

Civil Aviation (Security) Regulations, 2019

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IT is hereby notified that the Minister of Transport and Infrastructural Development, after consultation with the Board, has in terms of section 79 of the Civil Aviation Act [*Chapter 13:16*], made the following regulations:—

PART I

PRELIMINARY

*Title*

1. These regulations may be cited as Civil Aviation (Security) Regulations, 2019.

*Interpretation*

2. In these regulations—

“acts of unlawful interference” means acts or attempted acts such as to jeopardise the safety of civil aviation including, but not limited to—

- (a) unlawful seizure of an aircraft;
- (b) destruction of an aircraft in service;
- (c) hostage-taking on board an aircraft or on aerodromes;
- (d) forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility;
- (e) introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes;
- (f) use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment; or

- (g) communication of false information such as to jeopardise the safety of aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility;
- “aerial work” means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying observation and patrol, search and rescue or aerial advertisement;
- “aerodrome operator” has the meaning given to it in terms of the Civil Aviation (Aerodromes) Regulations, 2018, published in Statutory Instrument 211 of 2018;
- “aerodrome tenant” means any enterprise that is resident at an aerodrome and offers services and products at that aerodrome;
- “aircraft operator” means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;
- “aircraft security check” means 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” means 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, substances or stowaways;
- “airside” means the movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled;
- “aviation security inspector” means an officer who is authorised by the Authority to examine the implementation of one or more aspects of security measures and procedures in order to determine how effectively they are being carried out;
- “aviation security officer” means a person who is trained in accordance with the security training requirements of the Authority and in line with the approved Security Programme, and has been appointed as an aviation security officer by an aerodrome operator, aircraft operator or aerodrome tenant;
- “aviation security screening officer” means a person who by virtue of his or her training has been employed by the aerodrome operator, aircraft operator, or aerodrome tenant to carry out aviation security screening duties, and who has been certified as such by the Authority;
- “background check” means 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 or for unescorted access to a security restricted area;
- “cargo” means any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage;
- “carry-on baggage” means luggage and personal belongings to which a person will have access while on board an aircraft;
- “catering stores” means all items, other than catering supplies, associated with passenger in-flight services, that includes newspapers, magazines, headphones, audio and video tapes, pillows, blankets and amenity kits;
- “catering supplies” means food, beverages, dry stores and associated equipment used on board an aircraft;
- “checked baggage” means 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;
- “Civil Aviation Security Policy and Regulatory Division” means a division established in terms of section 5;
- “commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;
- “dangerous goods” means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are classified according to the International Civil Aviation Organisation Technical Instructions for the Safe Transport of Goods by Air;
- “domestic airport” means any aerodrome that handles domestic flights, and does not have customs and immigration facilities;

