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EXTRAORDINARY

The Government of the Republic of Liberia announces that the Liberia Civil Aviation Authority, pursuant to its mandate under the Liberia Civil Aviation Act of 2019, and specifically consistent with Subchapter IV, Section 401 (10) and Subchapter V Section 501 (1-10), has issued on August 11, 2021 its Regulation N0. CAA21/FSS/J01-001/'21, herein under:

REGULATION CONCERNING AVIATION SECURITY

BY ORDER OF THE PRESIDENT

AMB. DEE-MAXWELL SAAH KEMAYAH, SR.
MINISTER OF FOREIGN AFFAIRS

MINISTRY OF FOREIGN AFFAIRS
MONROVIA, LIBERIA

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AMENDMENTS

LOCATION	DATE	DESCRIPTION

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INTRODUCTION

Part 17-A deals with aviation security programs, measures, processes, procedures and practices aimed at safeguarding civil aviation against acts of unlawful interference. In addition, Part 17-A incorporates the Standards and Recommended Practices (SARPs) as contained in Annex 17 to the Chicago Convention. . It references for guidance ICAO Doc 8973—*Aviation Security Manual*.

Part 17-A makes provision for designation of Authority, National Civil Aviation Security Programs, Aerodrome Security, Aircraft Operator Security, Cargo and Regulated Agent Security, Flight Catering Operator Security, Tenant Restricted Area Security, Quality Control and Miscellaneous Matters.

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PART 17—LIBERIA CIVIL AVIATION SECURITY REGULATION

17.1 GENERAL

- (a)** Considering that unlawful acts against the safety of International Civil Aviation jeopardizes the safety of persons and property, seriously affect the operation of air service, and undermine the confidence of the people of the world in the safety of Civil Aviation. The Liberia Civil Aviation Authority has developed this security regulation as a guide for entities within the Civil Aviation community to implement the standards and the recommended practices of ICAO in Annex 17 and other relevant Annexes of the International Civil Aviation Organization (ICAO).
- (b)** This Regulation is established to ensure:
 - (1) The protection of passengers, crew, ground personnel and the general public in all matters related to safeguarding International Civil Aviation against acts of unlawful interference;
 - (2) The capability of responding rapidly to meet any increased threat; and
 - (3) Appropriate protection of Civil Aviation Security Information, this regulation enforces the LCAA Act of 2019 which establishes the legal authority for the conduct of Civil Aviation Security within the Republic of Liberia, and may be referred to as the Liberia Civil Aviation Security Regulations.

17.1.1 APPLICABILITY

- (a)** These Regulations shall apply to :
 - (1) Operators of international airports in Liberia;
 - (2) domestic airports operators and any other aerodrome operator certified by the Authority;
 - (3) national aircraft operators;
 - (4) foreign aircraft operators;
 - (5) aerodrome tenants and/or operators of Tenant Restricted Areas at International air ports or Domestic airports;
 - (6) any person in or within the vicinity of an international airport or domestic airport, or any other aerodrome specified by the Authority;
 - (7) any person who offers goods for transport by air
 - (8) any person who provides a service to an aircraft operator;
 - (9) any person on board an aircraft;
 - (10) Government Agencies concerned with Civil Aviation Security procedures
 - (11) any organization or agency who provides air traffic services; and
 - (12) remotely Piloted Aircraft (RPA) operators.
- (b)** A list of the designated airports to which these Regulations shall also apply is contained in Appendix A.
- (c)** A list of all stakeholders to which these Regulations shall apply is contained at Appendix B.

17.1.2 **DEFINITIONS**

(a) For the purpose of this part, the following definitions shall apply:

- (1) **Acts of unlawful interference** – These are acts or attempted act which jeopardizes the safety of international civil aviation as followed:
 - (i) Unlawful seizure of an aircraft in flight or on the ground;
 - (ii) destruction of an aircraft in service ;
 - (iii) Hostage taking on board an aircraft or at aerodromes;
 - (iv) Forcible intrusions on board an aircraft at an airport or at the Premises of a civil aviation facility;
 - (v) Introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for the commission of an act of unlawful interference;
 - (vi) Use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment; or
 - (vii) Communication of false information so as to jeopardize the safety of Aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or at the premises of a civil Aviation facility;
- (2) **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, aerial advertisement, etc;
- (3) **Aerodrome** – means 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 ; For the purposes of these regulations, the following additional interpretations apply:
 - (i) **International airport** - means any aerodrome with scheduled international services offered by national and foreign aircraft operators;
 - (ii) **Designated domestic airport** - means any aerodrome with no international services, and scheduled domestic services offered by national carriers, where by virtue of a security risk assessment carried out by the Authority, the aviation Security regulations shall apply; and
 - (iii) **domestic airport** - means any aerodrome, other than those mentioned in (i) and (ii), with scheduled and non-scheduled domestic services and general aviation traffic.
- (4) **Aerodrome operator** - the holder of an airport license, issued under the Liberia Civil Aviation Regulations,
- (5) **Aerodrome or Airport Tenant**- means any enterprise that is resident at an aerodrome and offers services and products at that aerodrome;
- (6) **Aircraft** – any machine that can derive support in the atmosphere from the reaction of the air other than reaction of the air against the earth’s surface;

- (7) **Aircraft maintenance Area** – All the ground space and facilities provided for aircraft maintenance. It includes aprons, hangars, buildings, vehicle parks and roads associated with space and facilities;
- (8) **Aircraft operator**- an entity or enterprise that operates an aircraft;
- (9) **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.
- (10) **Aircraft security search**- A thorough inspection of the interior and exterior of the aircraft for the purpose of discovering suspicious objects, weapons, explosives or other dangerous devices, articles or substances.
- (11) **Aircraft Stand** – A designated area on an apron intended to be used for parking an aircraft;
- (12) **Airside** – The movement area of an airport adjacent terrain and buildings or portions thereof, access to which is controlled;
- (13) **Appropriate Authority or Authority** - means the Liberia Civil Aviation Authority (LCAA), as specified to ICAO as the body responsible for the co-ordination of the development implementation, and maintenance of the Liberia Civil Aviation Security Program;
- (14) **Audit** - shall mean any procedure or process used to monitor compliance undertaken at national level by the LCAA. It covers security audits, inspections, surveys, tests and investigations;
- (15) **Auditor** - any person conducting audits at national International levels;
- (16) **Aviation security officer**- means
 - (i) A person who is trained in accordance with the security training requirements of the National Civil Aviation Security Training Program and who has been appointed as a security officer by an aerodrome operator, aircraft operator or aerodrome tenant; and
 - (ii) any member of the (Police and/or Military) when assigned aerodrome security duties;
- (17) **Aviation security screening officer** - a person who by virtue of his training has been employed by the aerodrome operator, aircraft operator, or aerodrome tenant to carry out aviation security screening duties;, and who has been certified as such by the Authority.
- (18) **Background check**- A check of a person’s identity and previous experience, including where legally permissible, any criminal history, as part of the assessment of an individual’s suitability to implement a security control and/or for unescorted access to a security restricted area.
- (19) **Cargo** - any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage;
- (20) **Carry-on baggage** - luggage and personal belongings to which a person will

- have access while on board an aircraft;
- (21) **catering stores** - all items, other than catering supplies, associated with passenger in-flight services, that includes newspapers, magazines, headphones, audio and video tapes, pillows and blankets, and amenity kits;
 - (22) **Catering supplies** - food, beverages, other dry stores and associated equipment used on board an aircraft;
 - (23) **Certification**- A formal evaluation and confirmation by or on behalf of the Authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the Authority;
 - (24) **Checked baggage** - luggage and personal belongings accepted for transportation by an aircraft operator which is loaded into the hold of the aircraft, and to which a person will not have access while on board an aircraft;
 - (25) **Commercial air transport operation** - an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.
 - (26) **Corporate aviation**- The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot employed to fly the aircraft. (Note that corporate aviation is a subset of general aviation.)
 - (27) **Dangerous goods** - articles or substances which are capable of posing significant risk to health, safety, property or the environment and which are classified according to the International Civil Aviation Organization Technical Instructions for the safe transport of goods by air.
 - (28) **Deficiency** - the failure to comply with aviation security requirements;
 - (29) **Director General** - the Director General of the Liberia Civil Aviation Authority;
 - (30) **Enhanced Security Restricted Area**- means those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, the screening of persons and any items they may have in their possession are conducted.
 - (31) **Escort** - to accompany or supervise an individual who does not have unescorted access to areas restricted for security purposes, as identified in the Airport Operator or Aerodrome Operator Security Program;
 - (32) **Explosive** – A substance that bursts violently and produces fireworks which is harmful and destructive;
 - (33) **Firearm** - a gun that can be carried;
 - (34) **Foreign Air Operator**- means an aircraft operator who conducts international air transport operations under the terms of an air operator certificate issued by a State other than Liberia;
 - (35) **Flight catering operator** - any enterprise that provides catering supplies for consumption on board an aircraft in flight engaged in the carriage of

passengers;

- (36) **General aviation** - an aircraft operation other than a commercial air transport operation or an aerial work operation;
- (37) **Goods** - personal belongings, baggage, cargo, mail, article, thing or conveyance that may be taken or placed on board an aircraft or taken into a restricted area;
- (38) **Heliport**- means an aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movements of helicopters;
- (39) **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. Regardless of whether the cargo or mail comes from a known or unknown entity, a State's specific intelligence about a consignment may render it as high risk.
- (40) **Human Factors principles**- Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;
- (41) **Human performance**- Human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations;
- (42) **Incendiary device** - an object, other than a match or a cigarette lighter, that is fabricated with combustible materials and when ignited may cause fire, damage to property or inflict burn injuries on individuals;
- (43) **In-flight Security Officer** - a person who is employed and trained by The Liberia Civil Aviation Authority, an aircraft operator, or by a State of registry of an aircraft, to travel on an aircraft for the purpose protecting that aircraft and its occupants against acts of unlawful interference, this excludes persons employed to provide protection for a VIPs travelling on an aircraft;
- (44) **Inspection** - an examination of the implementation of one or more aspects of security measures and procedures in order to determine their effectiveness;
- (45) **Investigation**- an examination of a security incident and an Explanation of its cause in order to avoid recurrence and to consider legal Action if need be;
- (46) **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;
- (47) **Loaded Firearm**- means a fire arm which has inserted in it alive round of ammunition, cartridge in the chamber or in a clip, magazine or cylinder ;
- (48) **Minister** - means the Honourable minister responsible for Aviation. e.g. Minister of Transport;
- (49) **National Aircraft Operator**- means an aircraft operator operating under the authority of an air operators certificate issued by the Liberian Civil Aviation Authority;

- (50) **Person with disabilities**- Any person whose mobility when using air transport is reduced due to any physical disability (sensory or locomotors, permanent or temporary), intellectual disability or impairment, or any other cause of disability, or age” whose situation needs special attention and the adaptation to the person's needs of the services made available to all passengers.
- (51) **Person in custody** - a person who is for the time being under the Control of a law enforcement officer;
- (52) **Personal search** - a search of the clothing of a person and personal Belongings for prohibited items by a designated aviation security officer, an Aviation security screening officer or a member of the Liberia National Police assigned at an airport;
- (53) **Prohibited Items**- means articles or items which are, in the specific context of aviation security, defined as those articles, devises or substances which may be used to commit an act of unlawful interference against Civil Aviation or which may endanger the safety of an aircraft and its occupants, installations or the public.
- (54) **Quality control program** – shall mean the National Civil Aviation Security quality control program;
- (55) **Record**- includes any writing, drawing, map, tape, film, photograph, or other Means by which information is preserved;
- (56) **Regulated agent** - an agent, freight forwarder or any other entity who Conducts business with an aircraft operator and provides security controls that Are accepted or authorized by the Appropriate Authority in respect of cargo, Courier and express parcels or mail;
- (57) **Restricted area** - any area of an aerodrome that is identified as an area To which access is restricted to authorized persons;
- (58) **Restricted area permit** - a document issued by the designated airport permit issuing authority, that entitles the holder to have access to a specific restricted area of an aerodrome during a specified period;
- (59) **Screening** - the application of technical or other means which are Intended to detect weapons, explosives or other prohibited items which have Been designated as dangerous to aviation security;
- (60) **Screening staff**- includes aviation security screening officer;
- (61) **Security**- Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources.
- (62) **Security audit** - an in-depth compliance examination of all aspects of the implementation of the national civil aviation security program.
- (63) **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.

- (64) **Security Directive**- means a formal written notification from the Director of LCAA requiring the recipient to take such security measures as are specified within the directive ;
- (65) **Security incident**- an occurrence with negative implications for The security and safety of persons and property;
- (66) **Security inspection**- An examination of the implementation of relevant national civil aviation security program requirements by an airline, airport, or other entity involved in security.
- (67) **Security program** - a written document developed by an entity within the civil aviation community, which described the security measures and procedures to safeguard civil aviation against acts of unlawful interference.
- (68) **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. Such areas will normally include, *inter alia*, all commercial aviation passenger departure areas between the screening checkpoint and the aircraft, the ramp, baggage make-up areas, including those where aircraft are being brought into service and screened baggage and cargo are present, cargo sheds, mail centers, airside catering and aircraft cleaning premises.
- (69) **Security survey**- An evaluation of security needs including the identification of vulnerabilities which could be exploited to carry out an act of unlawful interference, and the recommendation of corrective actions.
- (70) **Security test**- A covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act.
- (71) **Sterile area** -means:
- (i) an area within a restricted area to which access is controlled by the inspection of persons and property in accordance with these Regulations and
 - (ii) a facility within a restricted area of an aerodrome accessible to Screened persons and set apart to facilitate security control of persons embarking and disembarking aircraft;
- (72) **Security test**- A covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act.
- (73) **Transfer cargo and mail**- Cargo and mail departing on an aircraft other than that on which it arrived.
- (74) **Transfer Passenger**- means a passenger making direct connection between two different flights;
- (75) **Transit Passenger**- means a passenger departing from an aerodrome on the same flight on which he arrived;
- (76) **Unidentified baggage**- Baggage at an airport, with or without a baggage tag, which

is not picked up by or identified with a passenger.

