Power to access and inspect airport, aircraft and operator’s premises.....	24
3. Power of Appropriate Authority to issue orders, circulars and directives.....	24
4. Authorised persons.....	24
CHAPTER IV. SECURITY PROGRAMMES & COMMITTEES	26
1. National Civil Aviation Security Programme.....	26
2. National Civil Aviation Security Committee.....	27
3. National Civil Aviation Security Quality Control Programme.....	27
4. Independence in implementation of Programme.....	28
5. Airport Operator Security Programme.....	28
6. Aircraft Operator Security Programme.....	30
7. Regulated Agent Security Programme.....	33
8. Catering Operator Security Programme.....	35
9. Air Navigation Service Provider Security Programme.....	36
10. Application for approval of security programme.....	37
11. Approval of security programme.....	38
12. Changed conditions affecting security.....	38
13. Power of Appropriate Authority to direct amendment of security programme.....	39
14. National Aviation Security Training & Certification Programme.....	39
15. Operator Aviation Security Training Programme.....	39
16. Airport Security Committee (ASC).....	40
CHAPTER V. PREVENTIVE SECURITY MEASURES	43
1. Airport security controls.....	43
2. Security restricted areas and airport security permits.....	46
3. Airport boundary.....	47
4. Carriage of firearms, explosives or inflammable materials in airport premises.....	47



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

5. Control of access by tenants.....	48
6. Obligation of the airport operator in case of threat against facility or airport.....	48
7. Persons authorised to inform Airport Operator of threat against airport or aircraft.....	48
8. Airport operator to take measures in event of threat.....	48
9. Discovery of weapons, incendiary devices or explosives at airport or in Security Restricted Area (SRA).....	49
10. Airport operator to involve security stakeholders and submit plans before renovation and expansion works.....	49
11. Aviation Security Awareness Training.....	49
12. Internal Aviation Security Quality Control.....	49
13. the use of unpredictability in the implementation of security measures.....	49
14. Operators to keep records.....	49
15. Responsibilities of aircraft operators.....	50
16. Special protection for aircraft.....	52
17. Control of prohibited items.....	52
18. Control of access to flight crew compartment.....	52
19. Control of special categories of passengers.....	53
20. Authorised carriage of weapons on board aircraft.....	53
21. Condition for acceptance of hold baggage for air transportation.....	54
22. Condition for acceptance of cargo and/or mail for air transportation.....	54
23. Security measures to be taken by Aircraft Operator.....	56
24. Conditions for acceptance of goods for air transportation.....	57
25. Aviation security responsibilities of catering operator.....	58
26. Conditions for acceptance of catering stores and supplies for air transportation.....	60
27. Aviation security responsibilities of ground handling.....	61
28. Aviation security responsibilities of service providers.....	63
CHAPTER VI. MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE.....	65
1. Prevention of acts of unlawful interference.....	65
2. Appropriate Authority's response to acts of unlawful interference.....	65
3. Mandatory and Confidential reporting.....	66
4. Notification to the International Civil Aviation Organisation.....	66
CHAPTER VIII. ENFORCEMENT OF REGULATIONS.....	67
1. Unidentified baggage.....	67
2. Power to stop passengers travelling.....	67



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

3. Powers and responsibilities of pilot in command.....	67
4. Powers of Aviation Security Officers.....	68
5. Powers of Aviation Security Inspectors.....	68
6. Power to enforce compliance.....	68



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER I. DEFINITIONS

In these Regulations - unless the context otherwise requires - "Law" means the Civil Aviation Law NO (14) of 2013 amended by law NO (4) of 2022.

The definitions used herein are terms that are defined in the International Civil Aviation Vocabulary (Doc 9713), Document 8973 Security Manual (Restricted) and the Annexes, used in accordance with the meanings and usages given therein. They are part of a wide variety of terms are in use throughout the world to describe facilities, procedures and concepts for airport operations and planning. As far as possible, the terms used in this document are those which have the widest international use.

Acts of unlawful interference

(The definition is given for guidance purposes). These are acts or attempted acts such as to jeopardize the safety of civil aviation, including but not limited to:

- a) Unlawful seizure of aircraft in flight;
- b) Unlawful seizure of an aircraft on the ground;
- c) Hostage-taking on board aircraft or in aerodromes;
- d) Forcible intrusion on board an aircraft, at an airport or on the premises of a civil aviation facility;
- e) Introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes;
- f) Communication of false information such as to jeopardise the safety of an 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;
- g) Performance of a sabotage or violence against a person onboard an aircraft in flight, if such action may threaten the safety of the aircraft or destruction of an aircraft in flight, or cause damage to such an aircraft making it unable to fly, or may threaten its safety in flight;
- h) Place or cause to place an instrument or material in an aircraft in flight, by any means whatsoever, which may cause the destruction of the aircraft, or cause a danger that may threaten the safety of the aircraft in flight;
- i) Destroy or cause danger to air navigation facilities or interfere in their operation, if such an action is likely to threaten the safety of the aircraft in flight;
- j) Use an aircraft in service to cause death or a serious physical injury, or serious damage to property or the environment;
- k) Use or evacuate from an aircraft in service a CBR weapon or an irradiative explosive or any other similar material, in a manner that causes or may cause death, or serious physical injury or serious damage to property or the environment; and
- l) Use any CBR weapon against an aircraft in service or on board an aircraft in service, or an irradiative explosive or any similar material in a manner that causes or is likely to cause death or serious injury to property or the environment.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Aerial work

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

Aerodrome: A defined area 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

Aeroplane:

A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight. It includes airships, balloons, gliders and fixed-wing and rotary wing aircraft and other aircraft.

Aircraft in flight

An aircraft shall be deemed to be in flight at any time from the moment when all its external doors are closed following passenger embarkation until the moment when any such door is opened for disembarkation.

Aircraft in service

An aircraft shall be deemed to be in service from the beginning of the pre-flight preparation of the aircraft by ground personnel or by the crew for a specific flight until 24 hours after landing. Such period of service shall, in any event, extend for the entire period during which an aircraft is in flight.

Aircraft maintenance area

All the ground space and facilities provided for aircraft maintenance. This includes aprons, hangars, buildings and workshops, vehicle parks and roads associated therewith. Such an area is normally designated as a security restricted area.

Aircraft not in service

An aircraft that is either parked for a period of more than 12 hours or is not under surveillance sufficient to detect unauthorized access.

Aircraft Operator

Any natural or legal person engaged in an aircraft operation for the transport of passengers effects, animals, cargo and mail or any of such articles against remuneration.

Aircraft Operator Security Programme

A written statement detailing the measures and procedures in place at an airport to achieve compliance with the requirements of the relevant National Civil Aviation Security Programme.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Aircraft Operators' documents

Air waybills and consignment notes, passenger tickets and boarding passes, bank and agent settlement plan documents, excess baggage tickets, miscellaneous charges orders, damage and irregularity reports, baggage and cargo labels, timetables, and weight and balance documents, for use by Aircraft Operators.

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, articles and substances.

Aircraft security search

A thorough inspection of the interior and exterior of an aircraft for the purposes of discovering suspicious objects, weapons, explosives or other dangerous devices, articles or substances.

Aircraft stand

A designated area on an apron intended to be used for parking an aircraft.

Airport Administrator or Operator

The entity private or public appointed to perform, manage or supervise all administrative and or operational matters in the daily running of the Airport under the regulatory oversight of the Appropriate Authority.

Airport Security Officer

An individual appointed by the aerodrome manager and charged with the development of and compliance with the airport security programme.

Airport Security Programme

A current written statement, maintained by the aerodrome manager and submitted to the BCAA, of the measures adopted at the aerodrome to safeguard civil aviation against acts of unlawful interference.

Airside

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

Air Cargo Agent Security Programme

A written statement which details all security measures which are required to be implemented by the air cargo agent in fulfilling his responsibilities under the National Civil Aviation Security Programme.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Airline Security Programme (Air Carrier Security Programme)

A written statement maintained by an Aircraft Operator of the measures and procedures adopted by his airline to safeguard civil aviation against acts of unlawful interference.

Appropriate authority for aviation security

The authority designated by a State within its administration to be responsible for the development, implementation and maintenance of the National Civil Aviation Security Programme, in this context, the Bahrain Civil Aviation Affairs.

Apron

A defined area, on a land aerodrome, intended to accommodate aircraft for the purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Apron passenger vehicle.

Any vehicle used to convey passengers between aircraft and passenger buildings.

Aviation Security

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

Background check

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

Baggage

Personal property of passengers or crew carried in the cabin or in the hold of an aircraft by agreement with the operator.

Baggage container

A receptacle in which baggage is loaded for conveyance in an aircraft.

Baggage sorting area

Space in which departure baggage is sorted into flight loads.

Baggage storage area

Space in which checked/hold baggage is stored pending transport to aircraft and space in which mishandled baggage may be held until forwarded, claimed or otherwise disposed of.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

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.

Bomb alert

A status of alert put in place by competent authorities to activate an intervention plan intended to counter the possible consequences arising from a communicated threat, anonymous or otherwise, or arising from the discovery of a suspect device or other suspect item on an aircraft, at an airport or in any civil aviation facilities.

Bomb threat

A communicated threat, anonymous or otherwise, which suggests, or infers, whether true or false, that the safety of an aircraft in flight or on the ground, or any airport or civil aviation facility or any person may be in danger from an explosive or other item or device.

Cargo

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

Cargo area

All the ground space and facilities provided for cargo handlings. It includes aprons, cargo buildings and warehouses, vehicle parks and roads associated therewith.

Cargo building

A building through which cargo passes between air and ground transport and in which processing facilities are located, or in which cargo is stored pending transfer to air or ground transport.

Catering stores

All items, other than catering supplies, associated with passenger in-flight services, for example newspapers, magazines, headphones, audio and video tapes, pillows and blankets, and 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 appropriate authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the appropriate authority.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Check-in

The process of reporting to an Aircraft Operator for acceptance on a particular flight.

Commercial air transport:

Aircraft operations involving the transport of passengers, cargo or mail for remuneration.

Contingency plan

A proactive plan to include measures and procedures addressing various threat levels, risk assessments and the associated security measures to be implemented, designed to anticipate and mitigate events as well as prepare all concerned parties having roles and responsibilities in the event of an actual act of unlawful interference. A contingency plan sets forth incremental security measures that may be elevated as the threat increases. It may be a stand-alone plan or included as part of a Crisis Management Plan.

Courier service

An operation whereby shipments tendered by one or more consignors are transported as the baggage of a courier passenger on board a scheduled Aircraft Operator service under normal passenger hold baggage documentation.

Crew member

A person assigned by an operator to duty on an aircraft during a flight duty period.

Crisis management

Contingency measures implemented in response to increased threat levels as well as implementation of measures and procedures in response to the emergencies to include acts of unlawful interference.

Dangerous Goods:

Articles or material that could constitute a danger to health or to safety, property, or the environment, as those indicated in the list of dangerous goods in the Technical Instructions for the Safe Transport of Dangerous Goods by Air, or those articles classified by virtue of such instructions, in accordance with Annex 18 to the Chicago Convention.

Deportee

A person who had legally been admitted to a State by its authorities or who had entered a State illegally, and who at some later time is formally ordered by the competent authorities to leave that State.

Diplomatic pouch/bag

A shipping container having diplomatic immunity from search or seizure when accompanied by the required official documentation.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Direct transit area

A special area established in an international airport, approved by the public authorities concerned and under their direct supervision or control, where passengers can stay during transit or transfer without applying for entry to the State.

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.

Emergency plan

A plan setting forth the procedures for coordinating the response of different aerodrome agencies or services and of those agencies in the surrounding community that could be of assistance in responding to an emergency.

Explosive Detection System

A technology system or combination of different technologies which has the ability to detect, and so to indicate by means of an alarm, explosive material contained in baggage or other articles, irrespective of the material from which the bag is made.

Explosive Device Detection System

A technology system or combination of different technologies which has the ability to detect, and so to indicate by means of an alarm, an explosive device by detecting one or more components of such a device contained in baggage or other articles, irrespective of the material from which the bag or article is made.

Explosive substance

A solid or liquid substance (or a mixture of substances) which is in itself capable, by chemical reaction, of producing gas at such a temperature and pressure and at such a speed as to cause damage to the surroundings. Included are pyrotechnic substances even when they do not evolve gases. A substance which is not itself an explosive, but which can form an explosive atmosphere of gas, vapour or dust is not included.

Facilitation

The efficient management of the necessary control process, with the objective of expediting the customs and immigration clearance of persons or goods and preventing unnecessary operational delays.

General aviation

Operation of aircraft for a purpose other than commercial air transport or aerial works.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

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.

Human Factors principles

Principles which apply to aeronautical 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.

Inadmissible person

A person who is or will be refused admission to a State by its authorities.

Note: Such a person normally has to be transported back to their State of departure, or to any other State where the persons are admissible, by the Aircraft Operator on which they arrived.

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 bodyguards.

In-flight supplies

All items intended to be taken on board an aircraft for use, consumption or purchase by passengers or crew during the flight, which typically include catering and cleaning stores and supplies.