- “enhanced security restricted area” means an area of the airside of an airport which is identified as priority risk area where in addition to access control, the screening of persons and any items they may have in their possession are conducted;
- “escort” means to accompany or supervise an individual who does not have unescorted access to areas restricted for security purposes, as identified in the Aerodrome Operator Security Programme;
- “firearm” has the meaning given to it by the Firearms Act [*Chapter 10:09*];
- “foreign aircraft operator” means an aircraft operator who conducts international air transport operations under the terms of an aircraft operator certificate issued by a State other than Zimbabwe;
- “flight catering operator” means any enterprise that provides catering supplies for consumption on board an aircraft in flight engaged in the carriage of passengers;
- “goods” means personal belongings, baggage, cargo, mail, article, item or conveyance that may be taken or placed on board an aircraft or taken into a restricted area;
- “high-risk cargo or mail” means cargo or mail presented by an unknown entity or showing signs of tampering and if, in addition, it meets one of the following criteria—
- (a) specific intelligence indicates that the cargo or mail poses a threat to civil aviation; or
  - (b) the cargo or mail shows anomalies that give rise to suspicion; or
  - (c) the nature of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft;
- regardless of whether the cargo or mail comes from a known or unknown entity, the State’s specific intelligence about a consignment may render it as high risk;
- “human factors principles” means 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;
- “incendiary device” means an object, other than a match or pocket lighter, that is fabricated with combustible materials and when ignited may cause fire damage to property or inflict burn injuries on individuals;
- “in-flight security officer” means a person who is authorised by the Government of the State of an aircraft operator and the government of the State of registration to be deployed on an aircraft with the purpose of protecting that aircraft and its occupants against acts of unlawful interference, and does not include persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft;
- “international airport” means a designated airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out;
- “internal quality control officer” means a person authorised by the Authority to carry out quality control activities consistent with his or her entity’s operations;
- “known consignor” means 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;
- “national aircraft operator” means an aircraft operator operating under the authority of an air operator’s certificate issued by the Authority;
- “operator” includes an aircraft operator, aerodrome operator, air traffic service provider, regulated agent, ground handler, flight catering operator, aviation security service provider, or tenant restricted area operator;
- “personal search” means 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 any authorised person;
- “record” includes any writing, drawing, map, tape, film, photograph, or electronic version of any writing, drawing, map, tape, film, photograph by which information is preserved;
- “regulated agent” means an agent, freight forwarder or any other entity who conducts business with an aircraft operator and provides security controls that are accepted or authorised by the Authority in respect of cargo, courier and express parcels or mail;

- “restricted area” means any area of an aerodrome that is identified as an area to which access is restricted to authorised persons;
- “restricted area permit” means a document issued by the designated permit issuing authority, that entitles the holder to have access to a specific restricted area of an aerodrome during a specified period;
- “screening” means 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;
- “security audit” means an in-depth examination of all aspects of security measures and procedures in order to determine if they are being implemented on a continual basis and to a constant standard;
- “security control” means measures 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 directive” means a formal written notification from the Director-General of Civil Aviation Authority of Zimbabwe or a person appointed by him or her, requiring the recipient to take such security measures as are specified within the directive;
- “Security Programme” includes a National Civil Aviation Security Programme, National Civil Aviation Security Training Programme, National Civil Aviation Security Quality Control Programme, National Air Transport Facilitation Programme, National Aviation Security Certification Programme, Aerodrome Operator Security Programme, Aircraft Operator Security Programme, Foreign Aircraft Operator Security Programme, Flight Catering Operator Security Programme, Tenant Restricted Area Security Programme and a Regulated Agent Security Programme, where applicable;
- “security incident” means an occurrence with negative implications for the security and safety of persons and property;
- “security inspection” means 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” means an area of the airside of an airport identified as priority risk area where in addition to access control, other security controls are applied, and the areas include commercial aviation passenger departure area between the screening checkpoint and the aircraft, the ramp, baggage make-up area including the area where an aircraft is being brought into service and screened baggage and cargo is present;
- “security test” means a covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act;
- “sterile area” means an area between any passenger inspection or screening checkpoint and aircraft, into which access is strictly controlled;
- “technical instructions” means the International Civil Aviation Organisation Instructions for the transport of Dangerous Goods by air;
- “tenant restricted area” means any area at, or connected to an aerodrome that has been declared as such in accordance with the appropriate aerodrome restricted area definition;
- “transfer cargo and mail” means cargo and mail departing on an aircraft other than that on which it arrived;
- “transfer passenger” means a passenger making direct connection between two different flights;
- “transit passenger” means a passenger departing from an aerodrome on the same flight on which he or she arrived;
- “unidentified baggage” means baggage at an airport, with or without a baggage tag, which is not picked up by or identified with a passenger.

