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All KCASR Stockholders and Users

**Subject.: Notice of Proposed Amendment's (NPA) No. 2022-02 to Kuwait Civil Aviation Safety Regulations KCASR 17 - AVIATION SECURITY Rev 4.**

Dear Sir,

**Purpose:**

The purpose of this NPA is to announce to the KCASR users the intention of the Directorate General of Civil Aviation to amend **KCASR 17 - AVIATION SECURITY** (issue 4), .

**Action Required:**

All users of KCASR are required to refer to DGCA/ASD website (<https://kcasr.dgca.gov.kw>) for reviewing the NPA and mail or email (safety@dgca.gov.kw) their comments to DGCA by 07/Jul/2022 using the attached NPA Response Sheet Forms No. 1500 or using NPA comments & feedback form on the website. If we do not receive your response by this date, it will be assumed that you do not have any comments on the proposal.

If required, the DGCA/Aviation Safety Department personnel are available to answer your questions on the interpretation and intended implementation of the proposed amendments.

This is for your information and distribution to the concerned parties.

Yours Sincerely,

Abdullah Ali Al-Abdullah Al-Salem Al-Sabah  
President of Civil Aviation

President of Civil Aviation

CC: Director General of Civil Aviation.  
Dy. Dir. Gen. Kuwait. Intel. Airport Affairs.  
Dy. Dir. Gen. for Air Navigation Services Affairs.  
Safety Management Coordination Center (SMCC).  
Head of Technical Office.  
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الطيران المدني  
Civil Aviation  
دولة الكويت - State of Kuwait

## **Kuwait Civil Aviation Safety Regulations**

### **KCASR 17 – AVIATION SECURITY**



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## CHAPTER 1. DEFINITIONS

Acts of unlawful interference. These are acts or attempted acts such as to jeopardize the safety of civil aviation, including but

Not limited to:

- unlawful seizure of aircraft,
- destruction of an aircraft in service,
- hostage-taking on board aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment,
- communication of false information such as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

**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.

**Aircraft security check.** An inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purposes of discovering suspicious objects, weapons, explosives or other dangerous devices, articles and substances.

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

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

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

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

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



interference. This excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft, such as personal bodyguards.

**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.

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

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

*Note.* Certain dangerous articles or substances are classified as dangerous goods by Annex 18 and the associated Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) and must be transported in accordance with those instructions. In addition, the Aviation Security Manual (Doc 8973 – Restricted) provides a list of prohibited items that must never be carried in the cabin of an aircraft.

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

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

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

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

**Security inspection.** An announced or unannounced examination of the effectiveness of the implementation of specific security measures. ~~An examination of the implementation of relevant national civil aviation security programme requirements by an airline, airport, or other entity involved in security.~~

**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. ~~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 centres, airside catering and aircraft cleaning premises.~~



## 2.2 Applicability

~~2.2.1—Kuwait DGCA Shall apply the Standards and shall endeavour to apply the Recommended Practices contained in Annex 17 to international civil aviation operations (STD).~~

~~2.2.2~~ 2.2.1 Kuwait DGCA Shall ensure that measures designed to safeguard against acts of unlawful interference are applied to domestic operations to the extent practicable, based upon a security risk assessment carried out by the relevant national authorities (STD).

## 2.3 Security and facilitation

Kuwait DGCA should whenever possible arrange for the security controls and procedures to cause a minimum of interference with, or delay to the activities of, civil aviation provided the effectiveness of these controls and procedures is not compromised.

## 2.4 International cooperation

2.4.1 Kuwait DGCA when requesting additional security measures for a specific flight(s) shall ensure appropriate consultation and give consideration to alternative measures of the other State that are equivalent to those requested (STD).

2.4.1bis 2.4.1 Kuwait DGCA shall ensure that requests from other Contracting States for additional security measures in respect of a specific flight(s) by operators of such other States are met, as far as may be practicable. (STD).

2.4.2 Kuwait DGCA Shall cooperate with other States in the development and exchange of information concerning national civil aviation security programmes, training programmes and quality control programmes, as necessary (STD).

2.4.3 Kuwait DGCA Shall establish and implement procedures to share with other Contracting States, in a timely manner, threat information that applies to the aviation security interests of those States, to the extent practicable (STD).