Integrated/consolidated cargo

A consignment of multiple packages which has been originated by more than one person, each of whom has made an agreement for carriage by air with another person other than a scheduled Aircraft Operator.

International airport

Any airport designated by the Member State in whose territory it is situated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Known consignor

A consignor 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.

Landside

The area of an airport and buildings to which both travelling passengers and the non-travelling public have unrestricted access (see also Non-restricted area).

Mail

Dispatches of correspondence and other items tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union (UPU).

Mishandled baggage

Baggage involuntarily, or inadvertently, separated from passengers or crew.

Movement area

That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

Non-restricted area

Area of an airport to which the public has access or to which access is otherwise unrestricted.

Off-airport processing facilities

A passenger or cargo transport link terminal at an urban population centre at which processing facilities are provided.

Passenger area

All the ground space and facilities provided for passenger processing, including aprons, passenger buildings, vehicle parks and roads.

Permit system

A system consisting of cards or other documentation issued to individual persons employed at airports or who otherwise have a need for authorized access to an airport, airside or security restricted area. Its purpose is to identify the individuals and facilitate access. Vehicle permits are issued and used for similar purposes to allow vehicular access. Permits are sometimes referred to as airport identification cards or passes.

Person with disabilities

Any person whose mobility is reduced due to a physical incapacity (sensory or locomotor), an intellectual deficiency, age, illness or any other cause or disability when using air transport and whose situation needs special attention and the adaptation to the person's needs of the services made available to all passengers.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Pilot-in-command

The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Regulated agent

An agent, freight forwarder or any other entity that conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail.

Restricted articles

Articles which are, in the specific context of aviation security, defined as those articles, devices or substances which may be used to commit an act of unlawful interference against civil aviation, or which may endanger the safety of the aircraft and its occupants, or installations, or the public.

Screening

The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference.

Security

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

Security audit

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

Security checks for LAGs and STEBs

Visual checks or security controls, performed by security staff, for signs of interference, in particular tampering with seals, theft and the introduction of potentially dangerous devices, articles or substances. The checks should be made at the first point of entry on the airside and should be made on all supplies of LAGs and STEBs to establish that they have been protected, that there is no evidence or suspicion of tampering, and that the necessary documentation is in order.

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.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

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 behaviours of all entities and personnel within the organization.

Security equipment

Devices of a specialized nature for use, individually or as part of a system, in the prevention or detection of acts of unlawful interference with civil aviation and its facilities.

Security exercise

A full-scale security exercise is a simulated act of unlawful interference with the objective of ensuring the adequacy of a contingency plan to cope with different types of emergencies. A partial security exercise is a simulated act of unlawful interference with the objective of ensuring the adequacy of the response to individual participating agencies and components of the contingency plan, such as the communications system.

Security inspection

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

Security investigation

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

Security programme

Written measures adopted to safeguard international civil aviation against acts of unlawful interference.

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 tamper-evident bags (STEBs)

Specially designed bags that should only be used for the sale of LAGs by airport outlets or on board an aircraft.

Security test

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



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Sensitive Aviation Security Information

Information that, if accessed by or disclosed to unauthorized persons, could create or be used to exploit a vulnerability or facilitate an act of unlawful interference against civil aviation

Service panel

Aircraft external access point used for providing aircraft services including water, lavatories and ground electrical outlets, and other service compartments that have external clip-down panels.

Small arms

A general description applied to all hand-held firearms.

State of Registry

The State on whose register the aircraft is entered.

State of the Operator

The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

Sterile area

The area between any passenger inspection or screening checkpoint and aircraft, into which access is strictly controlled (see also security restricted area.).

Stores (Supplies)

- a) For consumption. Goods, whether or not sold, intended for consumption by the passengers and the crew on board an aircraft, and goods necessary for the operation and maintenance of the aircraft, including fuel and lubricants.
- b) To be taken away. Goods for sale to passengers and crew of an aircraft with a view to being landed.

Terminal

The main building or group of buildings where the processing of commercial passengers and cargo, and the boarding of aircraft occurs.

Threat Image Projection

A software programme approved by the appropriate authority that can be installed on certain X-ray equipment, which projects virtual images of threat articles such as guns, knives, and improvised explosive devices within the X-ray image of a real bag under examination or complete virtual images of bags containing threat articles and provides immediate feedback to the X-ray equipment operators of their ability to detect such images.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

Trace detection equipment

A technology system or combination of different technologies which has the ability to detect very small amounts of explosive materials, and so to indicate, by means of an alarm, any such materials contained in baggage or other articles subjected for analysis.

Transfer Cargo and mail

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

Transfer passengers and baggage

Passengers and baggage making direct connections between two different flights.

Transit Cargo and mail

Cargo and mail departing on the same aircraft as that on which it arrived.

Transit passengers

Passengers departing from an airport on the same flight as that on which they arrived.

Travel document

A passport or other official document of identity issued by a State or organization which may be used by the rightful holder for international travel.

Unaccompanied baggage

Baggage that is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs.

Unclaimed baggage

Baggage that arrives at an airport and is not picked up or claimed by a passenger.

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.

Vulnerable point

Any facility on or connected with an airport, which, if damaged or destroyed, would seriously impair the functioning of the airport.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER II. PRELIMINARY PROVISIONS

1. Citation

These Regulations may be cited as the “Civil Aviation (Security) Regulations -002 (CAR002)”.

2. Application

2.1 These Regulations apply to:

- a) All aerodromes in the State;
- b) Passenger in commercial aviation;
- c) Persons at airports;
- d) Persons working in the aviation industry;
- e) Persons who occupy land or buildings forming part of an airport; and
- f) Persons on land adjoining or adjacent to, or within the vicinity of airports or air navigation installations which do not form part of an airport.

2.2 Notwithstanding the generality of sub-regulation (1), these Regulations apply to:

- a) Operators or owners of airports;
- b) Operators or owners of aircraft registered in the State or aircraft registered in another ICAO Member State and operating in the State;
- c) Air Navigation service providers;
- d) Ground handling agencies and aviation security services provider;
- e) Persons permitted to have access to security restricted areas at an airport;
- f) Persons who offer stores and supplies for use in aircraft and goods for transport by air; and
- g) Any person whose conduct amounts to an act of unlawful interference or endangers aviation safety.

2.3 Nothing in these Regulations applies to or affects:

- a) A State aircraft; or
- b) Military or police aviation operations in the State.

3. Purpose of Regulations

The purpose of these Regulations is:

- a) To ensure the safety of passengers, crew, ground personnel and the general public in all matters related to safeguarding against acts of unlawful interference with civil aviation by providing for the protection of:
 - i. Aircraft used for civil aviation, and persons and property on board such aircraft;
 - ii. Airports, and persons and property at airports; and
 - iii. Air navigation installations which are not part of airports.
- b) To regulate the conduct of persons at airports and persons on board aircraft for the purposes of aviation security.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER III. ORGANIZATION

1. Functions of Appropriate Authority in relation to Aviation Security

The Appropriate Authority shall:

- a) Be the designated appropriate authority for civil aviation security and responsible for the regulation of Aviation Security in the State;
- b) Develop and implement regulations, practices and procedures that are capable of responding rapidly to meet any increased security threat for purposes of safeguarding civil aviation against acts of unlawful interference, taking into account the safety, regularity and efficiency of flights;
- c) Have Oversight on the security operations or control measures of the airport(s), aircraft, regulated agents, air navigation service providers and catering operators, as the case may be and as enshrined by the ICAO Aviation Security Oversight Manual Doc 10047, ICAO Annex 17 SARP's, and EU Doc 30 (As a party with Airlines servicing EU Member States) for the purpose of :
 - i. Protecting passengers, crew, ground personnel, the general public, airport, and other aviation facilities;
 - ii. Preventing unlawful interference against civil aviation; and
 - iii. Ensuring that appropriate action is taken when an act of unlawful interference occurs or is likely to occur;
- d) Define and allocate tasks and coordinate activities under the National Civil Aviation Security Programme, between the ministries, departments, agencies and other organisations responsible for the various aspects of aviation security.
- e) Establish a supply chain security process, which includes the certification of regulated agents and/or known consignors and in-flight catering operators once every two years;
- f) Spearhead and give technical guidance on the provision of a comprehensive and effective legal structure, consistent with the environment and complexity of the State's aviation security activity, to implement the provisions of Annex 17 and relevant security-related provisions contained in other Annexes to the Convention on International Civil Aviation, and to affect the implementation of the State's aviation security requirements.
- g) Provide adequate programmes and regulations to address, at a minimum, national requirements emanating from the aviation security legislation and providing for standardized implementation procedures, equipment and infrastructures (including security management and training systems) in conformance with the Standards and Recommended Practices of Annex 17 and security-related provisions contained in other Annexes to the Convention on International Civil Aviation.
- h) Designate a fully-fledged Directorate, with a qualified Director with a minimum of the ICAO AVSEC PM and the EU-CASM amongst other tertiary qualifications, within its mandate as the Appropriate National Authority for aviation security matters, supported by appropriate technical and non-technical staff and provided with adequate financial



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

resources to undertake security regulatory functions, including the development and maintenance of an effective NCASP, NCASTCP and NCASQCP, the promulgation of regulations necessary to carry out national aviation security policies, the allocation of tasks and the coordination of responsibilities between government agencies.

- i) Establish of minimum knowledge, qualification and experience requirements for the post-holders, technical personnel performing aviation security operations, training, program implementation, oversight and regulatory functions and the provision of appropriate training to these personnel to maintain and enhance their competence at the desired level. Provision of and or
- j) Technical guidance in all aspects of training to the aviation industry in the State, on the implementation of applicable aviation security requirements, measures and procedures.
- k) Provide technical guidance (including processes and procedures), tools (including facilities and equipment where necessary) and security-critical information, as applicable, to the technical personnel to enable them to perform their security operations, training, oversight and or regulatory functions in accordance with established requirements and in a standardized manner. This element also includes the provision of technical guidance to the aviation industry in the State on the implementation of applicable regulations, instructions and programmes.
- l) Implement processes and procedures to ensure that personnel and organizations performing an aviation security activity meet the established requirements (for example, certification of screeners, instructors, and inspectors, approval of security programmes) before they are allowed to conduct the relevant activity.
- m) Design and Implement processes, such as audits, inspections, and tests, to proactively ensure that aviation security entities continue to meet the established requirements and operate at the level of competency and security required by the State. This includes the monitoring of designated personnel who perform security training, operational management, oversight and or regulatory functions in the State.
- n) Implement processes and procedures to resolve identified deficiencies impacting aviation security. This includes, analysing security deficiencies; provision of recommendations to prevent reoccurrence; tracking the rectification of identified deficiencies, including any follow-up procedures to ensure the effective implementation of corrective actions; and taking remedial action when appropriate.

The Appropriate Authority shall, in respect of each operators, stakeholders, contractors, government agents and or partners:

- a) Annually, schedule and conduct security audits, tests and inspections on a regular basis, to verify compliance with the National Civil Aviation Security Programme and to provide for the rapid and effective rectification of any deficiencies;
- b) Ensure that the priorities and frequency of monitoring activities provided in paragraph (a) are determined on the basis of risk assessment carried out by the relevant authorities;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- c) Evaluate and approve security programmes; and
- d) Conduct investigations and enforcement to resolve any security concerns.

The Appropriate Authority, in respect of other State:

- a) Shall 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. The requesting State shall ensure appropriate consultation and give consideration to alternative measures of the State that are equivalent to those requested;
- b) Shall co-operate with other states in the development and exchange of information concerning National Civil Aviation Security Programme, training programme and quality control programme as necessary in accordance with the laws of Bahrain;
- c) May, subject to paragraph (b), make available to other Contracting States on request a written version of the appropriate parts of the National Civil Aviation Security Programme; and
- d) Shall establish and implement suitable protection and handling procedures for security information shared by other states, or security information that affects the security interests of other states, in order to ensure that inappropriate use or disclosure of such information is avoided.

The Appropriate Authority:

- a) Shall keep under constant review the level and nature of threat to civil aviation within the State's territory and airspace above it and establish and implement policies and procedures to adjust relevant elements of the national civil aviation security programme accordingly, based upon a security risk assessment carried out by the relevant national authorities;
- b) Shall establish and implement procedures to share with other Contracting States threat information that applies to the aviation security interests of those States, to the extent practicable;
- c) shall establish and implement procedures to share, as appropriate, with relevant airport operators, aircraft operators, air navigation 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;
- d) Shall, in accordance with the risk assessment carried out by the relevant national or local authorities, 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;
- e) Shall, where necessary, consider and engage in collaborative arrangements with other states in order to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls and the arrangement shall be based on verification of equivalence of the security outcome ensured by the application of effective security controls at points of origin;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- f) Shall establish and implement appropriate mechanisms to confirm that transfer cargo and mail entering into Bahrain has been subjected to appropriate security controls;
- g) Shall ensure appropriate protection of sensitive aviation information;
- h) Shall ensure that a clause related to aviation security is included in each of the bilateral agreements on air transport, taking into account the model clause developed by ICAO; and
- i) Shall give authorization to any entity or person desirous of undertaking any security validation, audit, inspection, tests or assessments within airports in the State.