(77) **Unpredictability**- means 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;

(78) **Weapon** - any article, a knife, firearm or anything used or capable of inflicting harm;

17.2 AUTHORITY AND NATIONAL CIVIL AVIATION SECURITY PROGRAM

17.2.1 APPROPRIATE AUTHORITY

- (a) The Liberia Civil Aviation Authority (LCAA) is designated as the appropriate Authority for Civil aviation security within the Republic of Liberia, and shall specify this to the International Civil Aviation Organization (ICAO). The Authority is hereby responsible for the development and maintenance of the national civil aviation security program.
- (b) The Authority shall establish and monitor the implementation of a written national civil aviation security program designed to safeguard civil aviation operations against acts of unlawful interference which takes into account the safety of passengers, crew, ground personnel and the general public including regularity and efficiency of flights. This should be done in accordance with Chapter 2 of Annex 17 and Subchapter V (502) of the LCAA Act of 2019 and Chapter IV (4.2.3. a.) of the National Civil Aviation Security Program. The implementation of the written national civil aviation security program shall be capable of responding rapidly to meet any increased security threat.
- (c) The national civil aviation security program shall be the repository of national policy of the Republic of Liberia with regard to civil aviation security measures implemented within Liberia and on Liberian registered aircraft, and shall specify the agencies responsible for the implementation of that policy.
- (d) The "Authority" shall establish procedures, to monitor the implementation of the Standards and Regulated Practices of Annex 17, the national civil aviation security program, the airports operators' security programs the aircraft operator security program and the security programs of all entities involved with the movement people and property. For the purpose of safeguarding civil aviation operations against acts of unlawful interference.
- (e) Any person assigned responsibility for a specific function or task within the national civil aviation security program who fails to carry out that function or task to the standard specified in the national civil aviation security program, commits an offence under these Regulations, and upon conviction may be liable to a fine as specified in Part 1 of the Liberia Civil Aviation Regulations.

17.2.2 NATIONAL CIVIL AVIATION SECURITY COMMITTEE

- (a) There is established for the purposes of these regulations, a National Civil Aviation Security Committee.
- (b) The National Civil Aviation Security Committee shall –
 - (1) approve the National Civil Aviation Security Program setting out the Government's security policy in respect of civil aviation within the Republic of Liberia and Liberian civil aircraft overseas, and the necessary standards and guidelines for security;
 - (2) coordinate security activities between the departments, agencies and other entities

of the State, airport and aircraft operators and other entities concerned with or responsible for the implementation of various aspects of the National Civil Aviation Security Program;

- (3) in the event of an act of unlawful interference, make arrangement to provide ICAO with all relevant information concerning the security aspects of the act of unlawful interference as soon as practicable after the act is resolved;
- (4) after the occurrence of an act of unlawful interference, re-evaluate security controls and procedures and in a timely fashion, take action necessary to remedy weaknesses so as to prevent recurrence; and
- (5) make arrangement to inform ICAO of any action taken under sub paragraph (4).
- (6) Membership of the national civil aviation security committee shall be decided upon by the President of Liberia. In appointing members of the National Civil Aviation Security Committee, ensure that it comprises one member each from the following departments, agencies or organizations:
 - (i) The Ministry of Transport
 - (ii) The Ministry of National Defence
 - (iii) The National Security Agency
 - (iv) The Liberia Civil Aviation Authority
 - (v) The Liberia Airport Authority
 - (vi) The Ministry of Justice
 - (vii) The Ministry of State for Presidential Affairs
 - (viii) The National Security Advisor
 - (ix) The Ministry of Foreign Affairs
 - (x) The Liberia National Police
 - (xi) The Liberia Immigration Service
 - (xii) The Liberia Drug Enforcement Agency
 - (xiii) The Executive Protection Service
 - (xiv) The Liberia Revenue Authority (Bureau of Customs)
 - (xv) The Ministry of Agriculture (Plant Quarantine Section)
 - (xvi) The Ministry of Health and Social Welfare
 - (xvii) The Ministry of Post and Telecommunications
 - (xviii) The Aircraft Operators' Representative
- (7) The National Civil Aviation Security Committee may co-opt any other person with specialized knowledge of a matter under consideration by it to be present at any of its meetings.
- (8) The members of the National Civil Aviation Security Committee shall hold office on terms and conditions stipulated under the Civil Aviation (Security) Regulations and as may be recommended by the Authority and specified in their instruments of appointment.
- (9) In keeping with the Liberia Civil Aviation Authority Act of 2019 (505.1) the President shall appoint the Chairperson of the Committee.
- (10) In the absence of appointment or pending appointment by sitting President, the person serving in the capacity of the previously appointed Chairman of the NCASC shall serve as such, or one shall be elected by the members present (See Point 14) upon meeting initiated by the Secretary of the Committee.

- (11) The Director General of the Authority shall be the Secretary of the Committee.
- (12) The National Civil Aviation 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 in that meeting.
- (13) The National Civil Aviation Security Committee shall meet for the discharge of its functions as often as is necessary, at a time and place specified by the Chairperson, and in any case, shall meet biannually.
- (14) The Chairperson shall preside at all meetings of the National Civil Aviation Security Committee and in his or her absence, a member elected by the members present shall preside.
- (15) The National Civil Aviation Security Committee shall regulate its meetings in such manner as it deems fit and a third members including at least 6 members from those specified under 17.2.2.b.(6) above, shall constitute a quorum. However, a quorum of 6 should endeavor to include representatives of the following 3 entities: NSA, LCAA and LAA. If representatives of any two of the three mentioned entities are lacking, 9 members constitutes a quorum.
- (16) The National Civil Aviation Security Committee may issue directions, not inconsistent with these regulations to the Authority on any issue concerning security, and the Authority shall comply with such directions.

17.3 SECURITY PROGRAMS

17.3.1 GENERAL CONDITIONS FOR SECURITY PROGRAMS

- (a)** An international airport operator or domestic airport operator shall not operate the aerodrome specified in his aerodrome license unless he has submitted, for such aerodrome, a proposed Airport Security Program, which meets the requirements of these Regulations and that of Annex 17, and Appendix 13 of the ICAO aviation security Manual Doc. 8973 for acceptance and subsequent approval by the Authority.
- (b)** A person shall not operate a heliport within Liberia unless he/she has submitted a proposed Heliport Security Program which meets the requirements of these regulations for acceptance and subsequent approval by the Authority.
- (c)** A person shall not operate a Liberian registered aircraft within Liberia or internationally unless he has submitted a proposed Aircraft Operator Security Program for his/her operations, to the Authority for its acceptance and subsequent approval.
- (d)** A foreign aircraft operator shall not conduct operations in Liberia unless he has submitted a proposed Airline Operator Security Program as part of his application for air services to the Authority for its acceptance.
- (e)** An organization or agency shall not provide air traffic services unless such organization or agency has submitted a proposed air traffic service provider security program which meets the requirement of this regulation for acceptance and subsequent approval by the Authority.
- (f)** A person shall not operate an enterprise or an organization whose purpose is the movement of cargo by air, within and through Liberia, unless he has submitted a proposed Air Cargo Operator Security Program for his operations to the Authority for its acceptance and subsequent approval or has satisfied the Authority that appropriate security controls are in place for each consignment of cargo to safeguard aircraft against an act of unlawful

interference.

- (g)** A person shall not operate an enterprise or an organization whose purpose is the provision of catering supplies and stores for use in air transport within and through Liberia unless he has submitted a proposed Flight Catering Operator Security Program for his operations to the appropriate airport authority and to the Authority for its acceptance and subsequent approval.
- (h)** A person shall not operate an enterprise or an organization whose purpose is the provision of aviation services at any airport within Liberia, unless he has submitted a proposed Aviation Service Provider Security Program for his operations to the Authority for its acceptance and subsequent approval.
- (i)** A person shall not operate an enterprise or an organization which provides a service at, or connected with, any airport within Liberia, whether or not that service provider occupies land deemed to be a Tenant Restricted Area under the appropriate Airport (Restricted Area) Bye-Laws, unless he has submitted a proposed Tenant Restricted Area Security Program for his operations, to the aerodrome operator for its acceptance and subsequent approval.
- (j)** Proposed security program required to be approved by the Authority shall:
 - (1) be submitted in writing at least sixty(60) days before the intended date of operations:
 - (2) meet the requirements of these regulations
- (k)** A security program under these Regulations shall be signed by the applicant and provide for the safety of the :
 - (1) passengers, crew and their property;
 - (2) the aircraft;
 - (3) operating staff associated with the facility or aircraft; and
 - (4) related aviation support facilities ; against acts of unlawful interference.

17.3.2 ADDITIONAL REQUIREMENTS FOR APPLICATIONS

- (a)** Where a person, under 17.3.1, submits a security program as part of his application for:
 - (1) an aerodrome certificate issued under Part 13 of these Regulations;
 - (2) an Air Operator Certificate issued under Part 9 of these Regulations; and
 - (3) a Foreign air operator operations specifications authorization under the appropriate Liberia CAA legislation; he shall in addition to meeting the requirements of the respective regulations above, meet the requirements of his security program under this Part.

17.3.3 ACCEPTANCE OF SECURITY PROGRAM

- (a)** Where the Director General is satisfied that a proposed security program submitted meets the requirements of these regulations and does not conflict with the National Civil Aviation Security Program, he /she may accept such proposed security program.

- (b) Where the Director General determines that a proposed security programme submitted requires modification he may direct the applicant to modify and re-submit the proposed security program for acceptance and approval.
- (c) An acceptance under this Regulation does not authorize the aerodrome operator, aircraft operator, air traffic service provider, regulated agent, flight catering operator or Tenant Restricted Area operator to use his proposed security program, submitted for approval under these Regulations, until such program is evaluated and approved for use.
- (d) where the Director General is satisfied that the submitted security program does not meet the requirements of these regulations and is in conflict with the National Civil Aviation Security Program, then such Security Program will not be approved and the aerodrome operator, aircraft operator, flight catering operator, aviation service provider, regulated agent, or Tenant Restricted Area operator if he continues operations, commits an offence and is subject to the penalties outlined in Liberia Civil Aviation Regulations part 1.

17.3.4 CONTENTS OF AN AERODROME OPERATOR SECURITY PROGRAMME

- (a) An Aerodrome Operator Security Program required under 17.3.1. and 17.3.2. in respect of a licensed aerodrome shall be designed to describe the measures in place to safeguard that airport against acts of unlawful interference and shall be in such form, manner and content as specified in the National Civil Aviation Security Program.
- (b) An Aerodrome Operator Security Program under 17.3.4 (a), shall be accompanied by a current scale map of the aerodrome.

17.3.5 DEVELOPMENT OF SECURITY MEASURES

- (a) An Aerodrome Operator Security Program under 17.3.1. shall take into consideration the needs of all aviation stake holders, including:
 - (1) reasonable access to aerodrome facilities and aircraft ; and
 - (2) the optimizing of aerodrome security arrangements in his development, renovation and expansion plans.

17.3.6 APPROVAL OF AERODROME OPERATOR SECURITY PROGRAM

- (a) An aerodrome operator shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) An aerodrome operator shall notify the Authority of the commencement of the implementation of its approved Aerodrome Operator Security Program.

17.3.7 CONTENTS OF AN AIRCRAFT OPERATOR SECURITY PROGRAM

- (a) An Aircraft Operator Security Program required under 17.3.1. and 17.3.2. shall meet the requirements of the National Civil Aviation Security Program and shall be in such form, manner and content as specified in the National Civil Aviation Security Program

17.3.8 DEVELOPMENT OF SECURITY MEASURES

- (a) In addition to the requirements spelt out in 17.3.7, an Aircraft Operator Security Program shall include the provisions to meet :
 - (1) its international obligations where applicable;

- (2) national obligations under the Act or Regulations made thereunder; and
- (3) the requirement of the National Civil Aviation Security Program.

17.3.9 APPROVAL OF AIRCRAFT OPERATOR SECURITY PROGRAM

- (a) An aircraft operator shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) An aerodrome operator shall notify the Authority of the commencement of the implementation of its approved Aerodrome Operator Security Program.
- (c) Remotely Piloted Aircraft (RPA) shall have the same security procedures as aircraft operator.

17.3.10 CONTENTS OF AN AIR TRAFFIC SERVICE PROVIDER SECURITY PROGRAM

- (a) An Air Traffic Service Provider shall ensure that his Security Provisions contain adequate procedures to meet the requirements of the National Civil Aviation Security Program and his national obligations under the Act or Regulations made hereunder.
- (b) An Air Traffic Service Provider shall ensure that his Security Provisions shall be designed to describe the measures in place to safeguard that facility against acts of unlawful interference and shall be in such form, manner and content as specified in the National Civil Aviation Security Programme.

17.3.11 DEVELOPMENT OF SECURITY MEASURES

- (a) An air traffic services provider Security Program under 17.3.1. shall include the provisions to meet:
 - (1) its international obligations;
 - (2) national obligations under the Act or Regulations made thereunder; and
 - (3) the requirement of the National Civil Aviation Security Program.

17.3.12 APPROVAL OF AIRTRAFFIC SERVICE PROVIDER SECURITY PROGRAM

- (a) An air traffic services provider shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) An air traffic services provider shall notify the Authority of the commencement of the implementation of its air traffic services provider Security Program.

17.3.13 CONTENTS OF A REGULATED AGENT SECURITY PROGRAM

- (a) A regulated agent shall insure that his Regulated Agent Security Program contains:
 - (1) provisions to meet the requirements of the National Civil Aviation Security Program and his national obligations under the Act or Regulations made hereunder; and
 - (2) include details of procedures for:
 - (i) ensuring the security of goods accepted by him and under his control;
 - (ii) ensuring the security of his buildings, premises, transport facilities and cargo warehouses;

- (iii) ensuring the security of goods during the transfer from one facility to another;
- (iv) recruitment and training of staff involved in the handling of goods; and
- (v) incident reporting

17.3.14 APPROVAL OF REGULATED AGENT SECURITY PROGRAM

- (a) A regulated agent shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) A regulated agent shall notify the Authority of the commencement of the implementation of its regulated agent Security Program.

17.3.15 CONTENTS OF AIR CARGO OPERATOR SECURITY PROGRAM

- (a) An Air Cargo Operator Security Program required under 17.3.1. shall meet the requirements of the National Civil Aviation Security Program and shall be in such form, manner and content as specified in the National Civil Aviation Security Program.

17.3.16 DEVELOPMENT OF SECURITY MEASURES

- (a) An air Cargo Operator Security Program under 17.3.1. shall include the provisions to meet:
 - (1) its international obligations;
 - (2) national obligations under the Act or Regulations made thereunder; and
 - (3) the requirement of the National Civil Aviation Security Program.

17.3.17 APPROVAL OF AIR CARGO OPERATOR SECURITY PROGRAM

- (a) An air Cargo Operator shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) An air Cargo Operator shall notify the Authority of the commencement of the implementation of its Air Cargo Operator Security Program.

17.3.18 CONTENTS OF FLIGHT CATERING OPERATOR SECURITY PROGRAM

- (a) A Flight Catering Operator Security Program required under 17.3.1. shall meet the requirements of the National Civil Aviation Security Program and shall be in such form, manner and content as specified in the National Civil Aviation Security Program.
- (b) A Flight Catering Operator Security Program shall be accompanied by a current scale map of the flight catering facility area of operations.

17.3.19 DEVELOPMENT OF SECURITY MEASURES

- (a) A Flight Catering Operator Security Program under 17.3.1. shall include the provisions to meet:
 - (1) its international obligations;
 - (2) national obligations under the Act or Regulations made thereunder; and
 - (3) the requirement of the National Civil Aviation Security Program.

17.3.20 APPROVAL OF A FLIGHT CATERING OPERATOR SECURITY PROGRAM

- (a) A Flight Catering Operator shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) A Flight Catering Operator shall notify the Authority of the commencement of the implementation of its A Flight Catering Operator Security Program.