2.4.4 Kuwait DGCA Shall establish and implement suitable protection and handling procedures for security information shared by other Kuwait DGCA, or security information that affects the security interests of other Kuwait DGCA, in order to ensure that inappropriate use or disclosure of such information is avoided (STD).

2.4.5 Kuwait DGCA should share, at the request of another Contracting State, as appropriate, and consistent with its sovereignty, the results of the audit carried out by ICAO and the corrective actions taken as appropriate and consistent with its sovereignty. ~~by the audited State if requested by another State.~~



2.4.6 Kuwait DGCA should include in each of its bilateral agreements on air transport a clause related to aviation security, taking into account the model clause developed by ICAO.

2.4.7 Kuwait DGCA should make available to other Kuwait DGCA on request a written version of the appropriate parts of its national civil aviation security programme.

~~2.4.8 Kuwait DGCA should notify ICAO where it has shared information under 2.4.5.~~

~~2.4.9~~2.4.8 Kuwait DGCA should consider entering into collaborative arrangements in order to increase the sustainability of the aviation security system by avoiding unnecessary duplication of security controls. The arrangement shall be based on verification of equivalence of the security outcome ensured by the application of effective security controls at origin.

## **2.5 Innovation, research and development**

2.5.1 Kuwait DGCA should promote research and development of new security equipment, processes and procedures which will better achieve civil aviation security objectives and should cooperate with other Kuwait DGCA in this matter.

2.5.2 Kuwait DGCA should ensure that the development of new security equipment takes into consideration Human Factors principles.

2.5.3 Kuwait DGCA should consider implementing innovative processes and procedures to allow operational differentiation of screening and security controls based on clearly defined criteria.

~~2.5.3~~2.5.4 Kuwait DGCA should consider the use of advanced security equipment, when investing in new equipment, to achieve civil aviation security objectives.



## CHAPTER 3. ORGANIZATION

### 3.1 National organization and appropriate authority

3.1.1 Kuwait DGCA shall establish and implement a written national civil aviation security programme to safeguard civil aviation operations against acts of unlawful interference, through regulations, practices and procedures which take into account the safety, regularity and efficiency of flights (STD).

3.1.2 Kuwait DGCA is the designate appropriate authority to ICAO as an administration to be responsible for the development, implementation and maintenance of the national civil aviation security programme (STD).

3.1.3 Kuwait DGCA shall keep under constant review the level and nature of threat to civil aviation within its territory and airspace above it, and establish and implement policies and procedures to adjust relevant elements of its national civil aviation security programme accordingly, based upon a security risk assessment carried out by the relevant national authorities (STD).

3.1.3bis Kuwait DGCA should ensure that periodic vulnerability assessments are conducted at its airports engaged in international operations, ensuring coordination among relevant departments, agencies, including appropriate law enforcement and intelligence authorities, and other entities. Such vulnerability assessments should be used to inform risk assessments and security improvements.

3.1.4 Kuwait DGCA shall establish and implement procedures to share as appropriate, with relevant airport operators, aircraft operators, air traffic service providers or other entities concerned, in a practical and timely manner, relevant information to assist them to conduct effective security risk assessments relating to their operations (STD).

*Note 1.— Guidance on security risk assessment can be found in the Aviation Security Manual (Doc 8973) and the Aviation Security Global Risk Context Statement (Doc 10108).*

*Note 2.— Guidance on safety risk management can be found in the Safety Management Manual (SMM) (Doc 9859).*

*Note 3.— Guidance on assessing risk over or near conflict zones can be found in the Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (Doc 10084).*

*Note 4.— Refer to KCASR 6, Part ORO, and KCASR 11, Chapter 2, Standards 2.19.3 and 2.19.3.1.*



3.1.5 Kuwait DGCA shall require define and allocate tasks and coordinate activities between the departments, agencies and other organizations of the State, airport and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the national civil aviation security programme (STD).

3.1.6 Kuwait DGCA shall establish a national aviation security committee or similar arrangements for the purpose of coordinating security activities between the departments, agencies and other organizations of the State, airport and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the national civil aviation security programme (STD).

~~3.1.7 Kuwait DGCA shall ensure the development and implementation of a national civil aviation security training programme (NCASTP) for personnel of all entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme. This training programme shall be designed to ensure the effectiveness of the national civil aviation security programme (STD).~~

~~3.1.8 Kuwait DGCA shall ensure the development and implementation of NCASTP a certification system that ensures that instructors are qualified in the applicable subject matters in accordance with the national civil aviation security programme (STD).~~

~~3.1.9~~3.1.8 Kuwait DGCA shall ensure the arrangement of the supporting resources and facilities required by the aviation security services ~~to be~~are made available at each airport serving civil aviation (STD).