*Application*

3. (1) These regulations shall apply to—
- (a) international airport operators;
  - (b) domestic airport operators and any other aerodrome operator certified by the Authority;
  - (c) national aircraft operators;
  - (d) foreign aircraft operators;

- (e) aerodrome tenants or operators of Tenant Restricted Areas at international airports or domestic airports;
- (f) any person in or within the vicinity of an international airport or domestic airport, or any other aerodrome specified by the Authority;
- (g) any person who offers goods for transport by air;
- (h) any person who provides a service to an aircraft operator;
- (i) any person on board a civil aircraft within Zimbabwe; and
- (j) an agency or organisation which provides air traffic services.

(2) Nothing in these regulations shall apply to any aircraft used for the purposes of any military operations in Zimbabwe.

*Object*

4. (1) Pursuant to section 5(1)(a) of the Act, the object of these regulations is to ensure the safety of passengers, crew, ground personnel and the general public in all matters related to safeguarding against acts of unlawful interference with civil aviation, as perpetrated on the ground or in flight.

(2) For purposes of achieving the object in subsection (1), the Authority shall issue to operators such directives, circulars and orders as may be necessary.

PART II

CIVIL AVIATION SECURITY POLICY AND REGULATORY DIVISION

*Establishment of Civil Aviation Security Policy and Regulatory Division*

5. (1) The Authority hereby establishes a Civil Aviation Security Policy and Regulatory Division whose functions shall be to—

- (a) provide oversight for the implementation of aviation security policies and requirements;
- (b) establish, administer and promulgate the—
  - (i) National Civil Aviation Security Programme;
  - (ii) National Civil Aviation Security Quality Control Programme;
  - (iii) National Civil Aviation Security Training Programme;
  - (iv) National Air Transport Facilitation Programme; and
  - (v) National Aviation Security Certification Programme;
- (c) develop and implement practices and procedures to ensure compliance with international and national standards;
- (d) review and ensure the adequacy of security programmes and associated documentation produced by airports and operators;
- (e) to carry out quality control activities, such as security, inspections, audits, tests and investigations of security standards and operating procedures of airports and operators;
- (f) foster and ensure good working relationships, co-operation and exchange of relevant information and experience among contracting States;
- (g) inspect or detain any aircraft registered or operating in the State for the purposes of inspecting and security procedure;
- (h) inspect any part of any airport in Zimbabwe;
- (i) inspect any land outside the airport used by business that operate on the airport or enter the restricted security areas, and subject any property found within these areas to tests;
- (j) investigate and test the effectiveness of security practices and procedure;
- (k) require an aircraft operator, airport manager or occupier of land outside the airport used for business purposes connected with the airport to provide information relevant to the audit, inspection, test or investigation;
- (l) enter on any land or building for the purposes of inspecting an aircraft or aircraft operator or land outside an airport occupied for business purposes connected with the airport or aircraft operator;
- (m) take into an airport, airside area or into baggage or into any designated security restricted area, and use any equipment necessary to carry out their duties, including for example, radios, cameras,



recording devices both audio and video, authorised weapons or simulated explosive devices, for the purpose of inspection and testing; and

- (n) ask any questions about aviation security to any person they consider may assist them in assessing the standard of security or implementation of security procedures.

(2) In exercising its functions, the Division shall endeavour to apply the standards and recommended practices contained in International Civil Aviation Organisation (ICAO) Annex 17.

*Composition and qualifications of Civil Aviation Security Policy and Regulatory Division*

- 6. (1) The Civil Aviation Security Policy and Regulatory Division shall be composed of—
  - (a) auditors certified by the International Civil Aviation Organisation; and
  - (b) inspectors certified by the Authority;
- (2) Subject to subsection (1), the inspectors and auditors shall have a good—
  - (a) understanding of the National Civil Aviation Security Programme;
  - (b) working knowledge of security technologies and techniques;
  - (c) working knowledge of audit principles, procedures and techniques; and
  - (d) working knowledge of International Civil Aviation Organisation Annex 17 Standards and Aviation Security Manual (Doc 8973).