2. Power to access and inspect airport, aircraft and operator's premises

2.1 The Appropriate Authority shall have free and unobstructed access at all times to an airport, an aircraft operating from or within the State, and the premises of an operator, stakeholder, partner and or contractor for the purpose of inspecting security operations or to carry out security audits, inspections, tests and investigations.

2.2 The Appropriate Authority shall ensure that a code of conduct, guidelines and or rules for inspection of any such operator, stakeholders and or partners are drawn; the officials are trained in them and held accountable in upholding them.

3. Power of Appropriate Authority to issue orders, circulars and directives

3.1 The Appropriate Authority shall issue orders, circulars and directives prescribing any aviation security matter which, under these Regulations, is to be prescribed, and generally for the better carrying out or enhancing of the objects and purposes of these Regulations.

3.2 The orders, circulars directives and or instructional material referred in **3.1** shall form the last tier of the security management system and address the critical elements as required by the ICAO Security Oversight Manual Doc 9734.

4. Authorised persons

The Appropriate Authority shall, in writing, designate qualified persons, whether by name or by title of office, to be authorised persons for the purposes of these Regulations and shall the functions and limits of operation of the authorised persons. This include and are not limited to:

- a) Exercising loyalty, discretion and conscience to the functions entrusted them as an officer of State;
- b) Discharge of these functions to the best of their ability;
- c) Conducting themselves with integrity, impartiality and honesty; Abiding by the rules, procedures, and guidance set out in the NCASQCP Audit Reference Protocol. Misuse of the official position;
- d) Receiving benefits of any kind from a third party which might reasonably be seen to compromise their personal judgment or integrity; Understanding and respecting the culture, customs, habits and national laws to avoid giving cause for resentment; and



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- e) Abstain from conduct which would reflect adversely on the audit team and which would prejudice the Appropriate Authority; Confidentiality and non- disclosure of any information of confidential nature.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER IV. SECURITY PROGRAMMES & COMMITTEES

1. National Civil Aviation Security Programme

1.1 The Appropriate Authority shall:

- a) Establish a written National Civil Aviation Security Programme and all other required programs including training and certification and ensure their implementation to safeguard civil aviation against acts of unlawful interference through regulations, practices and procedures which take into account the safety, regularity and efficiency of flights; and
- b) Make available to airports and aircraft operators operating in the State, air navigation and other operators and entities concerned, a written version of the appropriate part of the National Civil Aviation Security Programme and/or relevant information or guidelines enabling them to meet the requirements of the National Civil Aviation Security Programme.

1.2 Without limiting the generality of sub-regulation (1) (a), the National Civil Aviation Security Programme shall include as a minimum the following matters :

- a) Allocation of responsibilities for implementation of the programme;
- b) Co-ordination, facilitation and communications;
- c) Protection of airports, aircraft and navigation facilities;
- d) Coordination of landside security measures between relevant departments, agencies, other organizations of the State, and other entities, and identification of appropriate responsibilities;
- e) Security control of persons and items being placed on board aircraft;
- f) Security equipment;
- g) Personnel, including selection criteria and training;
- h) Management of response to acts of unlawful interference;
- i) Evaluation of effectiveness of the programme;
- j) Adjustment of the programme and contingency plans;
- k) Financing of security; and
- l) Protection and handling procedures for security information shared by other states.

1.3 The National Civil Aviation Security Programme shall be reviewed and updated as the need may arise and at least once every year.

1.4 Recipients shall at all times exercise duty of care on the Program and treat it as **RESTRICTED SENSITIVE SECURITY INFORMATION**-to be given access to on a need-to-know bases only.

1.5 Whilst using the programme and or when one is in doubt of an issue and does not find it reflected therein, the user shall consult other documents within the 6-tier approach of the State Aviation Security System.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

2. National Civil Aviation Security Committee

2.1 The National Civil Aviation Security Committee is the committee formed pursuant to Decree of Prime Minister No. (36) of 2012.

2.2 The committee consists of persons from ministries, departments, agencies and airports, aircraft operators and other relevant entities.

2.3 In addition to the tasks and competencies mentioned in Article 3 of Decree of Prime Minister No. (36) of 2012, the committee is concerned with providing advice and coordinating security activities between ministries, departments, agencies, airport operators, aircraft, air navigation and other entities concerned or responsible for implementing various aspects of the National Civil Aviation Security Program. And recommending a review of the effectiveness of security measures and procedures.

3. National Civil Aviation Security Quality Control Programme

3.1 The Appropriate Authority shall develop, implement and maintain a National Civil Aviation Security Quality Control Programme for the purposes of:

- a) Determining and monitoring compliance with and validating the Effectiveness of the National Civil Aviation Security Programme;
- b) Determine the adequacy and effectiveness of the National Aviation Security Programme through audits, tests, inspections and security exercises;
- c) Ensuring that all persons who are assigned aviation security duties or responsibilities are verifiably trained and instructed to carry out those duties;
- d) Ensuring that persons implementing security controls possess all competencies required to perform their duties and are appropriately, selected, trained and certified according to the requirements of the National Civil Aviation Security Programme and that appropriate records are maintained up to date;
- e) Ensuring that all persons conducting aviation security training possess necessary competencies to perform their duties, are appropriately trained and certified and use training packages approved or recognized by the Appropriate Authority;
- f) Ensuring 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;
- g) Ensuring that acts of unlawful interference are investigated; and
- h) Reviewing and re-evaluating security measures and controls immediately following an act of unlawful interference.

3.2 The Appropriate Authority shall, in developing the National Civil Aviation Security Quality Control Programme, ensure the incorporation of appropriate methods, means and procedures for:



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- a) Ensuring that the personnel carrying out security audits, tests and inspections are trained to appropriate standards for these tasks in accordance with the National Civil Aviation Security Programme and are certified;
- b) Ensuring that the personnel carrying out security audits, tests and inspections are afforded the necessary Appropriate Authority to obtain information to carry out those tasks, and to enforce corrective actions;
- c) Supplementing the National Civil Aviation Security Quality Control Programme by establishing a confidential reporting system for analysing security information provided by sources including passengers, crew and ground personnel; and
- d) Establishing a process to record and analyse the results of the National Civil Aviation Security Quality Control Programme, to contribute to the effective development and implementation of the National Civil Aviation Security Programme, including identifying the causes and patterns of non-compliance and verifying that corrective actions have been implemented and sustained.

3.3 The National Civil Aviation Security Quality Control Programme shall:

- a) Provide for structures, responsibilities, processes and procedures that promote and establish an environment and culture of continuing improvement and enhancement of aviation security; and the means for ensuring that persons tasked with carrying out security duties do so effectively; and
- b) Provide all persons assigned aviation security duties or responsibilities with direction for the effective application of aviation security controls, to prevent acts of unlawful interference.

3.4 Any entity or person desirous of undertaking any security validation, audit, inspection, test or assessments within the State Airports seek authorization from the Appropriate Authority giving at least thirty days' notice in advance. The entity or person authorized shall furnish the Appropriate Authority with a copy of the report upon conclusion of the exercise.

4. Independence in implementation of Programme

The Appropriate Authority shall ensure that the management, setting of priorities and organisation of the National Civil Aviation Security Quality Control Programme is undertaken independently from the entities and persons responsible for the implementation of the measures taken under the National Civil Aviation Security Programme.

5. Airport Operator Security Programme

5.1 No civil aerodromes or airfields may be constructed, made available or operated in the State without prior authorisation by the Minister and in compliance with international aerodrome regulations;

5.2 A person or entity shall not operate an airport without an Airport Operator Security Programme approved by the Appropriate Authority.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

5.3 The operator of an airport serving civil aviation in the State shall establish implement and maintain a written Airport Operator Security Programme that meets the requirements of the National Civil Aviation Security Programme and these Regulations.

5.4 The operator shall have a full-fledged operational department, headed by a post holder with a minimum qualification of the ICAO AVSEC PM amongst other tertiary qualifications required as reiterated on sub-para 5.5 b) and the NCASP.

5.5 An Airport Operator Security Programme shall:

- a) Detail the specific security measures and procedures to be implemented at the airport that comply with the requirements of the National Civil Aviation Security Programme;
- b) Provide for the appointment of a qualified and appropriately trained person as per the requirements of the National Civil Aviation Security Training and Certification Programme who shall coordinate the implementation of the approved Airport Security Programme;
- c) Provide for the establishment of an Airport Security Committee in conformity with the requirements stipulated in the National Civil Aviation Security Programme;
- d) Provide for background checks to be 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;
- e) Include recurrent background checks to be applied to such persons at least once every two years;
- f) Require that persons found unsuitable following any background check are immediately denied the opportunity to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
- g) Require the integration of the needs of aviation security into the design and construction of new facilities and alterations to existing facilities at the airport;
- h) Provide for recruitment, training, application of recurrent background checks every two years and certification of staff involved in the implementation of security controls;
- i) measures for aircraft arriving from aerodromes where security controls are in doubt or inadequate;
- j) Contain a contingency plan and resources for safeguarding civil aviation against acts of unlawful interference and providing for matters including:
 - i. Measures and procedures in case of hijack of aircraft and hostage taking at the airport and on board aircraft;
 - ii. Access and procedures in case of sabotage, including bomb threats to aircraft and to the airport;
 - iii. Access and procedures in case of terrorist attacks on aircraft and the airport, including attacks using man portable air defence systems (MANPADS) or chemical, biological and other weapons;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- iv. Procedures when a prohibited item is found or is believed to be on board an aircraft;
- v. Evacuation and search of aircraft on the ground;
- vi. Special security measures to be enacted during periods of increased threat or for critical flights and routes;
- k)** Provide measures to 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;
- l)** Ensure that the measures implemented protect, as appropriate, the confidentiality, integrity and availability of the identified critical systems and/or data. The measures should 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; and
- m)** Contain any other matter prescribed by the Appropriate Authority.

5.6 An Airport Operator Security Programme shall be in accordance with the requirements prescribed in the National Civil Aviation Security Programme.

5.7 As required by para 5.3 and for the reasons reiterated by sub para 5.5 b) the Airport Security Programme shall contain a corporate policy statement on commitment to the dictates of the National Civil Aviation Security Programme, the empowerment of the aviation security post holder, who shall report directly to the chief executive officer and command a fully-fledged team thereof in fulfilling the requirements of the National Civil Aviation Security Program to the letter.

5.8 Where there exists default on the part of Management as regards the implementation of the National Civil Aviation Security Program, the Airport Security Program shall encompass a non-punitive and confidential reporting system to the Appropriate Authority.

5.9 The Airport Operator Security Programme shall contain a detailed organizational structure, role and responsibilities of all the staff recruited therein to implement the dictates of the National Civil Aviation Security Program.

5.10 The Airport Operator Security Programme shall be reviewed and updated as the need may arise and at least once a year.

6. Aircraft Operator Security Programme

6.1 A person and or entity shall not operate an aircraft serving civil aviation from or within Bahrain without an Aircraft Operator Security Programme approved by the Appropriate Authority, which shall form part of the Air Operator Certification-AOC.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

6.2 Aircraft Operator providing service in or from Bahrain, as the State of operator, shall establish, implement and maintain a written Aircraft Operator Security programme that meets the requirements of the National Civil Aviation Security Programme and these Regulations. For foreign Aircraft operator providing service to and from Bahrain, shall establish, implement and maintain written supplementary station procedures (SSPs) that meet the requirements of the National Civil Aviation Security Programme and these Regulations.

6.3 The Aircraft Operator shall further ensure the existence within management of, a department under a qualified person and post-holder with a minimum of the qualification as required by the NCASP, that shall be charged with the responsibility of:

- a) Implementing the requirements of the National Civil Aviation Security Training and Certification Programme;
- b) Advising management on all matters appertaining to Aviation Security Management;
- c) Managing the Aviation Security Department, advising contractor and clients of all requirements of the National Civil Aviation Security Programme; and
- d) As the in-house subject matter expert, advising all other departments such as finance on budgeting for security, training curriculum development, human resources, recruitment and staff development.