~~3.1.10~~3.1.9 Kuwait DGCA shall make available to its airport and aircraft operators and air traffic service providers operating in its territory and other entities concerned, a written version of the appropriate parts of its national civil aviation security programme and/or relevant information or guidelines enabling them to meet the requirements of the national civil aviation security programme (STD).

~~3.1.11 Kuwait DGCA shall ensure that personnel of all entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme and those authorized to have unescorted access to airside areas receive periodic initial and recurrent security awareness training. (STD).~~



## **3.2 Airport operations**

3.2.1 Kuwait DGCA shall require each airport serving civil aviation to establish, implement and maintain a written airport security programme appropriate to meet the requirements of the national civil aviation security programme (STD).

3.2.2 Kuwait DGCA shall ensure that an authority at each airport serving civil aviation is responsible for coordinating the implementation of security controls (STD).

3.2.3 Kuwait DGCA shall ensure that an airport security committee at each airport serving civil aviation is established to assist the authority mentioned under 3.2.2 in its role of coordinating the implementation of security controls and procedures as specified in the airport security programme (STD).

3.2.4 Kuwait DGCA shall ensure that airport design requirements, including architectural and infrastructure-related requirements necessary for the implementation of the security measures in the national civil aviation security programme, are integrated into the design and construction of new facilities and alterations to existing facilities at airports (STD).

## **3.3 Aircraft operators**

3.3.1 Kuwait DGCA as the State of the Operator, shall ensure that its commercial air transport operators ~~providing service from that State~~ have established, implemented and maintained a written aircraft operator security programme that meets the requirements of the national civil aviation security programme of ~~that~~ the State of Kuwait (STD).

3.3.2 Kuwait DGCA shall require foreign commercial air transport operators providing service to and from the State of Kuwait to establish, implement and maintain written supplementary station procedures that meet the requirements of the national civil aviation security programme of the State of Kuwait (STD).

~~3.3.2~~3.3.3 Kuwait DGCA should ensure that each entity conducting general aviation operations, including corporate aviation operations, using aircraft with a maximum take-off mass greater than 5 700 kg, has established, implemented and maintained a written operator security programme that meets the requirements of the national civil aviation security programme of that State.



~~3.3.3.3.4~~ 3.3.3.4 Kuwait DGCA should ensure that each entity conducting aerial work operations has established, implemented and maintained a written operator security programme that meets the requirements of the national civil aviation security programme of that State. The programme shall contain operations features specific to the type of operations conducted.

~~3.3.4~~ ~~Kuwait DGCA should take into account the ICAO model as a basis for operators' or entities' security programmes under 3.3.1, 3.3.2 and 3.3.3.~~

~~3.3.5~~ ~~Kuwait DGCA should require operators providing service from that State and participating in code sharing or other collaborative arrangements with other operators to notify the appropriate authority of the nature of these arrangements, including the identity of the other operators.~~



### **3.4 Training, qualifications and security culture ~~Quality control and qualifications~~**

3.4.1 Kuwait DGCA shall ensure the development and implementation of a national civil aviation security training programme (NCSTP) policy for all personnel involved with or responsible for the implementation of various aspects of the national civil aviation security programme. This training policy shall be designed to ensure the effectiveness of the national civil aviation security programme (STD).

3.4.2 Kuwait DGCA shall ensure that all aviation security training programmes for personnel with responsibilities under the national civil aviation security programme include an assessment of competencies to be acquired and maintained for initial and recurrent training; (STD).

3.4.3 Kuwait DGCA shall ensure the development and implementation of a certification system that ensures that instructors are qualified in the applicable subject matters in accordance with the national civil aviation security programme (STD).