PART III

SECURITY PROGRAMMES

*National Civil Aviation Security Programme*

7. (1) The National Civil Aviation Security Programme referred to in section 44A(d)(i) of the Act shall provide for the following—

- (a) the specific civil aviation security responsibilities of the Authority in accordance with the Act, this Part and any other relevant law;
- (b) the functions to be exercised by the aerodrome management of a security designated aerodrome and security designated navigation installation in respect of the establishment and implementation of security measures to prevent the occurrence of acts of unlawful interference;
- (c) the functions to be exercised by the Air Navigation Services in respect of the establishment and implementation of security measures to prevent the occurrence of acts of unlawful interference;
- (d) the responsibility regarding the control of access by airport tenants at security designated aerodromes whose concession or facility forms part of the landside or airside boundary or through which access can be gained from landside to airside;
- (e) the specific responsibilities, in the context of aviation security, of the policing authority at security designated aerodromes;
- (f) the establishment of an airport security committee for the co-ordination of the development and implementation of security measures and procedures at security designated aerodromes;
- (g) the co-operation and communication between States in the development and implementation of aviation security practices and procedures;
- (h) steps to ensure the co-ordination of aviation security measures among stakeholders responsible for implementation of the National Civil Aviation Security Programme;
- (i) the protection of airports, aircraft and air navigation facilities with specific reference to the designation and protection of security restricted areas, access control and the listing of both on and off-airport navigational and aviation-related facilities which are vital to the continued safe operation of civil aviation;
- (j) the security control of persons boarding an aircraft and items being placed on board aircraft, including—
  - (i) screening and searching of the passengers and carry-on baggage;
  - (ii) the control of transit and transfer passengers;
  - (iii) the screening of aircraft crew, airport staff, permit holders, and other non-passengers;
  - (iv) the provision of special screening procedures;
  - (v) the procedure for authorised carriage of weapons;

- (vi) procedures for the proper control and screening of checked baggage;
- (vii) control of cargo, courier and express parcels and mail;
- (viii) procedures to prevent the introduction of weapons, explosives and other dangerous devices into in-flight supplies intended for carriage on aircraft;
- (ix) the procurement, calibration, operation, details, including minimum criteria, and maintenance of security equipment;
- (x) the selection, security background check and recruitment criteria for persons charged with the execution of aviation security-related duties;
- (xi) the background check of persons who, in the execution of their duties, are required to gain access to restricted areas;
- (xii) the management of response to acts of unlawful interference;
- (xiii) measures for the evaluation of the programme;
- (k) the National Civil Aviation Security Quality Control Programme, to determine compliance with and validate the effectiveness of the National Civil Aviation Security Programme;
- (l) the National Civil Aviation Security Training Programme in order to determine that persons applying and monitoring the National Civil Aviation Security Programme are in a position to comply with the laid-down requirements;
- (m) the development of measures in order to protect critical information and communications technology systems;
- (n) the establishment of a confidential security reporting system for aviation security information;
- (o) development, review and approval of contingency plans; and
- (p) any other matter or international standards that are deemed necessary in the interests of civil aviation security.

(2) The Authority may incorporate into the National Civil Aviation Security Programme any international Standard and Recommended Practice contained in Annex 17 to the Chicago Convention and any other international aviation standard.

#### *Aerodrome Operator Security Programme*

8. (1) No aerodrome operator shall operate an aerodrome specified in his or her aerodrome licence unless he or she has—

- (a) developed an aerodrome security programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted an application in Form A.S.2 specified in the Second Schedule, accompanied by the proposed aerodrome security programme and the current scale map of the approved aerodrome for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the aerodrome operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) An Aerodrome Operator Security Programme shall be designed to describe the measures in place to safeguard that aerodrome against acts of unlawful interference and shall be in such form, manner and content as specified by the Authority.

(4) A security programme referred to in subsection (1) shall provide for the safety of the—

- (a) passengers, crew and their property;
- (b) the aircraft;
- (c) operating staff associated with the facility or aircraft; and
- (d) related aviation support facilities.