6.4 The Aircraft Operator Security Programme shall specify the measures, procedures and practices to be followed by the operator to protect passengers, crew, ground personnel, aircraft and facilities from acts of unlawful interference and shall include, at a minimum

- a) The objectives of the programme and responsibility for ensuring its implementation;
- b) The organisation of the operator's security functions and responsibilities, including the designation of the manager in charge of aviation security; the direct reporting structure to the chief executive officer;
- c) Provide for the appointment of a qualified and appropriately trained person as per the requirements of the National Civil Aviation Security Training and Certification Programme who shall coordinate the implementation of the approve Aircraft Operator Security Programme;
- d) Provide for recruitment, training, application of recurrent background checks every two years and certification of staff involved in the implementation of security controls;
- e) Specific security measures including:
 - i. Security checks or searches of originating aircraft and protection of the aircraft from unauthorized interference from the time the search or check has commenced until the aircraft departs, Security checks or searches must at all times be conducted by security staff and cabin crew, prior to every flight regardless of turnaround times and or the airline management miscued priority of service overruling security and safety, of which the aircraft security checklist, shall be signed by the Captain as the final authority, authenticating the search was conducted as required;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- ii. Procedures for the screening of passengers' cabin baggage and hold baggage if this function is not assigned to the airport operator;
- iii. Procedures to ensure that any items left on board by disembarking passengers at transit stops are removed from the aircraft or otherwise dealt with appropriately before departure of the aircraft;
- iv. Reconciliation of hold baggage with boarding persons and authorization for carriage, including that baggage for transit and transfer persons;
- v. Measures and procedures to ensure safety on board the aircraft where passengers to be carried are obliged to travel because they have been the subject of judicial and administrative proceedings;
- vi. Procedures for the carriage of weapons in the cabin compartment and the aircraft hold subject to prior approval from the Appropriate Authority;
- vii. In-flight procedures when a prohibited item is found or is believed to be on board an aircraft;
- viii. Security of, and control of access, to parked aircraft;
- ix. Protection of screened hold baggage, cargo, mail and aircraft catering supplies and stores, their reception from catering and refusal to accept for use if seals and or tamper evident stickers are not used, missing or tampered with;
 - x. Response procedures for crew members and other staff to occurrences and threats;
- xi. Protection of flight documents including but not limited to bag tags, boarding pass stocks, passenger and cargo manifests and security tamper-evident seals;
- xii. Procedures for screening, securing and control of known stores and unknown stores;
- xiii. Procedures for application of security controls for COMAIL and COMAT;
- xiv. Procedures to ensure that security controls are established to prevent acts of unlawful interference with aircraft when they are not in security restricted areas;
- xv. Background checks to be 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;
- xvi. Recurrent background checks to be applied to such persons at least once every two years;
- xvii. Procedures to ensure that persons found unsuitable following any background check are immediately denied the opportunity to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
- xviii. Identifying 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;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- xix. Ensuring that the measures implemented protect, as appropriate, the confidentiality, integrity and availability of the identified critical systems and/or data. The measures should 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;
- xx. Measures to ensure the effectiveness of the programme, including adequate training of staff and the periodic testing and evaluation of the security programme;
- xxi. Measures for the prevention of unauthorised persons from boarding aircraft;
- xxii. Measures to ensure that persons, at points of embarkation, are in possession of valid documents prescribed by the State of transit and destination for control purposes; and
- xxiii. Any other matter prescribed by the Appropriate Authority, including and not being limited to the escorting of Crew members, other than those holding a valid airport identification card, at all times when in security restricted areas other than:
 - A. Areas where passengers may be present;
 - B. Areas in the immediate proximity of the aircraft on which they have arrived or will depart; and
 - C. Areas designated for crews.
- f) The Aircraft Operator Security Programme shall be in accordance with the requirements prescribed in the National Civil Aviation Security Programme; and
- g) The Aircraft Operator Security Programme shall be reviewed and updated and submitted for approval by the Appropriate Authority once a year.

7. Regulated Agent Security Programme

7.1 A person and or entity shall not operate an enterprise or an organisation whose purpose is the movement of cargo, mail, baggage or goods by air within or from the State without a registration, Regulated Agent Security Programme approved by the Appropriate Authority and a certificate issued by the Appropriate Authority

7.2 A Regulated Agent Security Programme shall contain:

- a) Provisions to meet the requirements of the National Civil Aviation Security Programme and these Regulations;
- b) Provisions to respond to orders, circulars and directives issued by the Appropriate Authority under regulation and a dedicated aviation security trained and qualified member of staff to ensure their implementation;
- c) Provide for the appointment of a qualified and appropriately trained person as per the requirements of the National Civil Aviation Security Training and Certification Programme who shall coordinate the implementation of the approved Regulated Agent Security Programme;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- d) Details of how the regulated agent plans to meet and maintain the requirements set out in the Regulated Agent Security Programme; and
- e) Procedures for:
- i. Ensuring appropriate security control, including the screening, of cargo and mail or goods;
 - ii. Ensuring 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;
 - iii. Ensuring that screened air cargo or mail is protected from interference and accounted for at every stage of its journey;
 - iv. Ensuring that enhanced security measures are applied to high-risk cargo and mail to appropriately mitigate the threats associated with it;
 - v. Ensuring the security of buildings, premises, transport facilities and access control to secure cargo or mail and implementing remedial action when integrity of the consignment is interfered with;
 - vi. Air cargo or mail acceptance, secure storage, transportation and delivery as appropriate;
 - vii. Recruitment, training and certification of staff involved in the implementation of security controls;
 - viii. Background checks to be 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;
 - ix. Recurrent background checks to be applied to such persons at least once every two years;
 - x. Ensuring that persons found unsuitable following any background check are immediately denied the opportunity to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
 - xi. Identifying 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;
 - xii. Ensuring that the measures implemented protect, as appropriate, the confidentiality, integrity and availability of the identified critical systems and/or data. The measures should 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;
 - xiii. Incident reporting and maintenance of records; and



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

xiv. Any other matter prescribed by the Appropriate Authority.

7.3 Approval of Regulated Agent Security Programmes shall be based on the supply chain security process, which comprises management of applicable cargo and mail policies, procedures, and technology, as stipulated in the National Civil Aviation Security Programme to protect supply chain assets from acts of unlawful interference, theft, damage, or terrorism, and to prevent the introduction of prohibited items including explosive devices, contraband, or weapons of mass destruction into the supply chain.

7.4 A Regulated Agent Security Programme shall be set out in the manner prescribed in the National Civil Aviation Security Programme.

7.5 The Regulated Agent Security Programme shall be reviewed and updated as the need may arise and at least once a year.

8. Catering Operator Security Programme

8.1 A person and or entity shall not operate an enterprise or an organisation whose purpose is the direct provision to commercial air transport of catering supplies and stores within or from The State, without a Catering Operator Security Programme approved by the Appropriate Authority and a certificate issued by the Appropriate Authority.

8.2 A Catering Operator Security Programme shall contain:

- a) Provisions to meet the requirements of the National Civil Aviation Security Programme and these Regulations;
- b) Details of how the catering operator intends to comply with, and maintain the requirements set out in the Catering Operator Security programme;
- c) Provide for the appointment of a qualified and appropriately trained person as per the requirements of the National Civil Aviation Security Training and Certification Programme who shall coordinate the implementation of the approved Catering Operator Security Programme;
- d) Procedures for:
 - i. Ensuring that screening or appropriate security controls are applied to catering supplies and stores intended for carriage on commercial flights;
 - ii. Ensuring that secure catering supplies and stores are protected from interference until loaded onto aircraft and remedial action taken when the integrity of the supplies and stores is interfered with;
 - iii. Ensuring the security of buildings, premises and transport facilities;
 - iv. Acceptance, storage, processing, transportation and delivery of catering supplies and stores;
 - v. Recruitment, training and certification of staff involved in the implementation of security controls;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- vi. Background checks to be 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;
 - vii. Recurrent background checks to be applied to such persons at least once every two years;
 - viii. Ensuring that persons found unsuitable following any background check are immediately denied the opportunity to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
 - ix. Identifying 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;
 - x. Reporting of incidents and maintaining records; and
- e) Any other matter prescribed by the Appropriate Authority.

8.3 A Catering Operator Security programme shall be set out in the manner prescribed in the National Civil Aviation Security Programme.

8.4 The Catering Operator Security Programme shall be reviewed and updated as the need may arise and at least once a year.

9. Air Navigation Service Provider Security Programme

9.1 A person shall not operate an enterprise or an organization whose purpose is the provision of air traffic or air navigation services without a written Air Navigation Service Provider Security Programme approved by the Authority.

9.2 An Air Navigation Service Provider Security Programme shall contain:

- a) provisions to meet the requirements of the National Civil Aviation Security Programme and these Regulations;
- b) provisions to respond to orders, circulars and directives issued by the Authority under regulation stated in chapter III, paragraph 3;
- c) provisions to comply with the relevant aspects of the Airport Security Programmes of the airport of operation;
- d) provisions for the appointment of a qualified and appropriately trained person as per the requirements of the National Civil Aviation Security Training and Certification Programme who shall coordinate the implementation of the approved Air Navigation Service Provider Security Programme;
- e) specific measures to meet and maintain the requirements set out in the Air Navigation Service Provider Security Programme;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- f) procedures for:
- i. coordination and communication with stakeholders at airports on security and facilitation matters;
 - ii. ensuring the security of air navigation service facilities, air navigational aids including access control measures for persons and vehicles;
 - iii. personnel security to include background checks and security awareness training for all air navigation service staff who have unescorted access to the airside or security restricted areas;
 - iv. identifying 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;
- g) contingency planning and response for aviation security-related emergencies including:
- i. unlawful seizure of aircraft;
 - ii. bomb threats on board an aircraft or air navigation facility;
 - iii. sabotage of an air navigation facility;
 - iv. threats of or attacks on aircraft using Man-Portable Air Defence Systems (MANPADS);
- h) Air Traffic Management (ATM) support for law enforcement;
- i) Airspace management for Air Traffic Management Security;
- j) incident reporting and maintenance of records;
- k) any other matter prescribed by the Authority.

9.3 An Air Navigation Service Provider Security Programme shall be set out in the manner prescribed in the National Civil Aviation Security Programme.

9.4 The Air Navigation Service Provider Security Programme shall be reviewed and updated as need arises and at least once a year.

10. Application for approval of security programme

10.1 Where a security programme is required to be approved by the Appropriate Authority under regulations 5, 6, 7 and 8 of these Regulations, the applicant shall:

- a) Submit the programme to the Appropriate Authority, ensuring that it meets the requirements of the National Aviation Security Programme, these Regulations and any other relevant law; and
- b) Pay the fee if prescribed by the Appropriate Authority.

10.2 A security programme submitted to the Appropriate Authority for approval under this regulation shall be in duplicate and signed by the applicant or on behalf of the applicant.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

11. Approval of security programme

11.1 Where the Appropriate Authority is satisfied that a security programme submitted under regulation 10, meets the requirements of these Regulations, the National Civil Aviation Security Programme and any other relevant law, the Appropriate Authority shall, within thirty days after receipt of the programme, approve the security programme.

11.2 Where the Appropriate Authority determines that a security programme submitted under regulation 10 does not meet the requirements of these Regulations, the National Civil Aviation Security Programme or relevant law, the Appropriate Authority shall, within thirty days after receipt of the programme, direct the applicant to modify and re-submit the security programme to the Appropriate Authority within thirty days after receipt of the programme by the applicant.

11.3 Where the Appropriate Authority is satisfied that a security programme re-submitted under sub regulation (11.2) meets the requirements of these Regulations, the National Civil Aviation Security Programme and any other relevant law, the Appropriate Authority shall, within ~~fourteen~~ fifteen days, after receipt of the programme, approve the security programme.

12. Changed conditions affecting security

12.1 Where a security programme has been approved under regulation 10, the operator, where applicable, shall comply with the procedure prescribed by sub-regulation (11.2), the operator determines that:

- a) Any description of the area set out in the security programme is no longer accurate;
- b) Any description of the operations set out in the security programme is no longer accurate, or that the procedures included, and the facilities and equipment described in the security programme are no longer adequate.

12.2 Whenever a situation described in sub-regulation (12.1) occurs, the operator, where applicable shall:

- a) Immediately notify the Appropriate Authority of the changed conditions, and identify each interim measure being taken to maintain adequate security until approval is granted for an appropriate amendment of the security programme; and
- b) Within thirty days after notifying the Appropriate Authority in accordance with paragraph (10.1.a), submit for approval, in accordance with the procedure prescribed by regulation 10, an amendment to the security programme to bring it into compliance with these Regulations.

12.3 The Appropriate Authority shall, where an amendment to a security programme is submitted to it under sub-regulation (12.2.b), approve the amendment in accordance with the procedure prescribed by regulation 10.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

13. Power of Appropriate Authority to direct amendment of security programme

13.1 Where the Appropriate Authority determines that an operator's security programme requires amendment, the Appropriate Authority may direct the respective operator to amend the security programme and submit it to the Appropriate Authority for approval.

13.2 The Appropriate Authority shall, where an amended security programme is submitted to it under sub-regulation (13.1), approve the security programme in accordance with the procedure prescribed by regulation 11.

14. National Civil Aviation Security Training & Certification Programme

14.1 The Appropriate Authority shall develop a National Civil Aviation Security Training and Certification Programme for personnel of all entities involved with or responsible for the implementation of various aspects of the National Civil Aviation Security Programme, including security awareness training for those authorized to have unescorted access to the airside.

14.2 The Appropriate Authority shall co-ordinate the implementation of the National Civil Aviation Security Training and Certification Programme developed under sub-regulation (14.1).

14.3 The Appropriate Authority shall notify the entities concerned of the training requirements identified in the National Civil Aviation Security Training and Certification Programme for their implementation.

14.4 Person or entity shall not operate an aviation security training Center or offer aviation security courses without a certificate or authorization issued by the Appropriate Authority (ATO certificate issued under Civil Aviation regulations) and in compliance with the requirements of the National Civil Aviation Security Training and Certification Programme.