#### **3.4.1**

- ~~a) background checks are completed in respect of persons implementing security controls, persons with unescorted access to security restricted areas, and persons with access to sensitive aviation security information prior to their taking up these duties or accessing such areas or information;~~
- ~~b) recurrent background checks are applied to such persons at intervals defined by the appropriate authority; and~~
- ~~c) persons found unsuitable by any background check are immediately denied the ability to implement security controls, unescorted access to security restricted areas, and access to sensitive aviation security information.~~

3.4.4 Kuwait DGCA shall ensure that the personnel carrying out security audits, tests and inspections are trained to appropriate standards for these tasks in accordance with the national civil aviation security programme;

3.4.5 Kuwait DGCA shall ensure that personnel of all entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme and those authorized to have unescorted access to airside areas receive periodic initial and recurrent security awareness training. (STD).

3.4.6 Kuwait DGCA should require entities involved with or responsible for the implementation of various aspects of the national civil aviation security programme to promote, develop



and implement measures and mechanisms that contribute to establishing a strong and effective security culture.

### **3.5 Quality control**

3.5.1 Kuwait DGCA shall require the appropriate authority to develop, implement and maintain a national civil aviation security quality control programme to regularly determine compliance with and validate the effectiveness of its national civil aviation security programme. The priorities and frequency of oversight activities shall be determined on the basis of risk assessments carried out by the relevant authorities, and include security audits, inspections and tests to provide for the rapid and effective rectification of any deficiencies. The national civil aviation security quality control programme shall include the following elements (STD):

- a) independence of those conducting oversight from those applying measures implemented under the national civil aviation security programme;
- b) the personnel conducting oversight are trained to appropriate standards;
- c) the personnel conducting oversight have the necessary authority to obtain all relevant information to carry out these tasks and to enforce corrective actions;
- d) a confidential reporting system for analyzing security information provided by sources such as passengers, crew and ground personnel; and
- e) a process to record and analyze the results of the national civil aviation security quality control programme, in order to contribute to the effective development and implementation of the national civil aviation security programme, including identifying the causes and patterns of non-compliance and verifying that corrective actions have been implemented and sustained.

~~3.4.2~~3.5.2 Kuwait DGCA shall ensure that the persons implementing security controls possess all competencies required to perform their duties and are appropriately selected and trained according to the requirements of the national civil aviation security programme and that appropriate records are maintained up to date. Relevant standards of performance shall be established and initial and periodic assessments shall be introduced to maintain those standards

~~3.4.3~~3.5.3 Kuwait DGCA shall ensure that the persons carrying out screening operations are certified according to the requirements of the national civil aviation security programme to ensure that performance standards are consistently and reliably achieved (STD).



~~3.4.4 Kuwait DGCA shall develop, implement and maintain a national civil aviation security quality control programme to determine compliance with and validate the effectiveness of its national civil aviation security programme (STD).~~

~~3.4.5 Kuwait DGCA shall ensure that the implementation of security measures is regularly subjected to verification of compliance with the national civil aviation security programme. The priorities and frequency of monitoring shall be determined on the basis of risk assessment carried out by the relevant authorities (STD).~~

~~3.4.6 Kuwait DGCA shall arrange for security audits, tests and inspections to be conducted on a regular basis, to verify compliance with the national civil aviation security programme and to provide for the rapid and effective rectification of any deficiencies (STD).~~

~~3.4.7 Kuwait DGCA shall ensure that the management, setting of priorities and organization of the national civil aviation security quality control programme shall be undertaken independently from the entities and persons responsible for the implementation of the measures taken under the national civil aviation security programme (STD).~~

~~Kuwait DGCA shall also:~~

- ~~a) ensure that the personnel carrying out security audits, tests and inspections are trained to appropriate standards for these tasks in accordance with the national civil aviation security programme;~~
- ~~b) ensure that the personnel carrying out security audits, tests and inspections are afforded the necessary authority to obtain information to carry out these tasks and to enforce corrective actions;~~
- ~~c) supplement the national civil aviation security quality control programme by establishing a confidential reporting system for analysing security information provided by sources such as passengers, crew and ground personnel; and~~
- ~~d) Establish a process to record and analyse the results of the national civil aviation security quality control programme, to contribute to the effective development and implementation of the national civil aviation security programme, including identifying the causes and patterns of non-compliance and verifying that corrective actions have been implemented and sustained.~~

~~3.4.8~~3.5.4 Kuwait DGCA concerned with an act of unlawful interference shall require its appropriate authority to re-evaluate security controls and procedures and in a timely fashion take action necessary to remedy weaknesses so as to prevent recurrence. These actions shall be shared with ICAO (STD).