17.3.21 CONTENTS OF A TENANT RESTRICTED AREA SECURITY PROGRAM

- (a) A Tenant Restricted Area Security Program required under 17.3.1. shall meet the requirements of the National Civil Aviation Security Program and shall be in such form, manner and content as specified in the National Civil Aviation Security Program.
- (b) The Tenant Restricted Area Security Program shall be accompanied by a current scale map of the Tenant Restricted Area as required and produced under the appropriate Airport(Restricted Area) Bye-laws.

17.3.22 DEVELOPMENT OF SECURITY MEASURES

- (a) A Tenant Restricted Area Security Program under 17.3.1. shall include the provisions to meet:
 - (1) its international obligations;
 - (2) national obligations under the Act or Regulations made thereunder; and
 - (3) the requirement of the National Civil Aviation Security Program.

17.3.23 APPROVAL OF A TENANT RESTRICTED AREA SECURITY PROGRAM

- (a) A Tenant Restricted Area shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.
- (b) A Tenant Restricted Area shall notify the Authority of the commencement of the implementation of its Tenant Restricted Area Security Program.

17.3.24 CONTENTS OF OTHER ALLIED AVIATION SERVICE PROVIDERS SECURITY PROGRAM

- (a) Other Allied Aviation Service Providers Security Program required under 17.3.1. shall meet the requirements of the National Civil Aviation Security Program and shall be in such form, manner and content as specified in the National Civil Aviation Security Program.

17.3.25 DEVELOPMENT OF SECURITY MEASURES

- (a) Other Allied Aviation Service Providers Security Program under 17.3.1. shall include the provisions to meet:
 - (1) its international obligations;
 - (2) national obligations under the Act or Regulations made thereunder; and
 - (3) the requirement of the National Civil Aviation Security Program.

17.3.26 APPROVAL OF OTHER ALLIED AVIATION SERVICE PROVIDERS SECURITY PROGRAM

- (a) An other Allied Aviation Service Provider shall within thirty days of approval of its security program ensure that the program is implemented and in full operation.

- (b) An other Allied Aviation Service Provider shall notify the Authority of the commencement of the implementation of its A Flight Catering Operator Security Program.

17.4 MODIFICATIONS TO OPERATIONAL PARTICULARS AFFECTING SECURITY

- (a) Where a security program has been approved (hereinafter referred to as “an approved Security Program”), the aerodrome operator, aircraft operator, air traffic service provider, regulated agent, air cargo operator, flight catering operator, other allied aviation service provider or tenant restricted area operator where applicable shall follow the procedures in under 17.4(b) whenever he determines:

- (1) in respect of an aerodrome operator:

- (i) any description of the aerodrome area set out in such Aerodrome Operator Security Program is no longer accurate ; and
- (ii) the changes to the designation of the Aerodrome Security Coordinator required under 17.7.15;

- (2) any description of his operations set out in his program is no longer accurate, the procedures included, and the facilities and equipment described, in such Aerodrome Operator Security program are no longer adequate.

- (b) Whenever a condition described in 17.4(a) occurs, the aerodrome operator, aircraft operator, air traffic service provider, regulated agent, air cargo operator, flight catering operator, other allied aviation service provider or tenant restricted area operator where applicable shall :

- (1) immediately notify the Authority of the changed condition, and identify each interim measure being taken to maintain adequate security until approval is granted for an appropriate amendment to his approved Security Program; and
- (2) within thirty days after notifying the Authority in accordance with paragraph (1), submit for approval in accordance with 17.7.1 an amendment to his Security Program to bring it in to compliance with these Regulations.

17.5 AMENDMENT OF APPROVED SECURITY PROGRAMME BY AERODROME OPERATOR, AIRCRAFT OPERATOR, AIRTRAFFIC SERVICE PROVIDER, REGULATED AGENT, AIR CARGO OPERATOR, FLIGHT CATERING OPERATOR, OTHER ALLIED AVIATION SERVICE PROVIDER ANDTENANT RESTRICTED AREA OPERATOR.

- (a) Where an entity wishes to amend its approved Security Program, it shall submit the request for such approval to the Authority at least thirty days before the proposed effective date of intended implementation of the amended approved Security Program.
- (b) When the Authority is satisfied that the proposed amendment to the approved Security Program provides the level of security required by these Regulations, the Authority shall approve the amended approved Security Program.

17.6 AMENDMENT OF APPROVED SECURITY PROGRAMME BY THE AUTHORITY

- (a) The Authority may require an entity to amend its approved Security Program, where it is determined that safety and public interest require the amendment.

- (b) Except in an emergency as provided in 17.6(e) where the Authority requires an entity to amend its approved Security Program under 17.6(a) the Authority shall notify the entity in writing of the required amendment and allow a period of thirty days from the date contained in the notice, for a written response from such entity.
- (c) Upon receipt of a notice of a proposed amendment under 17.6(b) the entity may submit an alternative amendment to his approved Security Program which meets the intent of the required amendment under 17.6(b) for consideration by the Authority.
- (d) When the Authority is satisfied that the alternative amendment submitted under 17.6(c) would provide an overall level of security equal to that required by the Authority, the Authority may approve the alternative amendment to the approved Security Program.
- (e) Where the Authority determines that an emergency exists which requires immediate action that makes the procedure in 17.6(b) and 17.6(c) impracticable or contrary to the public interest and safety, the Authority may direct the entity to deviate in a specified manner from its approved security program in the area of concern, for a specified period.

17.7 AERODROME SECURITY

17.7.1 AERODROME OPERATOR RESPONSIBILITIES

- (a) An aerodrome operator shall, prior to the implementation of any renovation and expansion works to his aerodrome or the construction of additional aerodrome facilities at the same location, submit to the Authority a revision of his measures designed to safeguard against acts of unlawful interference which may arise.
- (b) Where a foreign aircraft operator uses the aerodrome facilities of an aerodrome operator, the Authority may, in co-ordination with the aerodrome operator, approve an inspection by the entity responsible for aviation security of the Contracting State of such foreign aircraft operator in order to assess the adequacy of the security measures.
- (c) An aerodrome operator shall keep at the aerodrome a current scale map of the aerodrome that identifies the restricted areas in accordance with the appropriate Airport (Restricted Area) Bye-laws, security barriers and restricted area access points.

17.7.2 AERODROME SECURITY COMMITTEE

- (a) An aerodrome operator shall establish an Aerodrome Security Committee to ensure the implementation of any national civil aviation security initiatives that may be required by the Authority from time to time.
- (b) An Aerodrome Security Committee under 17.4(a) shall comprise of those representatives stipulated within the respective Aerodrome operator Security Programs approved by the Authority.

17.7.3 AVIATION SECURITY OFFICERS AND AVIATION SECURITY SCREENING OFFICERS

- (a) An aerodrome operator shall provide aviation security officers and aviation security screening officers, in the number and in a manner adequate to support:
 - (1) its Aerodrome Operator Security Program; and
 - (2) each passenger screening system required under any Part of these Regulations.
- (b) An aerodrome operator shall ensure that an aviation security officer or aviation security

screening officer under its employment:

- (1) abstains from the consumption of alcoholic beverages or other substances prohibited by law while assigned to duty ; and
 - (2) is readily identifiable by uniform and displays or carries a badge or other identification of his/her authority while assigned to duty ; and
 - (3) has completed a training program that meets the requirements in 17.7.3(f).
- (c)** An aerodrome operator shall ensure that an aviation security officer or aviation security screening officer under its employment:
- (1) is authorized to carry out the duties and functions assigned to him/her ; and
 - (2) conducts security duties in accordance with the applicable provisions of these Regulations.
- (d)** An aviation security officer or aviation security screening officer shall, while on duty at an aerodrome, have the authority to arrest with or without a warrant, any person, who committed:
- (1) a crime ; or
 - (2) an offence against any of these Regulations or the appropriate Airport (Restricted Area) Bye-laws in force.
- (e)** Any person who obstructs, insults, intimidates or performs any act of violence against an aviation security officer or aviation security screening officer, while that officer is on duty at an aerodrome is guilty of an offence and shall upon conviction be liable to a penalty as specified in Part 1 to these Regulations.
- (f)** The training program required by 17.7.3(b)(3) shall provide training in the subjects specified within the approved Aerodrome Operators Security Program and shall meet the training standards specified by the Authority.

17.7.4 **EMPLOYER'S RESPONSIBILITY**

- (a)** An aerodrome operator shall not employ any person as an aviation security officer or aviation security screening officer unless:
- (1) such person meets the requirements of these Regulations;
 - (2) such person has been trained in accordance with the requirements of these Regulations, where his duties are in respect to screening of passengers, crew, baggage and mail ; and
 - (3) where employed by the aerodrome tenant as an aviation security officer, such person is approved by the aerodrome operator.
- (b)** An aerodrome operator shall insure that:
- (1) initial and periodic background checks are performed in respect of each aviation security officer and aviation security screening officer ; and

- (2) initial and recurrent training on aviation security is received by each aviation security officer and aviation security screening officer in his employment.
- (c) An aerodrome operator shall keep an accurate record of the initial and periodic background check, experience and training of an aviation security officer and aviation security screening officer in his employment and such record shall be retained for the duration of his employment and thereafter for a period of one year.

17.7.5 **SUPPORT FROM MEMBERS OF THE LIBERIA NATIONAL POLICE (LNP)**

- (a) At each aerodrome certified by the Authority, members of the Liberia National Police shall be deployed in support of the aerodrome security personnel to provide an armed response capability to prevent the occurrence of acts of unlawful interference.
- (b) The deployment of these members of the Police will be in accordance with the measures described within the appropriate aerodrome security program.

17.7.6 **REQUIREMENT FOR SCREENING**

- (a) Every person entering a sterile area, or enhanced security restricted area, at any aerodrome to which these Regulations apply, as specified within the appropriate aerodrome security program, is required to be screened, including any carry-on baggage, goods or other articles in their possession.
- (b) Vehicles entering Security Restricted Areas together with items contained within them, shall be screened or subjected to other appropriate security controls.
- (c) An organization approved by the Authority to carry out screening functions shall ensure that any person who acts or will act as a screening officer for it or on its behalf meets the minimum standard set out by the Authority, as amended from time to time.
- (d) An aircraft operator shall not transport a person or goods that must be screened in accordance with 17.7.6(a) unless the person or goods have been screened in accordance with this regulation.
- (e) A person who must be screened under 17.7.6(a) must not circumvent a screening of their person or goods or other things in their possession or control or a vehicle under their care or control or assist another person who must be screened in circumventing a screening of that person or goods or other things in that person's possession or control or a vehicle under that person's care or control.
- (f) A person(s) who is at an aerodrome or on board an aircraft must not falsely declare that :
 - (1) they are carrying a weapon, an explosive substance, an incendiary device or other dangerous item that could be used to jeopardize the security of an aerodrome or aircraft or that such an item is contained in goods or other things in their possession or control or in a vehicle under their care or control that they have tendered or are tendering for screening or transportation; or
 - (2) another person who is at the aerodrome or on board an aircraft is carrying a weapon, an explosive substance, an incendiary device or other dangerous item that could be used to jeopardize the security of an aerodrome or aircraft or that such an item is contained in goods or other things in that person's possession or control or

in a vehicle under their care or control and is being tendered or has been tendered for screening or transportation.

- (g) Notwithstanding 17.7.6(a), the Authority may, exempt such persons as he deems appropriate from the requirements to be screened. Any exemption made under this Regulation shall be promulgated in the National Civil Aviation Security Program.

17.7.7 REFUSAL OF SCREENING

- (a) Subject to 17.7.6(g), any person who refuses to allow himself and his carry-on baggage, goods or other articles in his possession to be screened will be denied access to the enhanced security restricted area or sterile area.
- (b) Where, after entering an enhanced security restricted area or sterile area, a person who is required by an aviation security officer or aviation security screening officer, to submit to screening of his person, goods, vehicle or means of conveyance refuses such a search, the aviation security officer or aviation security screening officer shall order such person to leave the enhanced security restricted area or sterile area and remove the goods, vehicle or means of conveyance in his possession from the enhanced security restricted area or sterile area.
- (c) Where, after having boarded an aircraft, a passenger is required by an aviation security officer or aviation security screening officer to submit to the screening of his person, or of the goods that he carried or had placed on board the aircraft and he refuses such a screening, the aviation security officer or aviation security screening officer shall order such person to disembark the aircraft and remove the carry-on baggage, goods or checked baggage of such person.

17.7.8 INACCOMPANIED BAGGAGE

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

17.7.9 UNATTENDED BAGGAGE

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

17.7.10 SECURITY INCIDENTS

- (a) An aerodrome operator, aircraft operator, aerodrome tenant, air cargo operator or regulated agent shall immediately notify an aviation security officer, aviation security screening officer, or a Police officer when there is :
 - (1) the discovery of an unauthorized firearm other than an unloaded firearm allowed under the security program of an aircraft operator;
 - (2) the discovery, at the aerodrome, or on board an aircraft, of an explosive substance or an incendiary device or a suspected explosive substance or suspected incendiary

device ;

- (3) refusal by a person to submit to the security screening required under these Regulations ;
- (4) refusal by a person to remove himself and his goods from a restricted area when so ordered by an aviation security officer ;
- (5) a report of unattended baggage located in his area of responsibility ;
- (6) a report of suspicious packages, articles or goods in his area of responsibility ; or
- (7) a specific threat against the aerodrome comes to his attention.

(b) An aerodrome operator shall investigate any of the reported security incidents set out in 17.7.10(a) and provide a report of the incident to the Authority in accordance with procedures set out in his approved Aerodrome Operator Security Program.

17.7.11 **RECORDS**

(a) An aerodrome operator shall ensure that a record of every security incident is kept at his aerodrome.

(b) A record required to be kept under 17.7.11(a) shall :

- (1) be kept for a minimum of ninety days;
- (2) be made available to the Authority up on request ; and
- (3) include the number :
 - (i) and type of weapons and incendiary devices discovered during any passenger screening process and the method of detection of each;
 - (ii) of acts and attempted acts of air piracy;
 - (iii) of bomb threats received, real and simulated bombs found and actual bombings at the aerodrome ; and
 - (iv) of detentions and arrests and the immediate disposition of each person detained or arrested.

17.7.12 **AERODROME TENANT AND TENANT RESTRICTED AREA (TRA) OPERATOR RESPONSIBILITY**

(a) An aerodrome tenant restricted area operator, and any other tenants at any aerodromes, shall develop security measures to manage access to the tenant restricted area, or other area, under his control in compliance with the TRA Security Program submitted for approval under 17.3.21, or the Aerodrome Security Programme under 17.3.4.

(b) An aerodrome tenant restricted area operator, or other tenant, shall ensure that his personnel receive appropriate aerodrome security training or security awareness training as appropriate, in accordance with the approved TRA Security Programme or Aerodrome Security Program.