15. Operator Aviation Security Training Programme

15.1 Every operator, stakeholder and or partner in the aviation industry shall develop and implement an Aviation Security Training Programme to ensure the effective implementation of their respective security operations; and the training programme shall conform to the requirements of the National Aviation Security Training and Certification Programme and these Regulations.

15.2 The training programme referred to in sub-regulation (15.1) shall include:

- a) Training of appropriate employees, taking into account human factors principles and human performance;
- b) Training to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft to enable them to contribute to the prevention of acts of sabotage,



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

unlawful seizure of aircraft or other forms of unlawful interference and to minimize the consequences of such events should they occur.

- c) Security awareness training at least once every five years for all staff or personnel not directly 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 the airside; and
- d) Any other training matter prescribed by the Authority.

15.3 The Training Program shall be drawn by the user department (aviation security) as the subject matter experts and handed over to the training department for administration purposes only. The user department shall at all times be involved in the curriculum development and ensuring that the course contents, delivery and stipulated time per course is adhered to as per the National Civil Aviation Security Training and Certification Program.

15.4 All training managers, trainers, instructors and or facilitators both in-house and or external shall be certified and approved by the Appropriate Authority.

15.5 Where training components in the program require external assistance such as the use of contracted training organizations, instructors, trainer and or computer-based training-CBT; the said shall be vetted and used ONLY upon approval by the Appropriate Authority. Any existing arrangements prior to the enactment of these regulations stands nullified effective the date of these regulations coming to force.

15.6 A training programme referred to in sub-regulation (15.1) shall be submitted to the Appropriate Authority for approval in accordance with the procedure prescribed in regulations 10 and 11.

15.7 Operators shall ensure that persons implementing security controls possess all competencies required to perform their duties and are appropriately trained and certified according to the requirements of the National Civil Aviation Security Programme and that appropriate records are maintained up to date.

16. Airport Security Committee (ASC)

16.1 As required by ICAO Annex 17 “Aviation Security”, every airport serving civil aviation ~~be it a~~

16.2 The functions of the Airport Security Committee are :

- a) To coordinate the implementation and maintenance of security controls and procedures as specified in the Airport Operator’s Security programme referred to in regulation 5;
- b) To oversee the implementation of the decisions or directives of the National Civil Aviation Security Committee;
- c) To oversee and monitor the Airport Security Programme, including special measures introduced by the airport operator and or airport tenants;
- d) To coordinate the implementation of landside security measures;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- e) To draw up, maintain and review from time to time, a list of vulnerable points, and of essential equipment and facilities;
- f) To ensure that:
 - i. Basic minimum-security measures and procedures are adequate to meet threats and are under constant review, providing for normal situations and periods of heightened tension and emergency situations;
 - ii. Recommendations that improve security measures and procedures are implemented;
 - iii. Security measures are incorporated in airport expansion or modification programmes;
- g) To prescribe and co-ordinate security education, awareness and training of airport and other staff and the general public.

16.3 The Airport Security Committee shall refer to the National Civil Aviation Security Committee, any matter relating to aviation security and which is within its functions under sub-regulation (16.2), which cannot be resolved at the airport level.

16.4 The Security Manager as the Subject Matter Expert with a direct reporting mandate to the Chief Executive shall be the chairperson of the Airport Security Committee.

16.5 The Chairperson shall appoint the other members of the Airport Security Committee.

16.6 The Airport Security Committee shall, where possible, consist of members from all agencies engaged in the operation of, or operating in, the airport which contribute to the establishment and implementation of security measures including:

- a) Bahrain Airport Company;
- b) Bahrain Civil Aviation Affairs;
 - Aviation Security Directorate; and
 - Air Traffic Control; and
- c) MoI Airport Police;
- d) MoI Customs Affairs;
- e) MoI National Passports and Residence Affairs;
- f) National Intelligence Agency;
- g) Aircraft operators; represented by
 - a. Gulf Air; and
 - b. The chairman of the airline operator committee or deputy; and
- h) Regulated agents (if applicable);
- i) Regulated suppliers (if applicable);
- j) Persons responsible for the security of aviation security systems and data as referred to in this airport security programme.
- k) Additional stakeholders as per the chairman's decision.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

16.7 The Airport Security Committee may invite any person to attend and take part in the proceedings of the Committee and that person may participate in any discussion at the meeting but shall not have a right to vote at that meeting.

16.8 The Chairperson shall convene every meeting of the Airport Security Committee and the Committee shall meet for the discharge of business at least once in every month to ensure that the security programme is up to date and effective and that its provisions are being properly applied.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER V. PREVENTIVE SECURITY MEASURES

I- Airport Security

1. Airport security controls

1.1 The airport operator shall be responsible for the maintenance, coordination and implementation of security controls including identification and resolution of suspicious activity that may pose a threat to civil aviation at the airport for the purpose of protecting passengers, crew members, aircraft, airport and aviation facilities and preventing acts of unlawful interference and ensuring that appropriate action is taken when an act of unlawful interference occurs or is likely to occur.

1.2 To comply with the dictates of Sub regulation (1.1) the airport operator shall:

- a) Have a fully fledged Security Department with both qualified and trained personnel.
- b) Resources to undertake any requirements stipulated by the National Civil Aviation Security Programme.
- c) Be licensed and regulated by the Appropriate Authority.

1.3 The airport operator shall be responsible for the security of facilities and employment of security equipment, where appropriate, to the extent operationally, technically and financially practicable, to achieve civil aviation security objectives and shall:

- a) Use randomness and unpredictability in the implementation of security measures, as appropriate;
- b) In coordination with the current policing arrangements on the ground ensure that:
 - i. Access to airside areas at the airport is controlled in order to prevent unauthorized entry;
 - ii. Security restricted areas are established at the airport, in accordance with regulation (2) below;
 - iii. Architectural and infrastructure related requirements necessary for the optimum implementation of security measures under the National Civil Aviation Security programme are integrated into the design and construction of new facilities and alterations to existing facilities at airports;
 - iv. Persons engaged to implement security controls are subject to initial and recurrent background checks and selection procedures, are capable of fulfilling their duties and are adequately trained;
 - v. Originating passengers and crew and their cabin baggage are screened before accessing restricted areas and protected from unauthorized interference until boarding an aircraft engaged in commercial air transport operations. If unauthorized interference does take place, the passengers or crew concerned, and their cabin baggage shall be re-screened before boarding an aircraft;
 - vi. Appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by passengers on their persons or in cabin



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- baggage are used. Where these methods are not applied continuously, they shall be used in an unpredictable manner;
- vii. Originating hold baggage is screened before being loaded into an aircraft engaged in commercial air transport operations departing from a security restricted area;
 - viii. All hold baggage to be carried on aircraft engaged in commercial air transport is protected from unauthorised interference from the point it is screened or accepted into the care of the carrier, whichever is earlier, until departure of the aircraft on which it is to be carried; and that where the integrity of hold baggage is jeopardized, the hold baggage is re-screened before being placed on board an aircraft;
 - ix. Commercial air transport operators do not transport the baggage of passengers who are not on board the aircraft unless that baggage is identified as unaccompanied and subjected to additional screening subsequent to it being established as unidentified;
 - x. Transfer hold baggage is screened before being loaded into an aircraft engaged in commercial air transport operations, unless the airport operator has established a validation process and continuously implements procedures, in collaboration with the other ICAO Contracting States appropriate, to ensure that such hold baggage has been screened at the point of origin and subsequently protected from unauthorised interference from the originating airport to the departing aircraft at the transfer airport;
 - xi. Commercial air transport operators only transport 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 and that all such baggage is recorded as meeting these criteria and is authorised for carriage on that flight;
 - xii. Transfer and transit passengers their cabin baggage are screened prior to boarding an aircraft, unless the Authority has established a validation process and continuously implements procedures, in collaboration with the other Contracting State where appropriate, to ensure that such passengers and their cabin baggage have been screened to an appropriate level at the point of origin and subsequently protected from unauthorized interference from the point of screening at the originating airport to the departing aircraft at the transfer airport;
 - xiii. Measures for transit operations are established to protect transit passengers' cabin baggage from unauthorized interference and protect the integrity of the security of the airport of transit;
 - xiv. There is no possibility of mixing or contact between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving civil aviation have been passed; and that where mixing or contact does take place, the passengers concerned and their cabin baggage are rescreened before boarding an aircraft;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- xv. The persons carrying out security controls are certified according to the requirements of the National Civil Aviation Security Programme;
 - xvi. Luggage or personal belongings that are unidentified or left unattended at an airport are subjected to appropriate security controls and disposal procedures in accordance with a security risk assessment carried out by the relevant national authorities;
 - xvii. Establish and implement measures to ensure that all persons other than passengers, together with items carried are screened prior to being granted access to airport security restricted areas;
 - xviii. Ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by persons other than passengers on their persons or in their items carried. Where these methods are not applied continuously, they shall be used in an unpredictable manner;
 - xix. All vehicles being granted access to security restricted areas, together with items contained within them, are screened and subjected to other appropriate security controls in accordance with a risk assessment carried out by the relevant national authorities;
 - xx. Measures are established to 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;
 - xxi. Landside areas are identified and designated;
 - xxii. Security measures in landside areas are established to mitigate the risk of and prevent possible acts of unlawful interference in accordance risk assessments carried out by the relevant national authorities;
 - xxiii. Where practicable, in order to improve efficiency, modern screening or examination techniques shall be used to facilitate the physical examination of cargo and mail to be imported or exported.
 - xxiv. Critical information and communications technology systems and data used for civil aviation purposes are identified, in accordance with a risk assessment, and develop and implement, as appropriate, measures to protect them from unlawful interference;
 - xxv. Whenever possible, arrange for the security controls and procedures to cause a minimum of interference with, or delay to the activities of civil aviation provided the effectiveness of these controls and procedures is not compromised;
- c) Establish:
- i. Storage areas where mishandled baggage may be held after screening until forwarded, claimed or disposed of;
 - ii. Bomb disposal areas where detected explosives may be disposed of;
 - iii. Person and vehicle identification systems;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- d) Institute and implement adequate security controls, including background checks every two years on a recurrent basis on persons other than passengers granted unescorted access to security restricted areas of the airport;
- e) In accordance with the risk assessment carried out by the relevant national or local authorities, 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;
- f) Employ behaviour detection techniques to identify any suspicious persons at airports;
- g) Provide adequate supervision over the movement of persons and vehicles to and from the aircraft in order to prevent unauthorised access to aircraft;
- h) Make arrangements to investigate, render safe or dispose of, if necessary, suspected sabotage devices or other potential hazards at the airport;
- i) Employ and deploy suitably trained personnel to assist in dealing with suspected or actual cases of unlawful interference with civil aviation;
- j) Conduct full scale contingency exercise that incorporates security scenarios at least once in every two years;
- k) Conduct a table top contingency exercise at least once a year; and
- l) Establish rules for escorts, where an escort shall:
 - A. Undergo testing to hold a valid identification card and,
 - B. Be authorised to escort in security restricted areas;
 - C. Have the escorted person or persons in direct line
 - D. of sight at all times; and
 - E. Reasonably ensure that no security breach is committed by the person or persons being escorted.

2. Security restricted areas and airport security permits

2.1 The Appropriate Authority, in conjunction with the airport operator and other responsible persons concerned, shall identify areas where, based on a security risk assessment carried out by the Appropriate Authority, operations vital to the continued safe operation of civil aviation in the State are carried out, and designate those areas as security restricted areas.

2.2 Any area designated as a security restricted area shall a. Be marked and protected through physical or personnel protective measures or through a combination of physical and personnel protective measures to prevent unauthorised access to it:

- a) Be marked and protected through physical or personnel protective measures or through a combination of these measures to prevent unauthorised access to it;
- b) Be separated from public or non-security restricted areas by an appropriate physical barrier; and
- c) Be inspected at regular intervals.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- 2.3** Authorized access to a security restricted area at the airport and designated off-airport facilities serving commercial air transport operations shall be controlled through the issuance of airport security permits for persons and vehicles.
- 2.4** The airport operator shall establish and implement identification systems in respect of persons and vehicles in order to prevent unauthorized access to airside areas and security restricted areas. Access shall be granted only to those with an operational need or other legitimate reason to be there. Identity and authorization shall be verified at designated checkpoints before access is allowed to airside areas and security restricted areas.
- 2.5** A person issued with an airport security permit under this regulation shall, while on duty, at all times properly display the security permit.
- 2.6** Bahrain Airport Police as the designated authorities responsible for controlling access to security restricted areas shall specify the recognized places of entry through the security restricted area barrier(s) and ensure that the area has adequate physical protection, of at least the same quality as the barrier itself, or is enough to prevent unauthorized access.
- 2.7** All areas at an airport to which access is restricted shall bear signage indicating the type of restriction and penalty for noncompliance.
- 2.8** The airport operator shall keep at the airport, a current scale map of the airport identifying security restricted areas, security barriers and security restricted area access points.

