

**Democratic Socialist Republic of Sri Lanka**



**Civil Aviation Authority of Sri Lanka**  
**Implementing Standards**

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

**Title: Compliance to Annex 6 Part 1- Chapter 13 – Security**

**IS Reference Code:** IS-6-(i)-13

**Date of Issue:** 10.01.2023

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 (hereinafter referred to as the CA Act), Director General of Civil Aviation (hereinafter referred to as the DGCA) shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the Purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.

Accordingly, I, being the DGCA do hereby issue the Implementing Standards on Compliance to **Annex 6 - Part (I) - Chapter 13 – Security** as mentioned in the Attachment hereto (**Ref: Attachment No IS-6-(i)-13**) elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices contained in ICAO Annex 6.

This implementing Standard shall be applicable to holders of Air Operator Certificate, Foreign Air Operator Certificate issued by DGCA and any applicant seeking an Air Operator Certificate or Foreign Air Operator Certificate and shall come in to force with effect from 10<sup>th</sup> of January 2023 and remain force unless revised/revoked.

This Implementing Standard will supersede 01<sup>st</sup> Edition, Rev 01 of Implementing Standard 022 dated 15<sup>th</sup> February 2018 issued by the DGCA.

Attention is also drawn to Section 103 of the CA Act, which states inter alia that failure to comply with any Implementing Standard is an offence. Further, if any standard stipulated in this Implementing Standard is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the DGCA under Section 102 of the CA Act.

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P A Jayakantha  
Director General of Civil Aviation and  
Chief Executive Officer

Enclosure: Attachment No. IS-6(i)-13-Att-01

## PREAMBLE

### 1. Notice to the Recipient

- 1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO) and incorporated in the 12<sup>th</sup> Edition to Annex 06 Part I - Security.
- 1.2. In pursuance of the obligation cast under Article 38 of the Convention which requires the Contracting States to notify the ICAO of any differences between the national regulations of the States and practices and the International Standards contained in the respective Annex and any amendments thereto, the CAASL will be taking steps to notify ICAO of such differences relating to either a Standard or a Recommended Practice, if any. The CAASL will also keep the ICAO currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. Furthermore, the CAASL will take steps for the publication of differences between the national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, which is published in accordance with the provisions in the Annex-15 to the Convention.
- 1.3. Taking into account of the ICAO council resolution dated 13 April 1948 which invited the attention of Contracting States of the desirability of using in the State's national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annex in drafting this Implementing Standard.
- 1.4. Status of ICAO Annex components in the Implementing Standard  
Some of the components in an ICAO Annex are as follows and they have the status as indicated:
  - 1.4.1. **Standard:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. The ICAO Standards are reflected in the Implementing Standards if they are locally implemented using the normal fonts and recipients are required to conform to such requirements invariably.
  - 1.4.2. **Recommended Practice:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, efficiency or environmental responsiveness of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention. The ICAO Recommended Practices are reflected in the Implementing Standards in italic fonts and the Recipients are encouraged to implement them to the greatest extent possible.
  - 1.4.3. **Appendices:** Comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council. Enforcement action on such matters will be as in the case of Standards or Recommended Practices.
  - 1.4.4. **Definitions:** A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
  - 1.4.5. **Tables and Figures:** add to or illustrate a Standard or Recommended Practice, and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.



**LIST OF EFFECTIVE PAGES**

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### HISTORY OF REVISIONS

Rev No.	Source	Areas Subjected to Change	Effective Date
1 <sup>st</sup> Edition, Rev. 01	ICAO Annex 06 Part 1 Chapter 13	All IS	15.02.2018

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## Implementing Standards

### **Requirements for Security**

#### **1. Domestic commercial operations**

Requirement contained in this document shall be applicable to domestic commercial operations as well.

#### **2. Security of the flight crew compartment**

**2.1.** In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.

**2.2.** All passenger-carrying aeroplanes;

- a) Of a maximum certificated take-off mass in excess of 54 500 kg or
- b) Of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or
- c) with a passenger seating capacity greater than 60

Shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.

**2.3.** In all aeroplanes which are equipped with a flight crew compartment door in accordance with paragraph 2.2 of this IS:

- a) This door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and
- b) Means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behavior or potential threat.

**2.4.** A holder of an AOC shall ensure that all passenger-carrying aeroplanes should be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel and to resist forcible intrusions by unauthorized persons. This door should be capable of being locked and unlocked from either pilot's station.

**2.5.** In all aeroplanes which are equipped with a flight crew compartment door in accordance with paragraph 2.4 of this IS:

- a) This door should be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and

- b) Means should be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behavior or potential threat.

Refer Implementing Standards IS 033 for additional requirements on admission to Flight Crew Compartment.

### **3. Aeroplanes search procedure checklist**

A holder of an AOC shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exists that the aeroplanes may be the object of an act of unlawful interference. The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplanes.

### **4. Training programmes**

- 4.1.** A holder of an AOC shall establish and maintain a security training Programme approved by the DGCA which ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference. As a minimum, this Programme shall include the following elements, which shall be as per the DGCA approved training programme of the operator:

- a) determination of the seriousness of any occurrence;
- b) crew communication and coordination;
- c) appropriate self-defense responses;
- d) use of non-lethal protective devices assigned to crewmembers whose use is authorized by the DGCA;
- e) understanding of behavior of terrorists so as to facilitate the ability of crew members to cope with hijacker behavior and passenger responses;
- f) live situational training exercises regarding various threat conditions;
- g) Flight crew compartment procedures to protect the aeroplanes; and
- h) aeroplanes search procedures and guidance on least-risk bomb locations where practicable.

- 4.2.** A holder of an AOC shall also establish and maintain a training Programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aeroplanes so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

### **5. Reporting acts of unlawful interference**

Following an act of unlawful interference, the pilot-in- command shall submit, without delay, a report of such an act to DGCA if the event occurred within Sri Lanka and to the respective designated local authority if the incident occurred overseas, and copy to DGCA.



(Reports shall be submitted in accordance with IS 006. (Aviation Occurrence Reporting System))

**6. Miscellaneous**

- 6.1.** Specialized means of attenuating and directing the blast should be provided for use at the least-risk bomb location.
- 6.2.** Where a holder of an AOC accepts the carriage of weapons removed from passengers, the aeroplanes should have provision for stowing such weapons in a place so that they are inaccessible to any person during flight time. This procedure shall be guided by the DGCA approved Security programme of the operator.