(c) An aerodrome tenant restricted area operator, or other tenant, shall not use a person as

an aviation security officer unless the employment of such person has been approved by the aerodrome operator.

17.7.13 CONFIDENTIAL SECURITY INFORMATION

- (a) No person shall divulge documented information in respect of security measures in effect at an aerodrome without the permission of the aerodrome operator.

17.7.14 FALSE STATEMENTS, ENTRIES OR UNAUTHORIZED REPRODUCTION

- (a) No person shall make, or cause to be made, any of the following:
- (1) a fraudulent or intentionally false statement in any Aerodrome Operator Security Program or an application for any security program;
 - (2) a fraudulent or intentionally false entry in any record or report that is kept, made or used to show compliance with this Part or exercise any privileges under this Part ; and
 - (3) a reproduction or alteration of any report, record, security programme, issued under this Part without the approval of the aerodrome operator.

17.7.15 ACCESS CONTROL SYSTEM

- (a) An aerodrome operator shall ensure that the location and function of restricted areas, enhanced security restricted areas and sterile areas at the aerodrome are designated and properly defined within the appropriate Airport (Restricted Area) Bye-laws.
- (b) The level of access to a restricted area, enhanced security restricted area or sterile area shall be clearly defined and made known to all persons at the aerodrome whose duties require them to have access to these areas.
- (c) An aerodrome operator shall include in his approved Aerodrome Operator Security Programme details of a system, method and procedure, which shall ensure that :
- (1) access points in to restricted areas, enhanced security restricted areas or sterile areas are limited in number and physical access through those points are strictly controlled ;
 - (2) entry points which cannot be effectively controlled are locked or otherwise secured against entry by unauthorized persons ;
 - (3) access by persons and vehicles to restricted areas, enhanced security restricted areas and sterile areas is restricted only to persons who have a clear need for such access by virtue of their duties ;
 - (4) enhanced security restricted areas and sterile areas not subject to continual access control measures shall be subjected to a thorough search prior to being brought in to use ;
 - (5) a person whose duties require him to be at the aerodrome is required to have on display on his person, a valid aerodrome identification permit and any baggage or item he carries shall be screened before being allowed access to enhanced security restricted areas or sterile areas ;

- (6) the screening under paragraph (5) shall be to the same standard as that required for passengers, under 17.7.6 ; and
- (7) persons at an aerodrome are aware of what areas they are prohibited access.
- (d) Notwithstanding the screening requirements under 17.7.15(c)(5), the Authority may consider screening at certain access points on a random basis depending on the assessed risk where details of such risks are included in an approved Aerodrome Operator Security Programme.
- (e) The system under 17.7.15(b), shall provide a means to differentiate the various airport restricted areas that holders of airport restricted area permits are allowed access to.
- (f) The system under 17.7.15(b), shall describe the scope of initial and periodic background checks conducted on applicants for all types of airport restricted area permits issued.

17.7.16 AIRPORT RESTRICTED AREA PERMIT SYSTEM

- (a) An aerodrome operator shall ensure that access to a restricted area, enhanced security restricted area or sterile area of his aerodrome is controlled by the use of an airport restricted area permit system to identify persons and vehicles and facilitate access where authorized.
- (b) Notwithstanding the provisions of 17.7.16 (a), the airport restricted area permit system shall be in accordance with the appropriate Airport(Restricted Area) Bye-laws.

17.7.17 EVIDENCE OF COMPLIANCE

- (a) On request of the Authority, an aerodrome operator shall provide evidence of compliance with this Part in his approved Aerodrome Operator Security Program.

17.7.18 AERODROME SECURITY MANAGER

- (a) An aerodrome operator shall designate, in his approved Aerodrome Operator Security Program, an officer in his organization as the Aerodrome Security Manager, who shall be held responsible for the co-ordination of all aviation security policies, procedures and preventive measures applied at a designated airport.
- (b) An aerodrome operator shall appoint a person suitably qualified, trained and experienced in aviation security charged with responsibility for co-ordinating the implementation of the Aerodrome Operator Security Program and having direct line of communication with the aerodrome operator’s chief executive officer.
- (c) The aerodrome security manager shall be acceptable to the Authority.
- (d) An Aerodrome Security Manager shall serve as the primary contact of the aerodrome operator for security-related activities and communications with the Authority, as set forth in the approved Aerodrome Operator Security Programme.

17.7.19 MEASURES IN THE EVENT OF SPECIFIC THREAT AT THE AIRPORT

- (a) Where an aerodrome operator determines that a specific threat that jeopardizes the security

of its aerodrome exists, it shall immediately take all of the measures necessary to ensure the safety and security of the aerodrome and persons at the aerodrome, including informing the appropriate aviation security officers and/or aviation security screening officers of the nature of the threat.

17.7.20 NOTIFICATION OF THREAT

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

17.7.21 DISCOVERY OF WEAPONS, INCENDIARY DIVICES OR EXPLOSIVE AT AIRPORT

- (a)** An aerodrome operator shall immediately notify the Authority when there is :
- (1) a discovery, at the aerodrome, of a weapon, other than an unloaded firearm allowed under 17.8.4;
 - (2) the discovery, at the aerodrome, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed under the Act or Regulations made there under ;
 - (3) an explosion at the aerodrome, unless the explosion is known to be the result of an excavation, a demolition, construction or the use of fireworks displays ; or
 - (4) a specific threat against the aerodrome.
- (b)** An aerodrome operator shall make arrangements to investigate, render safe and/or dispose suspected dangerous devices or other potential hazards at the airport.

17.7.22 KEEPING AERODROME MAPS AND PLANS

- (a)** An aerodrome operator shall keep at the aerodrome a certified copy of a current scale map and/or plan, certified by the Authority, of the aerodrome and buildings located at that aerodrome, that identifies the restricted areas, enhanced security restricted areas and sterile areas, security barriers and restricted are a access points, enhanced security restricted area access points, and sterile area access points. This map and/or plan is to be produced in accordance with the appropriate Airport (Restricted Area) Bye-laws.

17.7.23 AIRPORT OPERATOR TO PROVIDE INFORMATION

- (a)** The aerodrome operator shall provide to the Authority, on reasonable notice given by the Authority, written or electronic records or other information relevant to the security of the aerodrome, including :
- (1) information concerning the method of implementing the security measures that apply to the aerodrome operator under 17.3.1(a); and
 - (2) a copy of the scale map and/or plan referred to in 17.7.22.
- (b)** An aerodrome operator shall provide the Authority with written notice of any new commercial air transportation service that is to commence operations at the airport terminal building.

17.8 AIRCRAFT OPERATOR SECURITY

17.8.1 AIRCRAFT OPERATOR SECURITY PROGRAM

- (a)** An aircraft operator having an approved Aircraft Operator Security Program shall :
- (1) maintain one copy of his approved Aircraft Operator Security Program at his principal business office;
 - (2) maintain a copy or the pertinent portions of his approved Aircraft Operator Security Program at each aerodrome where they operate;
 - (3) make the documents under paragraphs (1) and (2), available for inspection upon request by the Authority ; and
 - (4) restrict the distribution, disclosure, and availability of sensitive security information only to persons who by their defined roles in the program require to have such information for the performance of their function.
- (b)** An aircraft operator shall appoint a person suitably qualified, trained and experienced in aviation security charged with responsibility for co-ordinating the implementation of the Aircraft Operator Security Program and having direct line of communication with the aircraft operators chief executive officer.
- (c)** The aircraft operator security Manager shall be acceptable to the Authority.

17.8.2 SCREENING OF PASSENGERS AND PROPERTY

- (a)** An aircraft operator shall ensure that at aerodromes, screening is conducted of :
- (1) passengers, transit passengers, transfer passengers and crew travelling on his aircraft ;
 - (2) carry-on baggage of persons under paragraph (1) ;
 - (3) checked baggage of persons under paragraph (1) ; and
 - (4) other goods in the hold of his aircraft.
- (b)** Notwithstanding 17.7.25(a) an aircraft operator may authorize the aerodrome operator of

the aerodrome from which he operates or any other person to conduct the screening functions set out in his approved Aircraft Operator Security Programme.

- (c)** In giving an authorization to an aerodrome operator or any other person under 17.7.25(b) the aircraft operator shall further instruct such aerodrome operator or person, to prohibit any passenger refusing to be screened from entry on to any of his aircraft.
- (d)** An aircraft operator or person authorized by him under 17.7.25(b), shall use the procedures and the facilities and equipment described in his Aircraft Operator Security Programme :
- (1) to prevent or deter the carriage of any weapon or incendiary device on or about the person of an individual or accessible property and the carriage of any weapon or incendiary device in checked baggage on aircraft ;
 - (2) to detect the existence of a weapon or incendiary device, to inspect each person entering a sterile area at each pre-boarding screening checkpoint and to inspect all accessible property under the control of such person ; and
 - (3) to perform the following control functions with respect to each aircraft operation for which screening is required :
 - (i) prohibit unauthorized access to the aircraft ;
 - (ii) ensure that baggage carried in the aircraft is checked-in by a properly trained agent and that identification is obtained from all passengers and persons shipping goods or cargo on board the aircraft ;
 - (iii) ensure that cargo and checked baggage carried on board the aircraft are handled in a manner that prohibits unauthorized access ; and
 - (iv) conduct a security inspection of the aircraft before placing it in service and after it has been left unattended ;
 - (v) ensure that aircraft are protected from unauthorized interference from the time the aircraft search or check has commenced until the aircraft departs.
- (e)** An aircraft operator shall refuse to transport :
- (1) any person who does not consent to an authorized search of his person when required to do so by the aircraft operator or person authorized to conduct such searches on his behalf ; and
 - (2) any property of any person who does not consent to a search or inspection of that property in accordance with the screening system prescribed by 17.7.25(a).
- (f)** An aircraft operator shall remove from the aircraft any item(s) left behind by passenger disembarking from any commercial flight or otherwise dealt with such item(s) appropriately before departure of such aircraft.
- (g)** A foreign aircraft operator shall not conduct a flight within Liberia with a passenger on board who refuses to submit to a screening, required under these Regulations or while the carry on or checked baggage of such person is on board his aircraft.
- (h)** Not with standing being in possession of a boarding pass, where the pilot in command of an aircraft has reasonable grounds to believe that a person is in violation of this Part, the

pilot in command may order that person to disembark such aircraft.

17.8.3 PREVENTION AND MANAGEMENT OF HIJACKINGS AND SABOTAGE ATTEMPTS

(a) An aircraft operator shall :

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

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

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

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

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

(d) The deployment of in-flight security officers shall be coordinated with concerned States and kept strictly confidential.

17.8.4 CARRIAGE OF WEAPONS

(a) An aircraft operator shall not permit any person, who is not authorized, to have on or about his person or property, a weapon, either concealed or unconcealed, accessible to him while on board an aircraft.

(b) Sub paragraph (a) above shall not apply to in-flight security officers required to be on board under 17.8.3(b).

(c) A person shall not, without authority, while on board an aircraft operated by an aircraft operator, carry on or about his person, a weapon, either concealed or unconcealed.

(d) An aircraft operator shall not knowingly permit any person to transport, nor shall any person transport or tender for transport, a weapon, incendiary device or loaded firearm in checked baggage on board an aircraft without proper authorization.

- (e) An aircraft operator shall not knowingly permit any person to transport, nor may any person transport or tender for transport, any unloaded firearm in checked baggage on board an aircraft unless :
- (1) such person declares to the aircraft operator, either orally or in writing before tendering the baggage for the purpose of being checked in that he has a firearm carried in his/her checked baggage and it is unloaded ;
 - (2) the baggage or container in which a fire arm is carried is locked ;
 - (3) the checked baggage or container containing the fire arm is loaded on the aircraft in an area that is inaccessible to passengers ; and
 - (4) such person presents a license for such fire arm from the State that permits him to have in his possession such fire arm, an export license for such fire arm from the State of departure and an import licence for such fire arm to the State of destination.
- (f) Where a fire arm to be transported in checked baggage but is not secured in such checked baggage it shall be carried in the hold of the aircraft, in a container that the aircraft operator considers appropriate for air transportation.

17.8.5 USE OF SCREENING EQUIPMENT

- (a) An aerodrome operator, aircraft operator or person authorized to conduct screening on his behalf, shall not use any screening equipment systems within Liberia to inspect carry-on or checked baggage unless specifically authorized under an approved Aircraft Operator Security Programme required by 17.3.9. or an approved Aerodrome Security Programme required by 17.3.1.
- (b) An aerodrome operator, aircraft operator, or any other person authorized to conduct screening on his behalf, may be authorized by the Authority, to use X-ray systems for inspecting carry-on or checked baggage under an approved Aircraft Operator Security Programme, or Aerodrome Security Programme where he shows that :
- (1) the X-ray system complies with the standards for X-ray systems designed primarily for the inspection of carry-on and checked baggage and meets the performance requirements set out by the Authority in the National Civil Aviation Security Programme ;
 - (2) a programme for initial and recurrent training of operators of the system is established, which includes training in radiation safety, the efficient use of X-ray systems, and the identification of weapons and other dangerous articles, as prescribed in the National Aviation Security Training Programme ; and
 - (3) the system meets the imaging requirements described in the approved Aircraft Operator Security Programme, or Aerodrome Security Programme in accordance with the combined test requirements prescribed by the Authority.
- (c) An aerodrome operator, aircraft operator, or any other person authorized to conduct screening on his behalf, shall ensure that an X-ray system is not used :
- (1) unless within the preceding twelve months, a test has been conducted which shows that the system meets the applicable performance standards or guidelines prescribed by the Authority ; and

- (2) after the system is initially installed or after it has been moved from one location to another, a test has been conducted which shows that the system meets the applicable performance standards or guidelines prescribed by the Authority.
- (d) An aerodrome operator, aircraft operator, or any other person authorized to conduct screening on his behalf, shall maintain at least one copy of the results of the most recent test conducted under sub paragraph (c) above and shall make it available for inspection upon request by the Authority at each of the following locations:
 - (1) the principal business office of the organization conducting the screening ; and
 - (2) the place where the X-ray system is in operation.
- (e) An aerodrome operator, aircraft operator, or any other person authorized to conduct screening on his behalf, shall ensure that screening staff comply with X-ray operator duty time limitations specified in his Aircraft Operator Security Programme, or Aerodrome Security Program.