3. Airport boundary

The airport operator shall ensure that:

- a) The airport has a conspicuous physical barrier or means of indicating the airport boundary with posted signs bearing a warning to prevent incursions and trespassing.
- b) Measures are in place to ensure continuous protection and monitoring of the integrity of the perimeter to prevent incursions and trespassing.

4. Carriage of firearms, explosives or inflammable materials in airport premises

- 4.1** The Appropriate Authority shall establish appropriate procedures for the carriage of weapons on board aircraft and ensure the application of such procedures. These include procedures for control over such weapons before and during flight, transport of security officers on board aircraft and procedures for acceptance of requests by any foreign State to allow the carriage of armed officers aboard aircraft of such State.
- 4.2** Ensure that passengers or other persons do not carry any weapons, explosives, inflammable material or any other items that may be used to threaten airport security.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

5. Control of access by tenants

5.1 The airport operator shall ensure that tenants whose premises or facilities form part of the landside or airside boundary through which access can be gained to the airside are responsible for control of access through their premises and shall carry on business in compliance with the Airport Operator Security Programme.

5.2 In sub-regulation (5.1), "tenants" means:

- a) Individuals or businesses granted a license or other permit by the airport operator to conduct business operations at the airport, including concessionaires, cargo handlers, caterers, tour operators, taxi and bus operators, porters, aircraft maintenance organisations and fuel companies; and
- b) Government authorities and agencies at the airport, including customs, immigration, health, agriculture and meteorology etc.

6. Obligation of the airport operator in case of threat against facility or airport

Where an airport operator is made aware of a threat against his or her facility or any part of the airport under the control of a person carrying on any activity at the airport other than the airport operator, the airport operator shall immediately:

- a) Notify the Appropriate Authority and other entities concerned with the nature of the threat; and
- b) Determine whether the threat affects the security of the airport and coordinate the implementation of appropriate measures to counter any threat.

7. Persons authorised to inform Airport Operator of threat against airport or aircraft

Where a person authorised to conduct any screening activity at the airport is made aware of a threat against the airport or an aircraft, that person shall:

- a) Immediately notify the airport or an aircraft operator of the nature of the threat; and
- b) Assist the airport operator in determining whether the threat affects the security of the airport or aircraft.

8. Airport operator to take measures in event of threat

8.1 Where the airport operator determines that there is a threat that affects the security of the airport, the airport operator shall immediately take all measures necessary to ensure the safety of the airport and persons at the airport, including informing the relevant parties of the nature of the threat.

8.2 Upon assessment and determination of a credible bomb threat, the airport operator shall immediately inform the Appropriate Authority of the receipt of a bomb threat against an airport and its facilities, or an aircraft.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

9. Discovery of weapons, incendiary devices or explosives at airport or in Security Restricted Area (SRA)

The airport operator shall immediately notify the Airport Police and the Appropriate Authority when there is:

- a) Discovery, at the airport, of a weapon other than a firearm allowed under regulation (4) of this chapter;
- b) Discovery, at the airport, of an explosive substance or an incendiary
- c) Device, other than an explosive substance or incendiary device allowed under regulation (4) of this chapter; or
- d) An explosion at the airport, unless the explosion is known to be the result of an excavation, a demolition, construction or the use of fireworks displays.

10. Airport operator to involve security stakeholders and submit plans before renovation and expansion works

10.1 Despite regulation (1.3, b point2) of this chapter, the airport operator shall, before the implementation of any renovation, remodelling or expansion works at the airport, or the construction of new or additional airport facilities, submit to the Appropriate Authority for its approval, the plans for the renovation and expansion works.

10.2 The Appropriate Authority shall, in approving the plans submitted to it under sub regulation (10.1), assess the plans to ensure that security considerations are properly addressed and that the needs of aviation security are integrated in the configuration of the works.

11. Aviation Security Awareness Training

Every operator shall ensure that personnel involved with or responsible for the implementation of security controls under the national civil aviation security programme and those authorized to have unescorted access to the airside receive security awareness training at least once in every five years.

12. Internal Aviation Security Quality Control

Every operator shall conduct internal quality control to include verification of the implementation of security measures outsourced to external service providers to ensure compliance with the operator's security programme.

13. The use of unpredictability in the implementation of security measures

Every operator shall use randomness and unpredictability in the implementation of security measures as appropriate.

II- Records

14. Operators to keep records

14.1 Every operator shall keep a record of every security incident occurring in the course of their operations.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

14.2 The record(s) required to be kept under sub-regulation (14.1), shall:

- a) Be kept for a minimum of ninety days;
- b) Be submitted to the Appropriate Authority within seven days after the occurrence of the incident; and
- c) Where relevant, include:
 - i. The number and type of weapons and incendiary devices discovered during any passenger screening process and the method of detection of each;
 - ii. The number of acts and attempted acts of unlawful interference;
 - iii. The number of bomb threats received, real and simulated bombs found and actual bombings or explosions at the airport; and
 - iv. The number of detentions and arrests and the immediate disposition of each person detained or arrested.

III- Aircraft Security

15. Responsibilities of aircraft operators

15.1 An aircraft operator registered in or providing service from Bahrain and participating in code-sharing or other collaborative arrangements with other operators shall notify the Appropriate Authority of the nature of these arrangements, including the identity of the other operators.

15.2 An aircraft operator providing service from Bahrain shall not:

- a) Transport the baggage of a person who is not on board the aircraft unless that baggage is identified as unaccompanied subjected to appropriate security controls, including screening;
- b) Transport items of hold baggage which have not been individually identified as accompanied or unaccompanied, or screened to the appropriate standard and accepted for carriage on that flight by the air carrier. All such baggage shall be recorded as meeting these criteria and authorized for carriage on that flight;
- c) Accept consignments of cargo or mail, in-flight catering supplies and stores, company mail and materials for carriage on aircraft engaged in commercial air transport operations, unless the security of the consignments is confirmed and accounted for by an entity certified by the Authority, or the consignments are subjected to security controls to meet the appropriate security requirements. Undertake any rush tagging without the express authority of the Airport Operator, who shall in turn require the same from the Appropriate Authority.
- d) The Sub-regulation 1) c) does not in any way affect any oversize luggage confiscated from person in light of their wanting to store it as hand luggage in the overhead hand baggage hold.
- e) Undertake or perform any tail-to-tail baggage transfer. No authorization of tail-to-tail baggage transfer shall be permitted whatsoever.

15.3 An aircraft operator providing service in or from Bahrain shall:



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- a) Have full responsibility of their aircraft, hence must ensure that all measures being employed thereof at any airport are to their satisfaction and in compliance with the National Civil Aviation Security Program.
- b) Bring to the attention of the Appropriate Authority any anomalies noted within the security management system.
- c) Ensure that aircraft security checks are conducted by assigned crew regardless of turnaround times and service orientation. It is illegal to compromise the security of the aircraft and would be passengers at the expense of service and turnaround time optimization.
- d) Carry out and maintain, at an airport, on an aircraft and at any aviation facility under the control of the operator, security measures including identification and resolution of suspicious activity that may pose a threat to civil aviation, and any other measures prescribed in the National Civil Aviation Security Programme and the Airport Security Programme;
- e) Provide adequate supervision over the movement of persons and vehicles to and from the aircraft in security restricted areas in order to prevent unauthorised access to aircraft;
- f) Ensure that:
 - i. All its security personnel and security service providers are familiar with, and comply with the requirements of Aircraft Operator Security Programme;
 - ii. Necessary precautions are taken at the point of embarkation to ensure that passengers are in possession of valid documents prescribed by the State transit and destination for control purposes..
 - iii. All its aircraft carry a checklist of the procedures to be complied with for that type of aircraft in searching for concealed weapons, explosives or other dangerous devices.
 - iv. Oversize baggage above 56 cm in height, 45 cm in width and 25 cm in depth is not checked in as hand luggage in any of their aircraft and that explicit instructions are given to all cabin crew and or check in agents to ensure compliance.
 - v. In compliance to sub regulation **15.3 a)** on responsibility for the security of his or her aircraft; all measures are employed including and not being limited to the deployment of secondary measures at any airport.
 - vi. Ensure that each aircraft is equipped with necessary security checklists, which shall as a mandatory be authenticated by the PIC upon completion of the checks, prior to boarding of passengers and or commencement of any flight.
- g) Ensure that persons engaged to implement security controls are subject to initial and recurrent background checks and selection procedures, are capable of fulfilling their duties and are adequately trained.
- h) Institute and implement adequate security controls, including background checks every two years on a recurrent basis on persons other than passengers granted unescorted access to security restricted areas of the airport;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- i) Employ behaviour detection techniques to identify any suspicious persons at airports;
- j) Ensure that appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by passengers on their persons or in cabin baggage are used;
- k) Institute measures to identify and remove any prohibited or unaccounted for items:
 - before departure of an aircraft engaged in commercial flights;
 - after passengers have disembarked from an aircraft engaged in commercial flights;
 - left behind by passengers disembarking from transit flights.
- l) 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.

16. Special protection for aircraft

16.1 An aircraft operator may, notwithstanding regulation 15.3 a), request for special protection of an aircraft from an airport operator.

16.2 Where special protection is offered to an aircraft operator under sub regulation (16.1), the protection shall be on terms and conditions determined by the airport operator.

17. Control of prohibited items

17.1 No person shall, subject to regulation 1.1 of this chapter, possess or have with him or herself a prohibited item while:

- a) In a security restricted area;
- b) On board an aircraft; or
- c) In an air navigation installation.

17.2 The prohibited items referred to in sub-regulation (17.1) include:

- a) Firearms or articles appearing to be firearms, whether or not they can be discharged;
- b) Nuclear, chemical or biological agents adapted, or capable of being used for causing injury to or incapacitating persons or damaging or destroying property;
- c) Ammunition and explosives;
- d) Articles manufactured or adapted to have the appearance of explosives, whether in the form of a missile, bomb, grenade or otherwise;
- e) Articles made or adapted for causing injury to or incapacitating persons or damaging or destroying property; and
- f) Any other dangerous article or substance or other item prescribed by the Appropriate Authority from time to time.

18. Control of access to flight crew compartment

An aircraft operator engaged in commercial air transport shall:



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- a) Where an aircraft is equipped with a flight crew compartment door, ensure that the door is lockable from the flight crew compartment only and remains locked during flight, except to permit access and exit by authorised persons; and
- b) Where an aircraft is not equipped with a flight crew compartment door, ensure the implementation of measures as appropriate to prevent unauthorised persons from entering the flight crew compartment during flight.

19. Control of special categories of passengers

19.1 Law enforcement officers shall inform the aircraft operator and the pilot in command, not less than twenty-four hours prior to departure when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, in order that appropriate security controls can be applied.

19.2 The aircraft operator shall inform the pilot in command of the number of armed or unarmed escort persons, the individuals whom they are escorting and their seat locations in the aircraft.

20. Authorised carriage of weapons on board aircraft

20.1 The carriage of weapons on board aircraft by law enforcement officers and other authorised persons, acting in the performance of their duties, shall be in accordance with the laws of Bahrain.

20.2 Subject to sub-regulation (20.3), the Appropriate Authority may:

- a) Approve, in writing, the carriage of weapons on board aircraft by law enforcement officers and other authorised persons acting in the performance of their duties;
- b) Consider requests by any other State to allow the travel of armed personnel, including inflight security officers on board aircraft of operator the requesting State, except that the Appropriate Authority shall not allow the travel of armed personnel under this regulation unless there is an agreement between both the States on such travel.

20.3 Notwithstanding sub-regulation (20.2), an aircraft operator may allow or refuse the carriage of weapons on board an aircraft in accordance with conditions issued by the Appropriate Authority.

20.4 Where an aircraft operator accepts the carriage of weapons removed from passengers, the aircraft shall have provision for stowing the weapons so that they are inaccessible to any person during flight time and, in the case of a firearm, to ensure that it is not loaded, an authorized and duly qualified person has determined that it is not loaded.

20.5 Where The State decides to deploy in-flight security officers:

- a) The officers shall be government personnel who are especially selected and trained, taking into account the safety and security aspects on board an aircraft; and
- b) The officers shall be deployed according to the threat assessment conducted by the relevant authority.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

20.6 The deployment under sub-regulation (20.5) shall be done in co-ordination with concerned States and shall be kept strictly confidential.

21. Condition for acceptance of hold baggage for air transportation

21.1 For the purpose of protecting passengers, crewmembers, aircraft and airports from acts of unlawful interference with civil aviation, aircraft operator shall establish measures to ensure that:

- a) Only screened and secure hold baggage is loaded into aircraft engaged in civil aviation;
- b) Persons engaged to implement security controls are subject to initial and recurrent background checks and selection procedures, are capable of fulfilling their duties and are adequately trained;
- c) Persons conducting screening functions are certified by the Appropriate Authority as appropriate;
- d) A recurrent background checks every two years are conducted on persons other than passengers granted unescorted access to security restricted areas;
- e) all hold baggage to be carried on a commercial aircraft is protected from unauthorized interference from the point of screening or other security controls are applied until tendered to another regulated agent, aircraft operator until departure. If there are grounds to suspect that the integrity of the hold baggage may be jeopardized, this baggage is re-screened and secured as appropriate;
- f) Transfer hold baggage is subjected to screening prior to being loaded on another aircraft engaged in commercial air transport operations.