(5) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the operator—

- (a) approve the application; or
- (b) reject the application.

(5) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Aircraft Operator Security Programme*

9. (1) No aircraft operator shall operate an aircraft serving civil aviation for commercial purposes from or within Zimbabwe unless he or she has—

- (a) developed an aircraft operator security programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted an application in Form A.S.1 specified in the Second Schedule, accompanied by the proposed aircraft operator security programme for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the aircraft operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) An aircraft operator security programme shall be designed to describe the measures in place to safeguard the aircraft operations against acts of unlawful interference and shall be in such form, manner and content as specified by the Authority.

(4) A security programme referred to in subsection (1) shall specify the practices and the procedures to be followed by the operator for the purposes of, but not limited to—

- (a) ensuring that the cockpit doors of an aircraft engaged in civil aviation operations are reinforced and always locked during the flight; and
- (b) ensuring that unauthorised persons are prevented from entering the cockpit or the flight deck of an aircraft during the flight; and
- (c) preventing the unlawful carriage, whether on a person or in the baggage, mail or other cargo, of any firearm, ammunition, weapon, incendiary device or explosive or other substance or an item that by reason of its nature or condition, may endanger the safety of the aircraft or the persons or property on board the aircraft in an air service conducted by the operator; and
- (d) preventing any person from having unlawful access to such aircraft; and
- (e) ensuring that all baggage, mail and other cargo to be taken on board such aircraft is accepted for the purpose only by an employee or other duly authorised agent or representative of the operator; and
- (f) preventing baggage, mail and other cargo from being taken on board such aircraft except in accordance with specified security procedures; and
- (g) protecting such aircraft, persons and property in the event of a threat or warning having been received or when otherwise there is a reason to believe that there exists a danger to the safety of those persons or property; and
- (h) ensuring—
  - (i) that passengers disembarking from any aircraft engaged in civil aviation operations do not leave personal items on board such aircraft; and
  - (ii) in the case of service from Zimbabwe that the baggage of passengers who are not on board the aircraft is not transported unless such baggage is subject to other security control measures; and
  - (iii) that all passengers and their cabin baggage or hand baggage are screened prior to boarding or being loaded in an aircraft engaged in civil aviation operations; and
  - (iv) the safe conduct of a flight where one or more persons are allowed to carry a firearm; and
  - (v) that all aircraft security checks of an aircraft engaged in civil aviation operations, whether on domestic or international flights, are performed; and
  - (vi) that aircraft security checks of originating aircraft engaged in commercial air transport movements are performed or an aircraft security search is carried out; and
  - (vii) that appropriate measures are taken to ensure that during flight unauthorised persons are prevented from entering the flight crew compartment; and
  - (viii) that an originating aircraft is protected from unauthorised interference from the time the aircraft search or check has commenced until the aircraft departs; and
  - (ix) that originating passengers of commercial air transport operations and their cabin baggage are screened prior to boarding an aircraft departing from a security restricted area; and
  - (x) that passengers of commercial air transport operations and their cabin baggage are screened prior to boarding an aircraft; and
  - (xi) that passengers and their cabin baggage which have been screened are protected from unauthorised interference from the point of screening until they board their aircraft and if a mix up occurs, passengers and their cabin baggage shall be re-screened; and