17.8.6 SECURITY THREATS AND PROCEDURES

- (a) Where an aircraft operator determines that there is a specific threat which jeopardizes the security of an aircraft or flight, he shall immediately take all of the measures necessary to ensure the safety of the aircraft, passengers and crew on board such aircraft, including :
 - (1) informing the pilot-in-command, the crew members assigned to the aircraft or flight, the aerodrome operator and the appropriate Police agency of the nature of the threat ;
 - (2) where the aircraft is on the ground, moving such aircraft to a place of safety at the aerodrome according to the directions of the aerodrome operator ; and
 - (3) the inspection of the aircraft and search of the passengers and goods on board such aircraft, unless the inspection and search are likely to jeopardize the safety of the passengers and crew members.
- (b) Where the aircraft, under sub paragraph (a) above is on the ground, the pilot in command shall comply with any direction given by the aerodrome operator under sub paragraph (a)(1) above or a member of the appropriate Police agency, unless complying with such direction is likely to jeopardize the safety of the passengers and crew members.
- (c) Immediately upon receiving information that an act or suspected act of unlawful interference has been committed, the aircraft operator shall notify the Authority.
- (d) Where an aircraft operator determines that there is a specific threat which jeopardizes the security of a facility, a tenant restricted area, or part of an aerodrome under his control, he shall immediately take all of the measures necessary to ensure the safety of the facility, tenant restricted area or part of the aerodrome and persons at the facility, including informing the aerodrome operator and the appropriate Police agency of such threat.
- (e) Where the aircraft under sub paragraph (c) above is in the air space under the jurisdiction of a State other than Liberia, the aircraft operator shall also notify the Authority of the State in whose territory the aircraft is located and, if the aircraft is in flight, the Authority of the State in whose territory the aircraft is to land.
- (f) Upon receipt of a bomb threat against a specific aircraft, each aircraft operator shall

attempt to determine whether or not any explosive or incendiary device is aboard the aircraft involved by doing the following :

- (1) conduct an analysis of the threat and classify the threat as :
 - (i) a hoax ;
 - (ii) non-specific ; or
 - (iii) specific ;
 - (2) in cases of (ii) and (iii), consider conducting a security inspection on the ground before the next flight or, where the aircraft is in flight, immediately after its next landing ; and
 - (3) where the aircraft is on the ground, advising the pilot-in-command of the results of the analysis and the proposed action to be taken ; or
 - (4) where the aircraft is in flight, immediately advising the pilot-in command of all pertinent information available so that necessary emergency action can be taken.
- (g)** Where the aircraft is in flight, ensure the pilot-in-command notifies the appropriate air traffic control authority of the threat.

17.8.7 **REPORTING OF SECURITY INCIDENTS**

- (a)** An aircraft operator shall immediately notify the Authority when there is:
- (1) a hijack or attempted hijack of an aircraft ;
 - (2) the discovery, on board an aircraft, of a weapon, other than an unloaded firearm allowed under 17.7.10(a)(1) or 17.8.4 ;
 - (3) the discovery, on board an aircraft, of an explosive substance or an incendiary device, other than an explosive substance or incendiary device allowed on board the aircraft under the Act or Regulations made hereunder ;
 - (4) an explosion on an aircraft ; or
 - (5) a specific threat against an aircraft, a flight or a facility or part of an aerodrome under his control.
- (b)** An aircraft operator shall immediately notify the aerodrome operator when a weapon other than a fire arm allowed under 17.7.10(a)(1) or 17.8.4, is detected in any part of the aerodrome under his control.

17.8.8 **PERSON AUTHORIZED TO CONDUCT SCREENING ACTIVITIES**

- (a)** A person authorized to conduct screening activities shall immediately notify the appropriate aircraft operator, aerodrome operator, the Liberia Police and the Authority when any of the following is detected at a restricted area access point where screening is conducted of persons and carryon baggage and other articles in the possession or control of persons who are screened :
- (1) a weapon, other than a weapon allowed under 17.7.10(a)(1) or 17.8.4 ;
 - (2) an explosive substance, other than :

- (i) ammunition carried by a person allowed to carry or have access to a weapon or fire arm under 17.43.1 (a) and 17.60; or
 - (ii) an explosive substance allowed under the Act or Regulations made thereunder ; or
- (b)** an incendiary device, other than an incendiary device allowed under the Act or Regulations made there under.
- (c)** A person authorized to conduct screening activities shall immediately notify the appropriate aircraft operator, the aerodrome operator, the appropriate Police agency and the Authority when any of the following is detected in checked baggage :
- (1) a loaded fire arm;
 - (2) an explosive substance, other than ammunition ; or
 - (3) an incendiary device.

17.8.9 SECURITY INFORMATION

- (a)** An aircraft operator shall where the Authority provides reasonable notice, provide the Authority with a written or electronic record or other information relevant to the security of his operations, including :
- (1) information concerning the method of implementing the security measures that apply to the aircraft operator under 17.3.1(c); and
 - (2) a description of the nature of operations related to a particular flight and the services provided in respect of the flight.

17.8.10 PROVISION OF INFORMATION TO THE AUTHORITY ON THE SECURITY OF THE OPERATIONS BY SERVICE PROVIDERS

- (a)** A person who provides services to an aircraft operator and a person who provides a service related to the transportation of goods by air, shall provide to the Authority, on reasonable notice given by the Authority, written or electronic records or other information relevant to the security of the operations of the aircraft operator, including :
- (1) information concerning the method of implementing the security measures that apply to those persons under 17.3.1(c) ; and
 - (2) a description of the nature of the operations related to a particular flight and the services provided in respect of the flight.

17.8.11 PROVISION OF INFORMATION TO THE AUTHORITY ON THE SECURITY OF OPERATIONS BY SCREENING PERSONNEL

- (a)** A person authorized to perform screening on behalf of an aircraft operator shall provide to the Authority, on reasonable notice given by the Authority, written or electronic records or other information relevant to the security of his screening operations, including :
- (1) information concerning the method of implementing the security measures that apply to it under 17.3.1; and
 - (2) a description of the nature of the screening operations related to a particular flight or at a particular aerodrome.

17.8.12 **USE OF EXPLOSIVES DETECTION SYSTEMS**

- (a) Where required by the Authority, an aerodrome operator, aircraft operator, or any other person acting on his behalf, required to conduct screening under a security programme shall use an explosive detection system that has been approved by the Authority to screen checked baggage in accordance with his Aircraft Operator Security Program, or Aerodrome Security Program.

17.8.13 **CARRIAGE OF PASSENGERS UNDER ADMINISTRATIVE OR JUDICIAL CONTROL**

- (a) An aircraft operator, when required to carry a passenger who is the subject of judicial or administrative proceedings, shall only do so once appropriate security controls have been applied to the passenger in question, including notification to the pilot-in-command.

- (b) An aircraft operator shall ensure that prior to departure :

- (1) the pilot-in-command is informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, and the following details shall be included:
 - (i) identity of the passengers and reason for transportation ;
 - (ii) names and titles of escorts, if any ;
 - (iii) nature of available documents ; and
 - (iv) notification to the inbound aircraft operator without delay on the same day as the passenger's arrival of the need to transport an inadmissible person ;
- (2) the aircraft is equipped with adequate restraining devices to be used in the event restraint of any passenger becomes necessary ;
- (3) each passenger travelling under 17.8.13(a) has been searched and does not have on or about his person or property anything that can be used as a weapon ; and
- (4) each passenger travelling under 17.8.13(a) whether under the control of an escort officer or not, under this Regulation, is :
 - (i) boarded before any other passengers when boarding at the aerodrome from which the flight originates and deplaned at the destination after all other deplaning passengers have deplaned ;
 - (ii) seated in the rear-most passenger seat when boarding at the aerodrome from which the flight originates ; and
 - (iii) seated in a seat that is not located close to or directly across from any exit.

- (c) An aircraft operator operating an aircraft under 17.8.13(a) shall not :

- (1) serve food, beverage, or provide eating utensils made of metal to a passenger under such judicial or administrative proceedings while on board such aircraft unless authorized to do so ; or
 - (2) serve any escort officer, or the passenger under the control of the escort officer, any alcoholic beverages while onboard such aircraft.
- (d)** In cases where an escort officer is also carried under the provisions of 17.8.13(a), the escort officer shall, at all times, accompany the passenger under his control and keep the passenger under surveillance while on board the aircraft including visits to the lavatory.
- (e)** This Regulation shall not apply to the carriage of passengers under voluntary protective escort.
- (f)** The pilot-in-command shall have the right to deny carriage of potentially disruptive passengers based on the aircraft operator’s policy concerning the number of such persons that may be transported on a given flight, or when reasonable concerns exist in regard to the safety and security of the flight in question.

17.8.14 PERSONS WITH DISABILITIES

- (a)** The aim of this Regulation concerning the rights of disabled persons and persons with reduced mobility when travelling by air is to ensure that disabled people have the same opportunities for air travel as non-disabled people, in particular that they have the same rights to free movement, freedom of choice and non-discrimination.
- (b)** It is the CAA’s view, based on engagement with disability organizations, that ‘hidden disabilities’ should be considered to include, but not be limited to, dementia, autism, learning disabilities, anxiety issues, mental health conditions, visual impairments and hearing loss.
- (c)** The Liberia Civil Aviation Authority has adopted the term “person with disability”(see definition) from Annex 9 concerning the access to air services and airport facilities by elderly and disabled persons. By introducing new SARP to reflect additional concepts, including:
- (1) the opportunity for wheelchair users to use their own wheelchairs to move to and from the aircraft;
 - (2) the establishment and coordination of training programs for personnel handling elderly and disabled persons;
 - (3) uniformity of criteria for accessibility of air transport by persons with reduced mobility;
 - (4) accessibility of all the elements of the chain of a journey by a person with reduced mobility;
 - (5) practices relating to special equipment in aircraft, allocation of seats, type of lighting in aircraft, the use of wheelchairs on board;
 - (6) the introduction of special provisions relating to evacuation procedures;
 - (7) accommodation of service animals in aircraft cabins; and

- (8) The need for a strategy to harmonize air transportation regulations and Recommended Practices encouraging the treatment of persons with disabilities with dignity and consideration.
- (d)** It is recommended that aerodromes and aircraft operators adopt the term "persons with disabilities" to denote people requiring special assistance.
- (e)** Under this Regulation, aerodromes are required to set appropriate quality standards for this assistance to ensure that it is delivered to an acceptable standard for all disabled people and those with mobility restrictions and to publish performance data against these standards. The quality standards must be set in cooperation with airport users and disability organizations.
- (f)** In relation to aerodromes, the requirements of this Regulation deal mostly with the assistance that aerodromes are required to provide to disabled people and those with mobility restrictions (usually through a contracted service provider) to help them move around the airport and complete necessary checks and formalities.
- (g)** Further, under this Regulation, aerodromes are required to communicate information needed to take flights in accessible formats. It is the CAA's view that this incorporates information provided both prior to travel and at the aerodrome.
- (h)** The Regulation covers people with visible and non-visible disabilities. Therefore aerodromes must provide the assistance required in a way that is adapted to the needs of disabled people and people with reduced mobility based on their disability and assistance needs. When providing assistance, aerodromes must be aware that many people may have more than one disability. A person with a hidden disability may also have a visible disability and therefore may also require mobility assistance.
- (i)** Aerodromes should recognize that the widely varying needs of people with hidden disabilities require them to offer a different type of assistance to that usually offered to people with a visible disability (namely a wheelchair or a buggy service). People with hidden disabilities may require other types of assistance, such as a one-to-one escort through the airport. If a disabled person, person with reduced mobility or accompanying person requests an escort, airports must ensure that they can offer this service at all stages of the passenger journey, even if the person is already accompanied. Staff should stay with a disabled person or person with reduced mobility at all times and until the assistance is no longer needed by the passenger.
- (j)** Given the varying needs of all disabled people, and particularly in order to ensure appropriate assistance is provided to those whose disability may not be visible, aerodromes should be flexible in their approach to providing this assistance. Whilst aerodromes are obliged to provide assistance under this Regulation where the person has provided notification of their particular needs, if no such notification has been provided aerodromes must still make all reasonable efforts to provide the necessary assistance.
- (k)** People with hidden disabilities must never be separated from accompanying persons when receiving the necessary airport assistance under Annex I of the Regulation e.g. during a security search.
- (l)** In the recitals of the Regulation reference is made to the need for aerodromes, where possible, to take into account the needs of disabled people and people with reduced mobility in deciding on the design of new aerodromes and terminals and major refurbishments. To this end, and where space allows, airports should consider providing a 'quiet area' where

disabled people and people with reduced mobility can wait if they prefer. They should also consider establishing a ‘quiet route’ through the aerodrome, for example bypassing the retail area, which can be used by those with sensory impairments or sensory processing issues, for whom the terminal environment can be disorienting and stressful.

- (m)** Under the Regulation aerodromes must ensure disabled people and those with mobility restrictions can “communicate their arrival at the airport and their request for assistance at the designated points inside and outside terminal buildings” and “receive communication of information needed to take flights in accessible formats”. Provision must be made for people who are less able to use visual displays. Audible announcements will generally meet this requirement. Alternatively airports can communicate this information in person.
- (n)** Provision must also be made for those less able to rely on audible announcements. Airports should design and position the visual displays to ensure that they are easily readable by people with hearing loss. Airports should also review their approach to ‘way finding’ and, in particular, the decluttering of signage to ensure that way finding signs are clearly visible, and the possibility for way finding markers to be placed on the floor of the airport on key passenger routes. A clearly signposted information desk should be available for people with hidden disabilities to obtain the information they need. In addition, use of clear pictograms throughout the airport can help passengers to find essential points such as toilets, quiet areas, and assistance and information points.
- (o)** Finally, airports should consider facilitating ‘familiarization visits’ for passengers prior to travel if these are requested. If possible, these might include visits airside. Airports might also hold open days, where disabled people and those with mobility restrictions, including those with hidden disabilities, are invited to experience the airport including, if possible, being inside an aircraft.

17.8.15 TRAINING

- (a)** The Authority shall establish, and monitor the implementation of, a written national civil aviation security training program designed to :
 - (1) clearly describe responsibilities with regards to the selection and training of staff involved in aviation security, to include responsibilities at the national level and/or any responsibilities delegated by the State to entities subject to the National Civil Aviation Security Program (NCASP) or through contractual agreement;
 - (2) Identify all categories of persons who are required to undertake relevant aviation security (AVSEC) training in accordance with assigned duties and objectives ;
 - (3) Define types of AVSEC training to be provided to the various categories of persons mentioned in (ii), including content ;
 - (i) Establish minimal training content, durations and frequency ;
 - (ii) Establish competency testing requirements ; and
 - (iii) Describe the process applied whenever certification is required.
- (b)** Any person, as signed responsibility for a specific function or task within the national civil aviation security program, who fails to undergo minimum required security training, to the standard specified in the national civil aviation security training program, commits an offence under these Regulations.

- (c) An aircraft operator shall not use any person as a Security Coordinator unless, within the preceding twelve months, such person has satisfactorily completed the required security training specified in his approved Aircraft Operator Security Program and required by the National Civil Aviation Security Training Program.
- (d) A national aircraft operator shall not use any person as a crew member on any domestic or international flight unless within the preceding twelve months that person has satisfactorily completed the security training required by NCASTP as specified in his approved Aircraft Operator Security Program and the National Civil Aviation Security Training Program.