22. Condition for acceptance of cargo and/or mail for air transportation

22.1 Regulated agent/ Known consignor/ cargo operator shall, before accepting cargo and/or mail for transport in an aircraft:

- a) Establish and register the name and address of the known consignor;
- b) Establish the credentials of the person who delivers the cargo and/or mail as an agent of the known consignor;
- c) Ensure, on the basis of appropriate security controls or security screening, that such cargo and/or mail do not contain any prohibited items;
- d) Ensure the safeguarding of such cargo and/or mail from unauthorised interference after acceptance;
- e) Ensure the cargo and/or mail are received by staff who are properly recruited and trained;
- f) Designate a person to implement and supervise the screening process and applicable security controls;
- g) Ensure that the following categories of cargo and/or mail are not carried by air unless they have been subjected to screening:
 - i. unaccompanied baggage;
 - ii. cargo and/or mail from unknown consignors;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- iii. cargo and/or mail for which the contents do not coincide with the description delivered; and
- iv. high-risk cargo or mail.

h) Ensure that known cargo and mail that has been confirmed and accounted for is issued with a security status, either in an electronic format or in writing, which shall accompany the cargo and mail throughout the secure supply chain and in the event of unlawful interference, the consignment shall be re-screened or subjected to appropriate security control and a fresh security status issued.

22.2 A Regulated agent/ Known consignor/ cargo operator who offers cargo and/or mail to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Appropriate Authority on demand, shipping documents, records of cargo and/or mail accepted and offered for air transport, employee training records and air waybills.

22.3 A Regulated agent/ Known consignor/ cargo operator shall make available to the Appropriate authority, a report of any incident where a shipping document did not provide an accurate record of the cargo and/or mail being offered for air transport.

22.4 All cargo and mail intended for carriage on an aircraft engaged in commercial air transport operations shall be subjected to appropriate security controls including screening where practicable by airport operators, aircraft operators and cargo operator as applicable, before being placed on board an aircraft.

22.5 A Regulated agent/ Known consignor/ cargo operator shall establish measures to ensure that:

- a) only screened and secure cargo or mail is loaded into aircraft engaged in civil aviation;
- b) persons engaged to implement security controls are subject to initial and recurrent background checks and selection procedures, are capable of fulfilling their duties and are adequately trained;
- c) persons conducting screening functions are certified by the Authority as appropriate;
- d) the regulated agent institutes and implements adequate security controls, including recurrent background checks every two years on persons other than passengers granted unescorted access to security restricted areas;
- e) all cargo and mail to be carried on a commercial aircraft is protected from unauthorized interference from the point of screening or other security controls are applied until tendered to another regulated agent, aircraft operator until departure. If there are grounds to suspect that the integrity of the cargo and mail may be jeopardized, the cargo is re-screened and secured as appropriate;
- f) Where screening of cargo and mail is conducted, the screening is carried out using an appropriate method or methods, taking into account the nature of the consignment;
- g) Enhanced security measures are identified and applied to high-risk cargo and mail to appropriately mitigate the threats associated with it;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- h) Known cargo and mail that has been confirmed and accounted for is issued with a security status which shall accompany, either in an electronic format or in writing, the cargo and mail throughout the secure supply chain; and
- i) Where handled, transfer cargo and mail is subjected to appropriate security controls prior to being loaded on another aircraft engaged in commercial air transport operations.

23. Security measures to be taken by Aircraft Operator

23.1 The aircraft operator is responsible for ensuring that appropriate security controls have been carried out, and in so doing, the aircraft operator shall:

- a) Not accept cargo or mail for carriage on an aircraft engaged in commercial air transport operations unless the application of screening or other security controls is confirmed and accounted for by a regulated agent, a known consignor, or an entity that is approved by the Appropriate Authority. Cargo and mail which cannot be confirmed and accounted for by a regulated agent, a known consignor, or an entity that is approved by the Appropriate Authority shall be subjected to screening;
- b) Protect the consignment from unlawful interference while it is in the custody of the aircraft operator, and that if there are grounds to suspect that the integrity of the consignment may be jeopardised, the said consignment is re-screened before being placed on board an aircraft;
- c) COMAT and COMAIL are subjected to appropriate security controls prior placement on board an aircraft engaged in commercial air transport operation;
- d) Ensure that all consignments have been secured to an appropriate level before being placed in the aircraft;
- e) Ensure that all consignments placed on board the aircraft are recorded on the aircraft manifest.
- f) Ensure that enhanced security measures apply to high-risk cargo and mail to appropriately mitigate the threats associated with it; and
- g) Ensure that transfer cargo and mail is subjected to appropriate security controls and protected from unauthorized access prior to being loaded onto another aircraft engaged in commercial air transport operations unless the Appropriate Authority has established a validation process and continuously implements procedures, in collaboration with the other Contracting State where appropriate, to ensure that such consignment has been screened at the point of origin and subsequently protected from unauthorized interference from the originating airport to the departing aircraft at the transfer point.

23.2 The aircraft operator may delegate any of the functions under sub-regulation (23.1) to a regulated agent.

23.3 For the avoidance of doubt, notwithstanding the delegation of any functions to a regulated agent under sub-regulation (23.2), the aircraft operator shall remain responsible for ensuring that the appropriate security controls have been carried out.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

23.4 The aircraft operator or the regulated agent shall ensure that all consignments due to be loaded into an aircraft are:

- a) Delivered by an established employee of a handling agent, aircraft operator or regulated agent;
- b) Covered by valid documentation that has been checked for inconsistencies and fully describes the contents;
- c) Covered by a valid consignment security declaration;
- d) Checked to establish that there is no evidence of having been tampered with;
- e) In the case of Catering Supplies, provided using branded meal carts sealed and or tagged with tamper evident tags and or seals supplied by the air operator.
- f) Kept secure until delivered into the aircraft operator's charge; or
- g) Screened using an appropriate method or methods, taking into account the nature of the consignment.

23.5 An aircraft operator shall make available to the Appropriate Authority, a report of any incident where an airway bill or equivalent document did not provide an accurate record of the cargo and or mail being offered for air transport.

23.6 An aircraft operator shall require a regulated agent operator to comply with the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air, Doc. 9284.

23.7 Appropriate security controls referred to in this regulation shall be as prescribed by the Appropriate Authority.

IV. Regulated Agents

24. Conditions for acceptance of goods for air transportation

24.1 A regulated agent shall, before accepting goods for transport in an aircraft:

- a) Establish and register the name and address of the consignor;
- b) Establish the credentials of the person who delivers the goods as an agent of the consignor;
- c) Ensure, on the basis of appropriate security controls or security screening, that such goods do not contain any prohibited items;
- d) Ensure the safeguarding of such goods from unauthorised interference after acceptance;
- e) Ensure the goods are received by staff who are properly recruited and trained;
- f) Designate a person to implement and supervise the screening process;
- g) Ensure that the following categories of goods are not carried by air unless they have been subjected to screening:
 - i. Unaccompanied baggage;
 - ii. Goods from unknown consignors;
 - iii. Goods for which the contents do not coincide with the description
 - iv. delivered; and



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

- v. Ensure that each shipment of goods is accompanied by documentation providing the statement the security status of the shipment.

24.2 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 Appropriate Authority on demand, shipping documents, records of goods accepted and offered for air transport, employee training records and airway bill4s.

24.3 A regulated agent shall make available to the Appropriate Authority, a report of any incident where a shipping d4ocument did not provide an accurate record of the goods being offered for air transport.

24.4 All cargo and mail intended for carriage on passenger commercial flights shall be subjected to appropriate security controls by aircraft operators and regulated agents before being placed on board an aircraft.

V. Catering Operators

25. Aviation security responsibilities of catering operator

25.1 Any person and or entity undertaking catering for aviation shall have a qualified person employed as a post holder and or the subject matter expert to undertake the implementation and enforcement of the National Civil Aviation Security Program.

25.2 Any person and or entity undertaking catering for aviation shall be licensed and approved by the Appropriate Authority.

25.3 A catering operator shall have a section within management to undertake the management of all security issues.

25.4 A catering operator shall develop and maintain a written catering security programme conforming to the National Civil Aviation Security Program and these regulations.

25.5 A catering operator shall have a Health, Safety and Environmental Management Policy and System complementing the Security Program to ensure that amongst other requirements:

- a) All persons working as food handlers are medically fit and tested for health-oriented security risks every six months.
- b) All persons under their employment are trained in Health and Safety-Good housekeeping, where every tool or equipment has its place, in addition to catering security awareness training.
- c) Daily records of tools and equipment such as cutlery and meat preparing implements are accounted for at every shift change.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

25.6 A catering operator shall, before accepting catering stores, supplies and equipment for preparation as catering supplies for transport in an aircraft:

- a) Establish and register the name and address of the supplier of the catering stores and supplies;
- b) Establish the credentials of the person who delivers the catering stores, supplies as an agent of the supplier and equipment;
- c) Ensure, on the basis of appropriate security controls or security screening, that the catering stores and supplies and equipment do not contain any prohibited items.
- d) Ensure the Mandatory requirement to be captured in all catering contracts all air operators supply branded meal carts and tamper evident security tags and or seals for their respective supplies.
- e) Ensure that all such security items as detailed in 6 d) are accounted for and kept under lock and key.
- f) Ensure the safeguarding of the catering stores, supplies and equipment from unauthorised interference after acceptance;
- g) Ensure the catering stores and supplies are received by staff who are properly recruited and trained by the operator;
- h) Designate, a person under the direction of the post holder for implementing and supervising the screening process;
- i) Ensure that catering stores and supplies are not carried by air unless they have been subjected to screening and protected from unauthorized interference until loaded onto aircraft;
- j) Ensure that each shipment of catering stores and supplies is accompanied by documentation providing the statement of the security status of the shipment;
- k) Ensure that persons engaged to implement security controls are subject to recurrent background checks every two years and selection procedures, are capable of fulfilling their duties and are adequately trained;
- l) Ensure that persons conducting screening are certified by the Appropriate Authority as appropriate;
- m) Institute and implement adequate security controls, including recurrent background checks every two years on persons other than passengers granted unescorted access to security restricted areas of the airport.
- n) Ensure the availability of security controls to track all movements within food preparation, sorting and loading areas by use of CCTV and other situational and environmental design tools. Where such already exists, additional requirements stipulated by the Appropriate Authority shall be installed and manned 24 hours a day 365 days a year, where the Appropriate Authority and government security agents namely Airport Police and the National Intelligence Agency shall check and verify the same every three months without need to inform the catering operator.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

25.7 A catering operator who offers catering stores and supplies to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Appropriate Authority on demand, shipping documents, records of supplies and equipment accepted and catering stores and supplies offered for air transport, employee training records and other accountable catering documents.

25.8 A catering operator shall 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.

26. Conditions for acceptance of catering stores and supplies for air transportation

26.1 An aircraft operator shall accept catering stores and supplies for transport on an aircraft only from a licensed and appropriate authority approved catering operator.

26.2 An aircraft operator shall, before accepting catering stores and supplies for carriage on commercial flights, ensure:

- a) That the catering stores and supplies have been subjected to appropriate security controls, which may include a supply chain security process or screening, and thereafter protected until loaded onto the aircraft;
- b) The safeguarding of the catering supplies and stores against unlawful interference from the time of reception until the catering supplies and stores have been placed in the aircraft;
- c) That the shipments of catering supplies and stores are recorded;
- d) That the shipments of catering supplies and stores are recorded; and
- e) That whenever the catering supplies and stores are received, those catering supplies and stores are delivered by an authorised employee of the catering operator in their operator supplied meal cart and sealed with their recognized seal or tamper evident tag.

26.3 An aircraft operator shall not accept any catering supplies and stores for transport by aircraft unless the documentation for those catering supplies and stores is examined for inconsistencies and is accompanied by a valid security declaration.

26.4 An aircraft operator shall require a catering operator to comply with the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air, Doc. 9284 whenever such goods are handled.

26.5 An aircraft operator shall make available to the Appropriate 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.

26.6 An aircraft operator shall preserve, for not less than one year, a record of acceptance checklists and inspections carried out under this Part.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

VI. Ground Handling & AVSEC Service Providers

27. Aviation security responsibilities of ground handling

27.1 A person shall not operate an enterprise or an organization whose purpose is the provision of aviation security services as part of ground handling services at an airport within Bahrain without a written Ground Handling Service Provider Security Programme and a certificate issued by the Appropriate Authority.

27.2 Ground handling service providers shall develop written security programmes in accordance with the requirements of the National Civil Aviation Security Programme, the security programme of the airport of operation and the security programmes of the airlines they handle as appropriate.