## **CHAPTER 4. PREVENTIVE SECURITY MEASURES**

### **4.1 Objective**

4.1.1 Kuwait DGCA shall establish measures to prevent weapons, explosives or any other dangerous devices, articles or substances, which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized, from being introduced, by any means whatsoever, on board an aircraft engaged in civil aviation (STD).

4.1.2 Kuwait DGCA shall ensure the use of randomness and unpredictability in the implementation of security measures, as appropriate. (STD).

~~4.1.24.1.3~~ Kuwait DGCA shall ensure procedures are establish to deal with unidentified baggage and suspicious objects in accordance with a security risk assessment carried out by the relevant national authorities.

~~4.1.34.1.4~~ Kuwait DGCA should consider integrating behaviour detection into its aviation security practices and procedures.

### **4.2 Measures relating to access control**

4.2.1 Kuwait DGCA shall ensure that the access to airside areas at airports serving civil aviation is controlled in order to prevent unauthorized entry (STD).

4.2.2 Kuwait DGCA shall ensure that security restricted areas are established at each airport serving civil aviation designated by the State based upon a security risk assessment carried out by the relevant national authorities (STD).

4.2.3 Kuwait DGCA shall ensure that identification systems are established and implemented in respect of persons and vehicles in order to prevent unauthorized access to airside areas and security restricted areas. Access shall be granted only to those with an operational need or other legitimate reason to be there Identity and authorization shall be verified at designated checkpoints before access is allowed to airside areas and security restricted areas (STD).

4.2.4 Kuwait DGCA shall ensure that the movement of persons and vehicles to and from the aircraft is supervised in security restricted areas in order to prevent unauthorized access to aircraft (STD).



- 4.2.5 Kuwait DGCA shall establish measures to ensure that persons other than passengers, together with items carried, are screened prior to entry into airport security restricted areas (STD).
- 4.2.6bis Kuwait DGCA shall ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices carried by persons other than passengers on their persons or in their items carried. Where these methods are not applied continuously, they shall be used in an unpredictable manner. (STD).
- 4.2.6 Kuwait DGCA shall ensure that vehicles being granted access to security restricted areas, together with items contained within them, are subject to screening or other appropriate security controls in accordance with a risk assessment carried out by the relevant national authorities (STD).
- ~~4.2.7 Kuwait DGCA should ensure that identity documents issued to aircraft crew members provide a harmonized and reliable international basis for recognition and validation of documentation to permit authorized access to airside and security restricted areas by conforming to the relevant specifications set forth in Doc 9303, Machine Readable Travel Documents.~~

### **4.3 Measures relating to aircraft**

- 4.3.1 Kuwait DGCA shall ensure that aircraft security checks of originating aircraft engaged in commercial air transport movements are performed or an aircraft security search is carried out. The determination of whether it is an aircraft security check or a search that is appropriate shall be based upon a security risk assessment carried out by the relevant national authorities (STD).
- 4.3.2 Kuwait DGCA shall ensure that measures are taken to ensure that any items left behind by passengers disembarking from transit flights are removed from the aircraft or otherwise dealt with appropriately before departure of an aircraft engaged in commercial flights (STD).
- 4.3.3 Kuwait DGCA shall require its commercial air transport operators to take measures as appropriate to ensure that during flight unauthorized persons are prevented from entering the flight crew compartment (STD).

*Note. Provisions for security of the flight crew compartment of aircraft engaged in commercial air transportation are contained in KCASR 6.*



4.4.6 Kuwait DGCA should ensure that practices are established at airports and on board aircraft to assist in the identification and resolution of suspicious activity that may pose a threat to civil aviation.

## **4.5 Measures relating to hold baggage**

4.5.1 Kuwait DGCA shall establish measures to ensure that originating hold baggage is screened prior to being loaded onto an aircraft engaged in commercial air transport operations departing from a security restricted area (STD).

~~4.5.1~~4.5.2 Kuwait DGCA shall ensure the use of appropriate screening methods that are capable of detecting the presence of explosives and explosive devices in hold baggage. The appropriate standards for screening in the context of this chapter 4.5 shall be defined by the appropriate authority (STD).

~~4.5.2~~4.5.3 Kuwait DGCA shall ensure that all hold baggage to be carried on a commercial aircraft is protected from unauthorized interference from the point it is screened or accepted into the care of the carrier, whichever is earlier, until departure of the aircraft on which it is to be carried. If the integrity of hold baggage is jeopardized, the hold baggage shall be re-screened before being placed on board an aircraft (STD).