17.8.16 STANDARDS FOR SECURITY OVERSIGHT

- (a) An aircraft operator, or aerodrome operator, shall ensure that :
 - (1) a person authorized to perform a security related function on his behalf has knowledge of :
 - (i) the provisions of 17.3.1, applicable security directives and information circulars issued by the Director General and
 - (ii) elements of the approved Aircraft Operator Security Program or Aerodrome Operator Security Program required for the performance of his functions ;
 - (2) the Security Coordinator of the aircraft operator, or aerodrome operator at each aerodrome :
 - (i) reviews daily all security-related functions for effectiveness and compliance with :
 - (A) provision of 17.3.1 ;
 - (B) the approved Aircraft Operator Security Program or Aerodrome Operator Security Program; and
 - (C) applicable security directives ; and
 - (ii) immediately initiates corrective action for each instance of noncompliance with :
 - (A) provision of 17.3.1;
 - (B) the approved Aircraft Operator Security Program or Aerodrome Operator Security Program; and
 - (C) applicable security directives.
- (b) The requirements prescribed under 17.8.15(a), shall apply to all security-related functions performed for the aircraft operator, or aerodrome operator, whether by his employee or the employee of a contractor.
- (c) An aircraft operator, or aerodrome operator, conducting operations in Liberia shall not use any person to perform any required screening function, unless such person has :

- (1) a combination of education and experience, which the Authority has determined is necessary for the person to perform his duties and as stipulated in the National Civil Aviation Security Training Program and National Civil Aviation Security Quality Control Program;
 - (2) the following basic aptitudes and physical abilities :
 - (i) the ability to distinguish on the X-ray monitor the appropriate imaging standard specified in his national aircraft operator security program, or aerodrome security programme including the perception of colours where displayed by the X-ray system ;
 - (ii) the ability to distinguish each colour displayed on every type of screening equipment and explain what each colour signifies ;
 - (iii) the ability to hear and respond to the spoken voice and to audible alarms generated by screening equipment in an active check point environment ;
 - (iv) the ability to efficiently and thoroughly manipulate and handle such baggage, containers, and other objects subject to security processing ; and
 - (v) the ability to have sufficient dexterity and capability to conduct partial and full body searches or hand held metal detector searches in accordance with the guidelines prescribed by the Authority ;
 - (3) the ability to read, write, and speak the English Language well enough to :
 - (i) carry out written and oral instructions in the English Language regarding the proper performance of screening duties ;
 - (ii) read English Language airport restricted area permits, credentials, airline tickets, and labels on items normally encountered in the screening process ;
 - (iii) provide direction to and understand and answer questions from English-Speaking persons under going screening ; and
 - (iv) write incident reports and statements and log entries into security records in the English Language ; and
 - (4) satisfactorily completed all initial, recurrent, and appropriate specialized aviation security training required by the Aircraft Operator Security Program, Aerodrome Operator Security Program and the National Civil Aviation Security Training Program.
- (d)** An aircraft operator, or aerodrome operator, shall not use a person to perform a screening function after that person has failed an operational test related to that function, until such person has successfully completed the remedial training specified in his Aircraft Operator Security Program, or Aerodrome Security Program, and has passed a re-test related to that function.
- (e)** An aircraft operator, or aerodrome operator shall ensure that a Security Co-ordinator conducts and documents an annual evaluation of each person assigned screening duties and may continue the employment of that person in a screening capacity only upon the determination by that Security Coordinator that the person :

- (1) has not suffered a significant diminution of any physical ability required to perform a screening function since the last evaluation of those abilities ;
 - (2) has a satisfactory record of performance and attention to duty ; and
 - (3) demonstrates the current knowledge and skills necessary to courteously, vigilantly, and effectively perform screening functions.
- (f) 17.8.15(a) through 17.8.15(e) shall not apply to those aviation security screening functions conducted outside Liberia over which the national aircraft operator does not have operational control.
- (g) At locations outside Liberia where the national aircraft operator has operational control over a screening function, he may use aviation security screeners who do not meet the requirements of 17.8.15(c)(3), provided that at least one of his representatives who has the ability to functionally read and speak the English language is present while the passengers of the aircraft operator are undergoing security processing.

17.9 CARGO AND REGULATED AGENT SECURITY

17.9.1 SECURITY CONTROLS OVER CARGO

- (a) No aircraft operator shall accept consignments of cargo, courier and express parcels or mail for carriage on passenger flights unless the security of such consignments is accounted for by a regulated agent that is approved by the Liberia Civil Aviation Authority to safeguard such aircraft against an act of unlawful interference.

17.9.2 AVIATION SECURITY RESPONSIBILITIES OF A REGULATED AGENT

- (a) A regulated agent prior to accepting goods for transport in an aircraft shall carry out such security controls as are specified in his approved Regulated Agent Security Program.
- (b) A regulated Agent must develop, implement and maintain an aviation security program in accordance with the national civil aviation security program, describing the procedures applied to ensure security control of their facility, and consignments intended for transport on passenger carrying aircraft and submit a copy to the Liberia Civil Aviation Authority for approval.
- (c) An approved regulated agent who offers goods to an aircraft operator for transport by aircraft shall produce and make available to the aircraft operator, and the Authority on demand, shipping documents, records of goods accepted and offered for air transport, employee training records, airway bills and valid consignment security declarations.

17.9.3 RESPONSIBILITY OF THE AIRCRAFT OPERATOR RECEIVING GOODS FROM A REGULATED AGENT

- (a) An aircraft operator accepting goods for transport on his aircraft :
- (1) may conduct screening of such shipments of goods ; and
 - (2) shall ensure :

- (i) the safeguarding of such goods against unlawful interference until such goods have been placed in the aircraft;
 - (ii) that his shipments of goods are recorded ; and
 - (iii) that whenever the goods are received from an approved regulated agent such goods are delivered by an authorized employee of such regulated agent.
- (b)** An aircraft operator shall ensure that enhanced security measures are provided to high-risk cargo so as to mitigate threat associated with it.
- (c)** An aircraft operator shall not accept any goods for transport by aircraft unless the documentation for such goods is examined for inconsistencies and is accompanied by a valid consignment security declaration.
- (d)** An aircraft operator shall not accept any goods, from a regulated agent, for transport by aircraft unless that regulated agent is an accepted and accredited regulated agent as determined by the Authority.
- (e)** An aircraft operator shall provide an approved regulated agent with all the necessary information in order that he is able to comply with the Technical Instructions.
- (f)** An aircraft operator shall make available to the Authority a report of any incident where an airway bill or equivalent document did not provide an accurate record of the goods being offered for air transport.
- (g)** An aircraft operator, except as provided in the Technical Instructions, shall not place in an aircraft any goods that are not acceptable.

17.9.4 INSPECTION OF GOODS OFFERED FOR TRANSPORT BY REGULATED AGENT

- (a)** An aircraft operator may inspect any goods or any package, or container having goods offered for transport by air by a regulated agent.
- (b)** Where an inspection is conducted pursuant to 17.9.4(a), a regulated agent or a representative of the regulated agent may observe the inspection.
- (c)** In the absence of a regulated agent, or a representative of a regulated agent, an aircraft operator may use such force as is necessary to access the contents of any package or container containing goods offered for transport by air by such regulated agent, representative of a regulated agent or aircraft operator.
- (d)** Where an inspection is conducted by an aircraft operator pursuant to 17.9.4(a) the package, container or goods shall remain in possession of the aircraft operator until after the inspection is complete.
- (e)** Where an inspection of goods under this Regulation provides evidence of a breach of 17.9.4 the national aircraft operator shall maintain possession of the goods offered for air transport by a regulated agent and the air way bill and inform the Authority in the prescribed form.

17.9.5 SCREENING OF CARGO

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

17.9.6 **AVIATION SECURITY RESPONSIBILITIES OF A FLIGHT CATERING OPERATOR**

- (a) A flight catering operator prior to accepting raw materials and equipment for preparation as catering supplies for transport in an aircraft shall follow such procedures as are specified in his Flight Catering Operator Security Program that has been approved by the Authority.
- (b) An approved flight 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 Authority on demand, shipping documents, records of raw materials and equipment accepted and catering stores and supplies offered for air transport, employee training records and other accountable catering documents.

17.9.7 **RESPONSIBILITY OF THE AIRCRAFT OPERATOR RECEIVING CATERING STORES AND SUPPLIES FROM A FLIGHT CATERING OPERATORS**

- (a) An aircraft operator accepting catering stores and supplies for transport on his aircraft from an approved flight catering operator shall:
 - (1) ensure that all catering supplies are properly recorded on documentation and are secured through the use of catering seals;
 - (2) accept the integrity of the catering if he is satisfied the seals and documentation are in order and that the catering shows no signs of being tampered with ;
 - (3) conduct screening of such shipments of catering if the seals and documentation do not match, or if the catering shows any sign of having been tampered with; and
 - (4) ensure that whenever the catering supplies and stores are received, such catering supplies and stores are delivered by an authorized employee of such approved flight catering operator.
- (b) An aircraft operator shall not accept any catering supplies and stores for transport by aircraft unless the documentation for such catering supplies and stores is examined for inconsistencies and is accompanied by a valid security declaration.
- (c) An aircraft operator shall not accept any catering supplies and stores, from a flight catering operator, for transport by aircraft unless the flight catering operator is in possession of an approved Flight Catering Operator Security Program, approved by the Authority.

- (d) An aircraft operator shall make available to the Authority a report of any incident where a catering or equivalent document did not provide an accurate record of the catering supplies and stores being offered for air transport.
- (e) An aircraft operator, except as provided in the Technical Instructions, shall not place in an aircraft any catering supplies and stores that are not acceptable.
- (f) An aircraft operator shall preserve for not less than one year any record of acceptance checklists and inspections carried out under 17.9.7.

17.9.8 **INSPECTION OF CATERING SUPPLIES**

- (a) An aircraft operator may inspect any catering supplies and stores or any package, or container having catering supplies and stores offered for transport by air by an approved flight catering operator.
- (b) Where an inspection is conducted pursuant to 17.9.8(a), a flight catering operator or a representative of the flight catering operator may observe the inspection.
- (c) In the absence of a flight catering operator, or a representative of a flight catering operator, an aircraft operator may use such force as is necessary to access the contents of any package or container containing catering supplies and stores offered for transport by air by such flight catering operator, or representative of a flight catering operator.
- (d) Where an inspection is conducted by an aircraft operator pursuant to 17.9.8(c) the package, container or catering supplies and stores shall remain in possession of the aircraft operator until after the inspection is complete.
- (e) Where an inspection of catering supplies and stores under this Regulation provides evidence of a breach of 17.9.8, the aircraft operator shall maintain possession of the catering supplies and documentation and inform the Authority in the prescribed form.
- (f) An airport operator shall ensure that merchandise and supplies introduced into security restricted areas are subjected to appropriate security controls.

17.9.9 **TENANT RESTRICTED AREA SECURITY REQUIREMENTS**

- (a) A tenant restricted area (TRA) operator at, or in connection with, any aerodrome, will take such measures as required by the Appropriate aerodrome operator to protect his TRA, and the aerodrome associated with the TRA, to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized, from being introduced, by any means what so ever, on board an aircraft engaged in civil aviation.
- (b) In carrying out the requirements of 17.9.9(a), a TRA operator will comply with 17.3.1 and 17.3.16(a) of these Regulations, the Appropriate Airport (Restricted Area) Bye-laws in force, and the terms and conditions of his approved Tenant Restricted Area Operator Security Program.

17.10 QUALITY CONTROL

17.10.1 **OBJECTIVES AND CONTENT OF QUALITY CONTROL PROGRAM**

- (a) The Authority shall establish, and monitor the implementation of, a written National Civil Aviation Security Quality Control Program (NCASQCP or NQCP).

- (b) The quality control program shall contain all necessary quality control monitoring measures taken to assess on a regular basis the implementation of the national civil aviation security program, including the policies on which they are based.
- (c) The quality control program shall be in such form and include such elements as are stipulated within the National Civil Aviation Security Program (NCASP).
- (d) Any person or entity assigned responsibility for a specific function or task within the national civil aviation security program, who fails to implement quality control measures, to the standard specified in the national civil aviation security quality control program, commits an offence under these Regulations.

17.10.2 COMPLIANCE MONITORING

- (a) The implementation of the national civil aviation security program shall be monitored by the Authority for compliance by all stake holders.
- (b) Monitoring shall be undertaken in accordance with the approved National Civil Aviation Security Quality Control Program (NCASQCP), taking into consideration the threat level, type and nature of the operations, standard of implementation, and other factors and assessments which will demand for more frequent monitoring.
- (c) The management, setting of priorities and organization of the quality control program shall be under taken in dependently from the operational implementation of the measures taken under the National Civil Aviation Security Program (NCASP).
- (d) The Authority may in writing require any person who :
 - (1) hold an aviation security program ; or
 - (2) operates, maintains, or services, or does any other act in respect of any aircraft, aeronautical product, aviation related service, air traffic service, or aeronautical procedure, to undergo or carry out such inspections and audits and such monitoring as the Authority considers necessary in the interests of civil aviation security.
 - (3) The Authority may, in respect of any person described in paragraph (1) or paragraph (2) of 17.10.2(d) of this section, carry out such inspections, audits and monitoring as the Authority considers necessary in the interests of civil aviation security.
- (e) For the purposes of any inspection, audit or monitoring carried out in respect of any person under 17.10.2(d)(3) of this section, the Authority may in writing require from that person such information as the Authority considers relevant to the inspection, audit or the monitoring.

17.10.3 QUALIFICATION CRITERIA FOR SECURITY AUDITORS

- (a) the authority shall ensure that auditors or inspector performing quality control functions on behalf of the LCAA shall have appropriate qualifications, which shall include sufficient theoretical and practical experience in the relevant field.
- (b) The auditors must have:
 - (1) A good understanding of Annex 17, and other related annexes and the national civil aviation security programmer and how it is applied to the operations being

examined;

- (2) Appropriate, knowledge of the more stringent measures as applicable in the location being examined;
- (3) a good working knowledge of security technologies and techniques;
- (4) A knowledge of audit principles, procedures and techniques;
- (5) A working knowledge of the operations being examined.

17.10.4 POWER OF INVESTIGATION

(a) The Authority may, in writing, require any holder of an approved aviation security program to undergo an investigation conducted by the Authority if the Authority believes, on reasonable grounds, that it is necessary in the interests of civil aviation security, and if the Authority :

- (1) has reasonable grounds to believe that the holder has failed to comply with any conditions of an aviation security program ; or
- (2) considers that the privileges or duties for which the security program has been approved, are being carried out by the holder in a careless or incompetent manner.

(b) If the Authority requires a holder of an approved security program to undergo an investigation, the Authority shall :

- (1) conclude the investigation as soon as practicable ; and
- (2) inform the holder, in writing, of :
 - (i) the date on which the investigation will begin ; and
 - (ii) the results of the investigation, including :
- (3) any recommendations arising out of the investigation ; and
- (4) the grounds for those recommendations.

17.10.5 POWER TO SUSPEND SECURITY PROGRAM

(a) The Authority may suspend any aviation security program approved under these Regulations or impose conditions in respect of any such security program if the Authority considers such action necessary in the interests of security, and if the Authority :

- (1) considers such action necessary to ensure compliance with these Regulations ;
- (2) is satisfied that the holder has failed to comply with any conditions of an aviation security program ; or
- (3) considers that the privileges or duties for which the security program has been approved are being carried out by the holder in a careless or in competent manner.