27.3 A ground handling service provider's security programme shall include, at a minimum:

- a) The objectives of the procedures and responsibility for ensuring their implementation;
- b) The organization of the ground handling service provider's security functions and responsibilities, including the designation of the person in charge of security;
- c) All measures and procedures to ensure implementation of the relevant aspects of the national civil aviation security programme, the security programme of the airport of operation and customer airline's security programme;
- d) Provisions to respond to orders, circulars and directives issued by the Appropriate Authority under regulation 3, of chapter III, of these regulations;
- e) Recruitment and selection procedures including background checks for staff involved in the implementation of security controls;
- f) Requirements for background checks to be 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;
- g) Procedures for recurrent background checks to be applied to such persons at least once every two years;
- h) Procedures to ensure that persons found unsuitable following any background check are immediately denied the opportunity to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
- i) Measures to ensure that where screening is to be conducted by the ground handling service provider to any persons or goods for carriage on commercial flights, or for persons or goods accessing aircraft or security restricted areas at airports and for conducting aircraft security searches and checks, such service is carried out by screeners who have been appropriately trained pursuant to the requirements of the National Civil Aviation Security Training and Certification Programme and subsequently certified by the Appropriate Authority;
- j) Measures to ensure that where screening is to be conducted by the ground handling agent, such service is carried out by screeners who have been appropriately trained and certified by the Appropriate Authority; and



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

k) Such other matter as the Appropriate Authority may prescribe.

27.4 A ground handling service provider shall ensure that:

- a) The requirements for handling of passengers, baggage, cargo, mail or aircraft security as stipulated in the customer airline's security programme, airport security programme or the National Civil Aviation Security Programme, are implemented as appropriate;
- b) Only screened passengers, baggage, cargo or mail, catering supplies or stores, COMAT and COMAIL is loaded onto aircraft engaged in civil aviation as appropriate;
- c) Baggage, cargo, mail and catering supplies or stores to be carried on aircraft is protected from unauthorized interference from the point it is screened or accepted into the care of the ground handler or customer air carrier, whichever is earlier, until departure of the aircraft on which it is to be carried, and that if there are grounds to suspect that the integrity of the baggage, cargo, mail, catering supplies or stores has been jeopardized, the baggage, cargo, mail, catering supplies or stores are re-screened before being placed on board an aircraft;
- d) All consignments placed on board the aircraft are recorded on the aircraft manifest;
- e) Consignments are covered by valid documentation that has been checked for inconsistencies and fully describes the contents;
- f) All catering supplies and stores, cargo and mail consignments are covered by a valid consignment security declaration in electronic or paper format before acceptance;
- g) All incidents occurring during the handling of aircraft, baggage, catering supplies and stores, cargo or mail are reported and dealt with as appropriate.

27.5 The ground handling service provider's security programme shall be subordinate to the security programme of the customer aircraft operator and of the airport of operation, and where there's conflict between the procedures of the ground handling service provider and that of the aircraft operator or airport, the provisions of the latter shall prevail.

27.6 The ground handling agent's security programme shall be set out in the manner prescribed in the National Civil Aviation Security Programme.

27.7 Security programmes for ground handling agents shall be submitted to the Authority for approval in accordance with the procedures prescribed in regulations 18 and 19 of these Regulations.

27.8 A Ground Handling Service Provider Security Programme shall be reviewed and updated as often as need arises or at least once every year.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

28. Aviation security responsibilities of service providers

28.1 A person shall not operate an enterprise or an organization whose purpose is the provision of aviation security service at an airport within the State without a written Aviation Security Service Provider Programme approved by the Appropriate Authority and a certificate issued by the Authority.

28.2 An Aviation Security Service Provider shall develop a written security programme that implements the relevant provisions of the National Civil Aviation Security Programme, and/or client's security programme.

28.3 A Security programme for an aviation security service provider shall include, at a minimum:

- a) The objectives of the programme and responsibility for ensuring its implementation;
- b) The organization of the aviation security service provider's security functions and responsibilities, including the designation of the person in charge of aviation security;
- c) All measures and procedures to ensure implementation of the relevant aspects of the client operator's security programme as contracted out in order to safeguard civil aviation against acts of unlawful interference;
- d) Provisions to respond to orders, circulars and directives issued by the Authority under regulation stated in chapter III, paragraph 3 or the airport of operation, all other applicable laws and security service industry best practices;
- e) Provisions to comply with the relevant aspects of the Airport Security Programme of the airport from which the aviation security service provider operates;
- f) Recruitment and selection procedures including recurrent background checks for staff involved in the implementation of security controls;
- g) Requirements for completion of initial and recurrent background checks every two years in respect of persons implementing aviation 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;
- h) Procedures to ensure that persons found unsuitable following any background check are immediately denied the opportunity to implement aviation security controls, unescorted access to security restricted areas, and access to sensitive aviation security information;
- i) Measures to ensure that personnel who are engaged to provide security controls are appropriately trained and certified to offer services that meet the requirements of the client operator and the Authority;
- j) Measures to ensure that where screening is to be conducted by the aviation security service provider to any persons or goods accessing security restricted areas at airport or for carriage on commercial flights, such service is carried out by screeners who have been appropriately trained pursuant to the requirements of the National Civil Aviation Security Training and Certification Programme and subsequently certified by the Authority;



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

k) such other matter as the client or the Authority may prescribe.

28.4 Security programme for the aviation security service provider shall be subordinate to the security programme of the client operator and of the airport of operation, and where there's conflict between the provisions of the security programme of the aviation security service provider and that of the client operator or of the airport of operation, the provisions of the latter shall prevail.

28.5 Security programmes for aviation security service providers shall be set out in a manner that meets the client's requirements with the objective of safeguarding civil aviation against acts of unlawful interference.

28.6 Security programmes for aviation security service providers shall be reviewed and updated as often as need arises or as directed by the client or the Authority and at least once every year.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER VI. MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

1. Prevention of acts of unlawful interference

1.1 Adequate measures shall be taken, when reliable information exists that an aircraft may be subjected to an act of unlawful interference:

- a) If the aircraft is on the ground, Airport Police shall safeguard the aircraft and search it in coordination with the aircraft operator for concealed weapons, explosives or other dangerous devices, articles or substances; and prior notification of the search shall be provided to the aircraft operator concerned by the airport operator; and
- b) If the aircraft is in flight, the Appropriate Authority shall provide as much prior notification as possible of the arrival of that aircraft to relevant airport authorities and air traffic services of the States concerned.

1.2 The ~~Appropriate Authority~~ airport operator shall ensure that arrangements are made to investigate, render safe or dispose of, if necessary, suspected dangerous devices or other potential hazards at airports.

1.3 The airport operator shall ensure that authorised and suitably trained personnel are readily available for deployment at every airport serving civil aviation to assist in dealing with suspected or actual cases of unlawful interference.

2. Appropriate Authority's response to acts of unlawful interference

The Appropriate Authority shall:

- a) Take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference while on the ground until their journey can be continued;
- b) Collect all pertinent information on the flight which is the subject of an act of unlawful interference and transmit that information to all other States responsible or the Air Traffic Services units concerned, including those at the airport of known or presumed destination, so that timely and appropriate safeguarding action may be taken en-route and at the aircraft's known, likely or possible destination;
- c) Provide such assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land as may be necessitated by the circumstances;
- d) To the extent practicable, ensure that an aircraft subjected to an act of unlawful seizure which has landed in Bahrain is detained on the ground unless its departure is necessitated by the overriding duty to protect human life. These measures shall recognize the grave hazard attending further flight and the importance of consultations, wherever practicable,



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

with the State of the Operator of the aircraft, and notification to the States of assumed or stated destination;

- e) Notify the State of registry of an aircraft and the State of the operator of the landing aircraft subjected to an act of unlawful interference, and shall similarly transmit, by the most expeditious means, all other relevant information to:
- i. The State of registry and the State Bahrain of the operator;
 - ii. Each State whose citizens suffered fatalities or injuries;
 - iii. Each State whose citizens were detained as hostages;
 - iv. Each State whose citizens are known to be on board the aircraft; and
 - v. The International Civil Aviation Organisation (ICAO).
- f) Re-evaluate security controls and procedures after an act of unlawful interference and in a timely manner, take action necessary to remedy weaknesses so as to prevent recurrence. These actions shall be shared with ICAO.

3. Mandatory and Confidential reporting

3.1 Every operator shall, where an act of unlawful interference occurs, immediately notify the Appropriate Authority.

3.2 Every operator and/or service provider shall in confidence submit to the Appropriate Authority:

- a) A preliminary written report, within seven days after the occurrence of an act of unlawful interference, including sabotage, threats, hijacks, incidents and disruptive and unruly passengers; and
- b) A final written report, upon completion of investigations, but within thirty days after the occurrence of an act of unlawful interference, including sabotage, threats, hijacks, incidents and disruptive passengers and unruly.

4. Notification to the International Civil Aviation Organisation

4.1 The Appropriate Authority shall, where an act of unlawful interference has occurred, provide the International Civil Aviation Organisation with a report on each incident, whether successful or unsuccessful as follows:

- a) A preliminary report, within seven thirty days after the occurrence of the act, containing all pertinent information concerning the security aspects of the occurrence; and
- b) A final report, within sixty days after completion of investigations.

4.2 The Appropriate Authority shall provide copies of reports submitted to the International Civil Aviation Organisation under this regulation to other States which may have an interest.

4.3 The Appropriate Authority shall exchange information with other Contracting States as considered appropriate on the management of response to an act of unlawful interference, at the same time supplying such information to ICAO.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

CHAPTER VII. ENFORCEMENT OF REGULATIONS

1. Unidentified baggage

Where a police officer or an aviation security officer has reasonable cause to suspect that an item of baggage or any other object may constitute a security risk, whether because it is unidentified, unattended or for any other reason, that officer may, after subjecting the baggage to security controls, including investigation and evaluation to ascertain explosives, remove the item of baggage or object and destroy it or dispose it as appropriate.

2. Power to stop passengers travelling

Where a police officer or an aviation security officer has reasonable cause to suspect that a person:

- a) Is about to embark on an aircraft in Bahrain; or
- b) Is on board an aircraft in Bahrain, and that person poses a serious threat or intends to commit an offence that amounts to an act of unlawful interference, the police officer may, with the approval of the police officer in charge at the airport or in case of an aviation security officer, with the approval of the officer in charge of the airport, prohibit that person using all reasonable means from travelling on board the aircraft by:
 - i. Preventing him or her from embarking on the aircraft;
 - ii. Removing him or her from the aircraft;
 - iii. In case of aviation security officer, arresting him or her without warrant and immediately handing him or her to police for appropriate action; or
 - iv. If the aircraft is in motion, recall the aircraft.

3. Powers and responsibilities of pilot in command

3.1 The pilot in command shall, while the aircraft is in flight, have the power and responsibility to:

- a) Protect the safety of persons and property on board;
- b) Restrain persons on board who may be a threat to safety and/or security;
- c) Disembark persons who may be a threat to safety and/or security;
- d) Search persons and baggage on an aircraft and take possession of items which could be used in connection with any act of unlawful interference;
- e) Notify authorities of Bahrain as soon as practicable and, before landing, in the territory of Bahrain; and
- f) Provide the authorities of Bahrain with evidence and information regarding the incident that necessitated the restraint and or disembarkation of a passenger.

3.2 In case of severe threat to safety by a disruptive or unruly passenger on board, the pilot in command shall have the mandate to land at the nearest suitable airport and disembark the passenger in consultation with the local authorities.

3.3 The police or person in charge of the airport shall accept delivery of persons disembarked in accordance with sub regulation (3.2) for appropriate action.



Ministry of Transportation & Telecommunications

Aviation Safety & Security Directorate

CIVIL AVIATION REGULATION (CAR002)

BCAA/CAR/002

Issue: 02 Rev: 01

Date: 04th April 2023

4. Powers of Aviation Security Officers

An Aviation Security Officer shall have powers to:

- a) Screen cargo and/or mail, persons and their personal effects, hold baggage, cabin baggage and vehicles, airport merchandize, catering supplies and stores;
- b) Prevent unauthorised persons or vehicles from accessing a security restricted area or air navigation facility;
- c) Prevent unauthorised persons from accessing aircraft;
- d) Deny transportation by air to those persons or goods deemed to be a threat to the safety of any flight;
- e) Deny access to security restricted areas or to aircraft, any person who refuses to undergo screening;
- f) Impound any vehicle or property at the airport that poses a threat to civil aviation or is suspected to be involved in or attempting to commit an act of unlawful interference; and
- g) Call for the arrest of any person who commits or attempts to commit an offence or an act of unlawful interference in accordance with Regulation (2.b, point 3 of this chapter) of these Regulations.

5. Powers of Aviation Security Inspectors

Pursuant to the provisions of Paragraph 2 of Article 32 of the Law No. (14) of 2013 is allowed access to inspectors designated by the Civil Aviation Affairs to inspect the premises, installations, equipment, and security systems as well as other resources related to civil aviation security and safety.

6. Power to enforce compliance

Pursuant to the provisions of Article 135 of the Law No. (14) of 2013, the officers of the Civil Aviation compliance as per the Ministry of Justice decree No. (111) of 2022 shall act as judicial prosecution officers in respect of offences and violations committed against the Law and its implementing regulations and decisions.