~~4.5.3~~4.5.4 Kuwait DGCA shall ensure that commercial air transport operators do not transport the baggage of persons who are not on board the aircraft unless that baggage is identified as unaccompanied and subjected to appropriate screening (STD).

~~4.5.4~~4.5.5 Kuwait DGCA shall ensure that transfer hold baggage is screened prior to being loaded onto an aircraft engaged in commercial air transport operations, unless it has established a validation process and continuously implements procedures, in collaboration with the other Contracting State where appropriate, to ensure that such hold baggage has been screened at the point of origin and subsequently protected from unauthorized interference from the originating airport to the departing aircraft at the transfer airport (STD).

~~4.5.5~~4.5.6 Kuwait DGCA shall ensure that commercial air transport operators transport only items of hold baggage which have been individually identified as accompanied or unaccompanied, screened to the appropriate standard and accepted for carriage on that flight by the air carrier. All such baggage should be recorded as meeting these criteria and authorized for carriage on that flight (STD).



~~4.5.6 Kuwait DGCA should establish procedures to deal with unidentified baggage in accordance with a security risk assessment carried out by the relevant national authorities.~~

## **4.6 Measures relating to cargo, mail and other goods**

- 4.6.1 Kuwait DGCA shall ensure that appropriate security controls, including screening where practicable, are applied to cargo and mail, prior to their being loaded onto an aircraft engaged in commercial air transport operations (STD).
- 4.6.2 Kuwait DGCA shall establish a supply chain security process, which includes the approval of regulated agents and/or known consignors, if such entities are involved in implementing screening or other security controls of cargo and mail (STD).
- 4.6.3 Kuwait DGCA shall ensure that cargo and mail to be carried on a commercial aircraft are protected from unauthorized interference from the point screening or other security controls are applied until departure of the aircraft (STD).
- 4.6.4 Kuwait DGCA shall ensure that enhanced security measures apply to high-risk cargo and mail to appropriately mitigate the threats associated with it (STD).
- 4.6.5 Kuwait DGCA shall ensure that operators do not accept cargo or mail for carriage on an aircraft engaged in commercial air transport operations unless the application of screening or other security controls is confirmed and accounted for by a regulated agent, a known consignor, or an entity that is approved by an appropriate authority. Cargo and mail which cannot be confirmed and accounted for by a regulated agent, a known consignor, or an entity that is approved by an appropriate authority shall be subjected to screening (STD).
- 4.6.6 Kuwait DGCA shall ensure that catering, stores and supplies intended for carriage on commercial flights are subjected to appropriate security controls, which may include a supply chain security process or screening, and thereafter protected until loaded onto the aircraft (STD).
- 4.6.7 Kuwait DGCA shall ensure that merchandise and supplies introduced into security restricted areas are subjected to appropriate security controls, which may include a supply chain security process or screening (STD).
- 4.6.8 Kuwait DGCA shall ensure that cargo and mail that has been confirmed and accounted for shall then be issued with a security status which shall accompany, either in an electronic format or in writing, the cargo and mail throughout the secure supply chain (STD).



- 5.2.6 Kuwait DGCA should ensure that information received as a consequence of action taken in accordance with 5.2.2 is distributed locally to the air traffic services units concerned, the appropriate airport administrations, the operator and others concerned as soon as practicable.
- 5.2.7 Kuwait DGCA should cooperate with other States for the purpose of providing a joint response in connection with an act of unlawful interference. When taking measures in their territory to free passengers and crew members of an aircraft subjected to an act of unlawful interference, Kuwait DGCA should use, as necessary, the experience and capability of the State of the Operator, the State of manufacture and the State of Registry of that aircraft.

### **5.3 Exchange of information and reporting**

- 5.3.1 Kuwait DGCA concerned with an act of unlawful interference shall require its appropriate authority to re-evaluate security controls and procedures and, in a timely fashion, take action necessary to remedy weaknesses so as to prevent recurrence. ~~provide ICAO with all pertinent information concerning the security aspects of the act of unlawful interference as soon as practicable after the act is resolved~~ (STD).
- 5.3.2 Kuwait DGCA should exchange information with other Kuwait DGCA as considered appropriate on the management of response to an act of unlawful interference, at the same time supplying such information to ICAO.