17.10.6 GENERAL POWER OF ENTRY

- (a)** For the purpose of carrying out its functions, duties, or powers under these Regulations, every person duly authorized by the Authority shall have right of access at any reasonable time to the following :
- (1) any aircraft, aerodrome, building, or place ; and
 - (2) any document or record concerning any aircraft, aeronautical product, or aviation related service.
- (b)** Without limiting the power conferred by 17.10.6(a) of this section, every person duly authorized by the Authority who has reasonable grounds to believe that :
- (1) any breach of these Regulations is being or about to be committed ;
 - (2) a condition imposed under any civil aviation security program is not being complied with ; or
 - (3) a situation exists within the civil aviation system or is about to exist that constitutes a danger to persons or property, may at any reasonable time enter any aircraft, aerodrome, building, or place, and carry out an inspection to determine whether or not a matter referred to in paragraphs (1) to (3) of 17.10.6(b) exists.
- (c)** Every person who is authorized to have access to or to enter any aircraft, aerodrome, building, or place under 17.10.6(a) or 17.10.6(b):
- (1) shall require any person who is in possession of an aviation security program, or of any certificate, book, manual, record, list, notice, or other document that is required to be kept under these Regulations, to produce or surrender it ;and
 - (2) shall, if a document is surrendered under paragraph (1), inform the relevant aviation document holders orally, as soon as practicable, and in writing that the document has been surrendered.
- (d)** Every person exercising the power of entry conferred by 17.10.6(a) or 17.10.6(b) shall carry a proof of identity and authority, issued by the Authority specifying :
- (1) the name and the office or offices held by the person ; and
 - (2) that the person is authorized by the Authority to exercise the power conferred by National AVSEC Quality Control Program (NQCP) to enter aircraft, aerodromes, buildings, and off airport facilities, and to carry out such inspection.
- (e)** Every person exercising the power of entry conferred by 17.10.6(a) or 17.10.6(b) shall produce the warrant of authority and evidence of identity :
- (1) If practicable on first entering the aircraft, aerodrome, building, or off airport facilities ; and
 - (2) Whenever subsequently reasonably required to do so.

17.10.7 SECURITY AUDIT AND INSPECTIONS

- (a)** An applicant for aviation security program shall permit the Authority to carry out security inspection as may be necessary to verify the validity of any application made in accordance with these Regulations.

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

17.10.7.1 Notification of Audits

- (a) The LCAA will give at least two months' notice to any facility, aircraft operator or service provider that is the subject of a security audit, survey, test, investigation or airworthiness inspection.
- (b) When an airport is to be audited, the LCAA will notify the airport Administration accordingly.
- (c) The LCAA will communicate a pre-audit questionnaire, for completion by the facility, operator or service provider and a request for the following security documents;
- (1) The approved facility or service provider aviation security program (where applicable);
 - (2) Records, results of any internal quality assurance audits undertaken;
 - (3) Results of any investigations conducted into security incidents since the date of the last audit; and
 - (4) Results of previous audits and/or inspections carried out by LCAA designated auditors.
- (d) The completed questionnaire and the documents requested shall be submitted to the LCAA within four (4) weeks of receipt of the audit notification.

17.10.7.2 Conduct of Inspections and Audits

- (a) A standard methodology must be applied to monitor compliance with the requirements laid down in the national civil aviation security program and facility or service provider security program.
- (b) Any facility, aircraft operators or service providers must ensure that LCAA auditors are accompanied at all times during the inspection or audit.
- (c) LCAA auditors must have in their possession LCAA identity LCAA credentials authorizing inspections and audits and must be allowed unrestricted access; staff of airport or aircraft operator must have in their possession their entity identification card and access permits before they are permitted to participate in the audit or inspection.
- (d) Tests shall only be performed after advance notification and agreement, in close coordination with the facility, operator or service provider, to ensure their security, safety and effectiveness.
- (e) Without prejudice to Regulation, the LCAA auditors must, wherever appropriate and practicable, deliver an informal oral summary of their findings on the same day. In all case, the facility, operator or service provider must be informed promptly of any serious deficiencies identified by an inspection and/or audit.

17.10.7.3 **Failure to Comply with Inspection Request**

- (a) An entity or any person within its employ commits an offence when it, without any reasonable cause, fails to comply with any requirement of the Director General of LCAA, in accordance with SUBCHAPTER VIII section 801 (2) of the LCAA Act of 2019.
- (b) Such entity or person within its employ who commits an offence is liable to pay a fine determined by the Authority.

17.10.7.4 **Obstruction of Authorized Persons**

- (a) Any entity or a person within its employ commits an offence when they obstructs or impedes the function of a duly authorized LCAA auditor or inspector acting in the performance or exercise of LCAA functions or duties, liable to pay a fine.

17.10.7.5 **Inspection and/or Audit Report**

- (a) Within six weeks of completion of an inspection or audit, a report must be communicated by the LCAA to the facility, operator or service provider.
- (b) The report shall identify findings established during the inspection or audit and deficiencies. The report must contain recommendations for action.
- (c) When assessing the implementation of the facility operator's, or service provider's security program, and the requirements of the national civil aviation security program, the following classifications must apply:
 - (1) Fully compliant;
 - (2) Compliant, but improvement is desirable;
 - (3) Not compliant, with minor deficiencies;
 - (4) Not compliant, with serious deficiencies;
 - (5) Not applicable;
 - (6) Not confirmed.

17.10.7.6 **Facility Operator or Service Provider Answer**

- (a) Within two (2) months of the date of dispatch of an inspection or audit report, the facility, operator or service provider must submit in writing to the LCAA a reply on the report which:
 - (1) Addresses the findings and recommendations;
 - (2) Provides an action plan, specifying actions and deadlines, to remedy any identified deficiencies.
- (b) Where the inspection or audit report identifies no deficiencies, no answer shall be required.

17.10.7.7 **Covert and Overt Security Systems Tests**

- (a) National aviation security inspectors granted authority by the Director General shall inspect and test the effectiveness of security measures and procedures and performance of security equipment;
- (b) They shall have legal authority to take into an airport, airside area or any designated SRA, and use any equipment necessary to carry out their duties, including radios, cameras, recording devices (both audio and video) and specially authorized restricted or prohibited articles, such as replica weapons or simulated explosive devices;
- (c) The performance of covert systems test shall be in keeping with guidelines and procedures stipulated in the NCASQCP.
- (d) The prohibited articles, such as replica weapons or simulated explosive devices shall be appropriately marked, and the bearers of these articles shall be provided a permit in the form of credentials and/or a printed license and/or written letter signed by the LCAA.
- (e) A covert test piece discovered by an entity being evaluated shall be returned to the LCAA.

17.10.7.8 **Facility Operator or Service Provider Answer**

- (c) Within two (2) months of the date of dispatch of an inspection or audit report, the facility, operator or service provider must submit in writing to the LCAA a reply on the report which:
 - (3) Addresses the findings and recommendations;
 - (4) Provides an action plan, specifying actions and deadlines, to remedy any identified deficiencies.
- (d) Where the inspection or audit report identifies no deficiencies, no answer shall be required.

17.11 PROTECTION OF SENSITIVE SECURITY INFORMATION

- (a) For the purpose of these Regulations the following information and records containing such information constitute sensitive security information :
 - (1) an approved security program for an aircraft operator, aerodrome operator, air traffic service provider, regulated agent, air cargo operator, flight catering operator, aviation security service provider, or tenant restricted area operator ;
 - (2) any security program that relates to transportation by air and any comments, instructions or implementing guidance pertaining there to ;
 - (3) security directives, information circulars and any comments, instructions or implementing guidance pertaining there to ;
 - (4) any profile used in any security screening process, including for persons, baggage or cargo ;
 - (5) any security contingency plan or information and any comments, instructions, or implementing guidance pertaining there to ;
 - (6) technical specifications of any device used for the detection of any deadly or

- dangerous weapon, explosive, incendiary, or destructive substance ;
- (7) a description of, or technical specifications of, objects used to test screening equipment ;
 - (8) communication procedures and technical specifications of any security communication equipment ;
 - (9) any information that the Authority has determined may reveal a systemic vulnerability of the aviation system or a vulnerability of aviation facilities, to attack ;
 - (10) information concerning threats against civil aviation released by the Authority ;
 - (11) specific details of aviation security measures whether applied directly by the Authority or regulated parties and includes, but is not limited to, information concerning specific numbers of aviation security officers and aviation security screening officers, deployments or missions, and the methods involved in such operations ;
 - (12) any other information, the disclosure of which the Authority has prohibited ; and
 - (13) any draft, proposed or recommended change to the information and records identified in these Regulations.

17.12 ISSUE OF SECURITY DIRECTIVES

- (a)** The Authority shall, for the purpose of implementation of any of the Security Programs required under these Regulations; issue a security directive to any person to whom 17.12(c) applies requiring him to take such measures as are specified in the directive.
- (b)** This sub-section applies to :
 - (1) the aerodrome operator ;
 - (2) the manager of an aerodrome other than an aerodrome which is principally used by aircraft in military service ;
 - (3) any operator of an aircraft registered or operating in Liberia ;
 - (4) any person who occupies any land forming part of an aerodrome ;
 - (5) any person who is permitted to have access to a restricted area in an aerodrome for the purposes of the activities of a business carried on by him ;
 - (6) any person who manages navigational or other aviation related facilities that are important to the continued operation of international civil aviation ; and
 - (7) any person who carries on a business :
 - (i) which involves handling of any article intended to be carried into an aerodrome for any purpose ;
 - (ii) which involves provision of service by personnel who have access to a restricted area ; or

- (iii) which, in the opinion of the Authority, otherwise impinges on the security of an aerodrome.

(c) The Authority may, by a security directive :

- (1) revoke wholly or partly another security directive issued previously ; and
- (2) modify another security directive issued previously in such manner as he thinks fit.

17.13 REQUIREMENTS OF SECURITY DIRECTIVES

(a) A security directive shall be issued in writing.

(b) A security directive may :

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

(c) specify any apparatus, equipment or other aids to be used for such purposes.

17.14 IMPLEMENTATION OF SECURITY DIRECTIVES

(a) Any person who receives a security directive shall :

- (1) no later than twenty-four hours after delivery by the Authority or within the time prescribed in the security directive, acknowledge receipt of such security directive;
- (2) within the time prescribed in such security directive, specify the method by which the aerodrome operator, aircraft operator, air traffic service provider, flight catering operator, aviation security service provider, regulated agent, or tenant restricted area operator has implemented or plans to implement the measures contained in the security directive ; and
- (3) ensure that information regarding the security directive and measures implemented in response to such security directive are distributed to specified personnel as prescribed in the security directive and to other personnel who require to have such information for the performance of their functions.

- (b)** In the event that an aerodrome operator, aircraft operator, air traffic service provider, flight catering operator, regulated agent, or tenant restricted area operator is unable to implement the measures contained in the security directive, received under 17.14(a), he shall submit proposed alternative measures, to the Authority within the time frame for compliance prescribed in the security directive.
- (c)** The Authority shall review alternative measures submitted by the aerodrome operator, aircraft operator, air traffic service provider, flight catering operator, aviation security service provider, regulated agent, or tenant restricted area operator, under 17.14(b) and where the Authority is satisfied that they meet the requirements of the security directive, the Authority shall approve such alternative measures.
- (d)** The aerodrome operator, aircraft operator, air traffic service provider, flight catering operator, aviation security service provider, regulated agent, or tenant restricted area operator shall implement any alternative measures approved by the Authority under 17.14(c).
- (e)** Any person who receives a security directive or information circular, under 17.12, shall :

 - (1) restrict the availability of the security directive or information circular and information therein to those persons who require such information for the performance of their functions ; and
 - (2) refuse to release the security directive or information circular and information regarding the security directive or information circular to other persons without the prior written consent of the Authority.

17.15 OBJECTION TO SECURITY DIRECTIVES

- (a)** A person to whom a security directive is issued may serve on the Authority a notice in writing objecting to the directive, on the grounds that the measures specified in the directive :

 - (1) are unnecessary and should be dispensed with ; or
 - (2) are excessively onerous or inconvenient and should be modified.
- (b)** Where the person to whom a security directive is issued serves a notice under 17.15(a) objecting to the directive, the Authority shall consider the grounds of the objection and, if so requested by the objector, shall afford to him a reasonable opportunity of appearing before and being heard by a public officer appointed by the Authority for this purpose, who shall then decide on the objection by :

 - (1) confirming the directive as originally issued ;
 - (2) confirming the directive subject to one or more modifications specified in the notice served under 17.15(c) ; or
 - (3) with drawing the directive.
- (c)** A decision under 17.15(b) shall be notified to the object or by the Authority by a notice in writing.

17.16 APPLICATION FOR EXEMPTION FROM A SECURITY DIRECTIVE

- (a) A person or entity to whom a specific security directive is issued may apply to the authority requesting for a review of provisions in the directive, on the grounds that the measures specified in the directive are excessively onerous or impracticable.
- (b) Upon receipt of such a request, the Authority shall consider the grounds for the review and, if so requested by the applicant, may afford to him a reasonable opportunity of appearing before and being heard by the Authority.
- (c) the Authority may, following the hearing decide on the request by:
 - (1) confirming the Directive as originally issued;
 - (2) confirming the directive subject to one or more modifications specified in the notice served under sub regulation (c); or
 - (3) withdrawing the directive.
- (d) A decision under sub regulation (b) shall be notified to the Applicant by the Appropriate Authority in writing.

17.17 SEARCH OF PERSONS AND GOODS

- (a) A person who, prior to entering a restricted area, enhanced security restricted area or sterile area is required by an aviation security officer or aviation security screening officer:
 - (1) to submit to a search of his person ;
 - (2) to permit a search to be carried out of the goods that such person intends to take or have placed on board an aircraft or take into a restricted area ; or
 - (3) to submit to a search of a vehicle or other means of conveyance, under his control, shall not board, and shall not be allowed to board the aircraft, or enter the restricted area, enhanced security restricted area or sterile area unless he submits to a search or permits a search to be carried out, as the case may be.
- (b) Where a person is given an order by an aviation security officer or aviation security screening officer pursuant to 17.16(a) the person shall there upon leave the restricted area, enhanced security restricted area or sterile area immediately and remove the goods, vehicle or means of conveyance in his possession from the restricted area, enhanced security restricted area or sterile area.
- (c) A person under 17.16(a) or 17.16(b) who is requested to leave a restricted area, enhanced security restricted area or sterile area shall be escorted out of such restricted area, enhanced security restricted area or sterile area by an aviation security officer or aviation security screening officer.

17.18 PASSENGERS AND MEMBERS OF THE PUBLIC

- (a) A person shall not carry, or attempt to carry, weapons, prohibited items or other dangerous devices not authorized for transport, in carry-on baggage or in hold baggage, on board an aircraft.

- (b) A person shall not knowingly make a false statement which may jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an aerodrome or on the premises of a civil aviation facility.
- (c) A person shall not make a false statement to an aviation security officer, an aviation security screening officer, an aircraft operator, or a member of the Liberia National Police assigned to aerodrome duties, in regard to possession of a weapon, incendiary device or any other dangerous device.
- (d) A person shall not enter or remain in any part of an aerodrome that is not a public area where a notice is given orally by the aerodrome operator, aerodrome tenant, aircraft operator or by a posted sign stating that trespassing is prohibited, or that entry is restricted to authorized persons as stated in the appropriate Airport Bye-laws.
- (e) Where a person has been ordered to disembark an aircraft in accordance with 17.7.7, he shall disembark the aircraft and remove his carry-on baggage and have his checked baggage removed from the aircraft

17.19 ACCESS TO AERODROME RESTRICTED AREAS

- (a) A person shall be allowed access to aerodrome restricted areas in accordance with the requirements of the appropriate Airport (Restricted Area) Bye-laws.
- (b) A person, who has been granted access to a restricted area of an aerodrome, shall only access or attempt to access such restricted area at a designated restricted area access control point.
- (c) A person may enter certain restricted areas of an aerodrome where such person :
 - (1) has a valid boarding pass issued by an aircraft operator, is proceeding to the assigned gate for the purpose of boarding an aircraft and has been subject to the screening requirements of these Regulations ;or
 - (2) he/she is identified in the emergency response plan of the aerodrome operator and is attending to an aerodrome emergency
- (d) Subject to 17.19(c) a person shall not :
 - (1) provide another person with physical access to a restricted area where the latter has not been issued with a restricted area permit ; or
 - (2) assist other person in gaining physical access to a restricted area where the latter has been issued a restricted area permit but does not have such restricted area permit in his possession.

17.20 RESTRICTION ON ENTRY INTO ENHANCED SECURITY RESTRICTED AREAS AND STERILE AREA

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

17.21 SUBMISSION TO SCREENING

- (a) No person shall enter an enhanced security restricted area or sterile area without

submitting to the screening of his person and property in accordance with the procedures being applied to control access to that area under 17.7.15.

17.22 UNRULY PASSENGER

- (a) Any passenger who becomes unruly at the airport terminal or on board an Aircraft commits an offence.
- (b) The word “*unruly*” as used in this section refers to but is not limited to, the following acts:
- (3) Smoking on board an aircraft or in a non-smoking area of the terminal building ;
 - (4) Use of mobile phones and/or other communication/electronics gadgets on board an aircraft without the approval of the aircraft commander ;
 - (5) Fighting or other disorderly conduct on board an aircraft or at the terminal building;
 - (6) Any conduct/act constituting a nuisance to other passengers ;
 - (7) Disobedience of lawful instructions issued by the aircraft commander, flight crew, cabin attendants, check-in staff and/or security screening staff ;
 - (8) Any conduct that endangers or is likely to endanger the safety of flight operations;
 - (9) Tampering with smoke detectors and other aircraft equipment;
 - (10) Refusing to adhere to protective health measures (e.g. wear protective masks) when explicitly instructed to do so in keeping with medical guidelines during an epidemic or when whilst on flight and exhibiting symptoms of a contagious disease.
- (c) Where any passenger becomes unruly on board an aircraft or at the terminal building, the aircraft commander or airport authority shall take necessary measures including restraint where necessary :
- (1) to protect the safety of the aircraft, terminal building or of persons or property therein, or
 - (2) to maintain good order and discipline on board or at the terminal building ; and
 - (3) to enable him deliver such person to competent authorities.

17.23 CONTROL OF PASSES AND KEYS TO SECURITY RESTRICTED AREA

- (a) no person shall:
- (1) loan or give a security restricted area pass or key that was issued to him/her to another person;
 - (2) alter or otherwise modify a security restricted area pass or key;
 - (3) have or used a security restricted area pass or key that was issued to another person;

- (4) knowingly use a counterfeit security restricted area pass or key;
 - (5) make or reproduce a copy of a security restricted area pass.
 - (6) possess use or attempt to use an expired security restricted area permit or pass.
- (b)** Airport restricted area permits shall be returned on demand or upon termination of appointment with the sponsoring departments, or when it is no longer required;
- (c)** An Airport restricted area pass shall be worn and displayed at chest level at all times within restricted area and must be produced on demand by a security officer.
- (d)** No person other than the Airport Manager (or persons occupying such analogous positions) shall:
- (1) make a copy of a key;
 - (2) Disclose a combination code for accessing a restricted area;
 - (3) Use a combination code not assigned to them;
 - (4) Disclose a personal identification code;
 - (5) use another person's identification code.

17.24 SCREENING OF DIPLOMATS

- (a)** subject to the provisions of the Vienna Convention on Diplomatic Relations, diplomats and other privileged persons and their personal baggage shall be screened for security purposes.
- (b)** Diplomatic bags shall not be screened using X-ray and /or Trace Explosive Detector and shall not be opened and physically searched.
- (c)** Staff of commercial operators responsible for receiving diplomatic bags shall make sure that the bearers of the bags have in fact, been sent by duly appointed officials of the missions concerned.
- (d)** Diplomatic couriers and their personal baggage are not exempt from screening and shall be screened in the same manner as other passengers.

17.25 CONTINGENCY PLAN

- (a)** The Authority shall ensure Contingency plans are developed and resources to safeguard civil aviation against acts of unlawful interference are made available.
- (b)** Each airport in Liberia serving civil aviation shall establish an Airport Contingency Plan.
- (c)** The contingency plans shall be tested on a regular basis by means of simulation exercises as specified below:
- (i) Full-scale exercises at least every two years to ensure the adequacy of the contingency plan to cope with different types of contingencies ;

- (ii) Smaller scale (partial) exercises of the different portions of a contingency plan, such as table top exercises, at least yearly to ensure the adequacy of the response of individual participating agencies and components of the contingency plan, such as the communications system.
- (d) The participating entities shall ensure that an evaluation is conducted following an exercise to identify deficiencies and remedy weaknesses in response mechanisms.
- (e) Entities involved in the decision-making processes shall be involved in exercises to practice the management of response to acts of unlawful interference.

17.26 REQUIREMENTS FOR APPROVALS, AUTHORIZATIONS AND CERTIFICATES

17.26.1 APPROVALS

- (a) Authority may grant the following Approvals to an applicant who satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Program for the approval sought.
 - (1) Aviation Security Service Provider.
 - (2) Aviation Security Training Provider.

17.26.2 AUTHORIZATIONS

- (a) The Authority may grant the following authorizations when an applicant satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Training Program for the authorization sought :
 - (1) AVSEC Instructors authorization.
 - (2) AVSEC National Inspectors authorization.

17.26.3 CERTIFICATES

- (a) The Authority may issue the Aviation Security Screeners certificate when an applicant satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Training Program for the certificate sought.

17.26.4 VALIDITY OF APPROVALS, AUTHORIZATIONS AND CERTIFICATES

- (a) The Authority will issue or renew an approval, authorization and certificate when the applicant complies with the requirements of the NCASP and/or NCASTP.
- (b) Privileges
 - (3) The holder of an approval, authorization or certificate shall not exercise privileges other than those granted by the approval, authorization and certificate ;
 - (4) The privileges granted by an authorization and certificates, may not be exercised unless the holder maintains competency and meets the requirements for recent

experience as stipulated in the NCASP and/or NCASTP.

- (c)** The validity period of an approval, authorization and certificate is two (2) years.
- (d)** An approval, authorization and certificate may be suspended or revoked if:
 - (1) Conditions which qualified the recipient for receiving the certificate are no longer maintained and such action is considered necessary to ensure compliance with these regulations;
 - (2) The certificate holder is found to be involved in illegal activities and abusing the certificate for such purpose;
 - (3) The privileges or duties for which the certificate was granted are being carried out by the holder in a careless or incompetent manner; or
 - (4) Permitting the holder of the certificate to continue to operate pending corrective action poses a public threat.
- (e)** Medical Fitness: A medical examination may be conducted by the LCAA Medical assessor or a designated AAME.

17.27 MISCELLANEOUS

17.27.1 DRONES

- (a)** Drones and unmanned aircraft are legal in Liberia; however, drones of more than 1 kg (including any articles or equipment installed) must be registered with the LCAA — failure to register a drone can result in a prison term of up to 10 years or fine of up to \$200,000;
- (b)** Drones flown for professional purposes are subject to the rules and regulations of all aircraft as specified in the appropriate sections of the Liberia Civil Aviation Regulations;
- (c)** In addition, the following serve as regulations for drones flown for recreational purposes:
 - i. Do not fly drones within 10 kilometers (6 miles) of airports or helipads;
 - ii. Do not fly drones higher than 400 feet vertically;
 - iii. Any unregistered drone may not fly higher than 50 feet (15 meters) vertically;
 - iv. Visual line of sight must be maintained with drones.
 - v. Drones can only be registered by someone over 16 years of age; whilst drones operated by someone under 16 must be registered by a parent or legal guardian;
 - vi. Drones may not fly in restricted areas.
 - vii. Drone insurance is required.

- viii. Drones may only be operated at night with a special permit from the LCAA.
 - ix. Goods may not be dropped or transported via drone without prior special authorization.
 - x. Drones may not be operated in congested areas of cities, towns, or settlements. Additionally drones may not be flown over crowds.
 - xi. Drones may not fly within a 30 meter (98 feet) radius of buildings or vehicles without prior express permission.
 - xii. Drones must not be operated whilst under the influence of alcohol or intoxicating drugs;
- (d)** Restricted areas in which drones are not permitted to fly without express permission of the relevant security entities include minimum horizontal distance of 200 meters of the following:
- (i) Military bases;
 - (ii) The Executive Mansion;
 - (iii) The Foreign Ministry (for as long as the President’s Office is there located);
 - (iv) The residences of the President, the Vice-President; and the Speaker of the House;
 - (v) The convoy of the President (unless express permission is provided by the Executive Protection Service (EPS));
 - (vi) Any location at which the President is present (unless express permission is provided by the EPS);
 - (vii) Any location at which a demonstration or riot is taking place unless express permission is provided by the Liberia National Police (LNP);
 - (viii) Police stations, prison installations or any institute in which criminal prisoners are incarcerated (unless express permission is provided in advance by police or court);
 - (ix) Embassies, Consulates, Diplomatic Missions, and residences of Foreign Ambassadors in the Republic of Liberia (unless express permission is provided by the legally appropriate authority of the diplomatic mission in question);
 - (x) Hospitals and Medical Centers (unless express permission is granted by the management of said institute or necessary for security purposes)
 - (xi) Mount Coffee Hydro Complex, all power generation plants, transmission and distribution substations of the Liberia Electricity Corporation; and
 - (xii) Harrisburg Water Treatment Plant.

- (e) The minimum distance of 200 meters may be extended in keeping with dynamic risk assessment conducted by appropriate security personnel if drones in an area are deemed to be a potential threat.

- (f) **The power to prevent unmanned aircraft / drone flying.** If it appears to the Authority or an authorized inspector or officer of the Authority that a small unmanned aircraft is intended to be or likely to be flown from any place within the Republic of Liberia in contravention of any provision of these Regulations, or in contravention of the Act, or any Orders, Instructions or Directives there under if that aircraft were to be flown, the Authority, or an authorized inspector or officer may direct the registered owner, or the person who has charge of the small unmanned aircraft or any other person purporting to have charge of the aircraft, with or without the permission of the registered owner or the legitimate owner of the aircraft, that he or she is not to permit or cause the aircraft to make the flight and the Authority or an authorized inspector or officer of the Authority may take such steps as are necessary to detain that aircraft at a suitable location.

17.27.2 VIOLATIONS

- (a) Any person who contravenes any provision of these regulations commits an offence and is liable to fine or prosecution by law.

- (b) A facility operator or service provider who contravenes a provision of these regulations is liable to fine or penalty in keeping with the Liberia’s Penal Codes; the LCAA Act of 2021; and/or Liberia Civil Aviation Regulations on Penalties.

- (c) An employee of the Authority who contravenes a provision of these Regulations is liable to disciplinary procedures under:
 - (i) The staff service rules if the person is not a security personnel;
 - (ii) The security code of conduct if the person is a security personnel; and
 - (iii) Ethics and code of conduct of quality control inspectors if the person is a quality control inspector.

17.28 CRIMINAL OFFENSES

17.28.1 ACTS OF UNLAWFUL INTERFERENCE

The following actions constitute an act of unlawful interference against civil aviation and in keeping with Liberia’s penal codes, and/or the LCAA Act of 2021 shall be prosecuted to the full extent of the law in keeping with the laws governing such offences:

- (a) An act of violence using any device, substance or weapon against a person at an airport serving international civil aviation, which causes or is likely to cause serious injury or death, if such an act endangers or is likely to endanger safety at that airport;

- (b) Destruction of, or serious damage to the facilities of, an airport serving international or aircraft not in service located thereon, or disruption of the services of the airport, if such an act endangers or is likely to endanger safety at that airport;
- (c) Placing or causing to be placed on an aircraft in service, by any means whatsoever, a device or substance which is likely to destroy that aircraft, or to cause damage to it that renders it incapable of flight or that is likely to endanger its safety in flight; and
- (d) Destruction or damage to air navigation facilities or interference with their cooperation, if such an act is likely to endanger the safety of aircraft in flight.
- (e) A list of criminal offenses concerning civil aviation including criminal penalties can be found in the LCAA Act of 2021, SUBCHAPTER VIII, 802. These include:
 - (i) Certificate violations;
 - (ii) Misleading marking of aircraft
 - (iii) Interference with air navigation;
 - (iv) Reporting and record keeping violations;
 - (v) Refusal to testify or produce records;
 - (vi) Aircraft piracy;
 - (vii) Interference with crew members;
 - (viii) General criminal penalty;
 - (ix) Weapons and explosive violations;
 - (x) Interference with aircraft operations;
 - (xi) Removal of parts of aircraft involved in accident;
 - (xii) Willful violation of the Annex 18 provisions concerning dangerous goods; and
 - (xiii) Acts of unlawful interference with civil aviation.

17.28.1 JURISDICTION FOR ACTS OF UNLAWFUL INTERFERENCE COMMENCING IN FLIGHT

If there is no request for extradition, such measures as may be necessary shall be taken to establish Liberia's jurisdiction over offences in the following cases:

- (a) When the offence is committed in the territory of Liberia;
- (b) When the offence is committed against or on board an aircraft registered to Liberia;
- (c) When the aircraft on board which the offence is committed lands in the territory of Liberia with the alleged offender still on board;

- (d) When the offence is committed against or on board an aircraft leased without crew to a lessee who has his principal place of business or, if the lessee has no such place of business, his permanent residence, in Liberia.

DATED THIS 15TH DAY OF JULY 2021

SIGNED:



HON. CHIEF MOSES Y. KOLLIE
DIRECTOR GENERAL
LIBERIA CIVIL AVIATION AUTHORITY