- (xii) that originating hold baggage is screened prior to being loaded into an aircraft engaged in commercial air operations departing from a security restricted area; and
- (xiii) that all hold baggage to be carried on a commercial aircraft is protected from unauthorised interference from the point it is screened or accepted into the care of the carrier until departure of the aircraft on which it is to be carried; and
- (xiv) that baggage of any passenger who is not on board the aircraft is not transported, unless that baggage is identified as unaccompanied and subjected to additional screening; and
- (xv) that transfer hold baggage is screened prior to being loaded into an aircraft engaged in commercial air transport operations; and
- (xvi) that only items of hold baggage which have been individually identified as accompanied or unaccompanied, and is screened to the appropriate standard and accepted for carriage on that flight by the air carrier is transported; and
- (xvii) that security controls are applied to cargo and mail, prior to them being loaded into an aircraft engaged in passenger commercial air transport operations; and
- (xviii) that cargo and mail to be carried on a passenger commercial aircraft is protected from unauthorised interference from the point security controls are applied until departure of the aircraft; and
- (xix) that only cargo and mail whose security controls are accounted for by a regulated agent or has been subjected to appropriate security controls, shall be accepted for carriage in an aircraft engaged in passenger air transport operations; and
- (i) providing procedures to be followed by flight crews in the event of a hijacking, bomb threat or other violence; and
- (j) controlling transfer and transit passengers and their cabin baggage to prevent unauthorised articles from being taken on board an aircraft engaged in civil aviation operations.

(5) An aircraft operator security programme must comply with the International Civil Aviation Organisation's Model Operator's Security Programme set out in the Third Schedule.

(6) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the operator—

- (a) approve the application; or
- (b) reject the application.

(7) An aircraft operator with an approved aircraft operator security programme shall—

- (a) maintain one complete copy of his or her approved aircraft operator security programme at his or her principal place of business;
- (b) maintain a complete copy or the pertinent portions of his or her approved aircraft operator security programme at each aerodrome where he or she operates;
- (c) make the documents referred to in paragraphs (a) and (b), available for inspection upon request by the Authority; and
- (d) restrict the distribution, disclosure, and availability of sensitive security information only to persons who by their defined roles in the programme require to have such information for the performance of their functions.

(8) An aircraft operator shall appoint a person suitably qualified, trained and experienced in aviation security charged with responsibility for coordinating the implementation of the aircraft operator security programme.

(9) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

#### *Air Traffic Service Provider Security Programme*

10. (1) No air traffic service provider shall provide air traffic services in Zimbabwe unless he or she has—

- (a) developed an Air Traffic Service Provider Security Programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted a written application accompanied by the proposed air traffic service provider security programme for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the air traffic service provider shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) The Air Traffic Service Provider Security Programme shall be designed to describe the measures in place to safeguard civil aviation operations against acts of unlawful interference.

(4) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Regulated Agent Security Programme*

11. (1) No regulated agent shall operate as a regulated agent unless he or she has—

- (a) developed a Regulated Agent Security Programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted a written application accompanied by the proposed Regulated Agent Security Programme and the current scale map of the regulated agent premises for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the regulated agent operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) The Regulated Agent Security Programme shall be designed to describe the measures in place to safeguard the regulated agent operations against acts of unlawful interference.

(4) A security programme referred to in subsection (1) shall include procedures for—

- (a) ensuring the security of goods accepted by him or her and under his or her control;
- (b) ensuring the security of his or her buildings, premises, transport facilities and cargo warehouses;
- (c) ensuring the security of goods during the transfer from one facility to another;
- (d) recruitment and training of staff involved in the handling of goods;
- (e) ensuring supply chain security; and
- (f) incident reporting.

(5) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the regulated agent—

- (a) approve the application; or
- (b) reject the application.

(6) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Cargo Security Programme*

12. (1) No cargo operator shall operate as a cargo operator unless he or she has—

- (a) developed a Cargo Security Programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted a written application accompanied by the proposed cargo security programme and the current scale map of the cargo operator's premises for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the cargo operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) The cargo operator security programme shall be designed to describe the measures in place to safeguard the cargo operations against acts of unlawful interference.

(4) A security programme referred to in subsection (1) shall include procedures for—

- (a) ensuring the security of goods accepted by him or her and under his or her control;
- (b) ensuring the security of his or her buildings, premises, transport facilities and cargo warehouses;
- (c) ensuring the security of goods during the transfer from one facility to another;
- (d) recruitment and training of staff involved in the handling of goods;
- (e) ensuring supply chain security; and
- (f) incident reporting.

(5) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the operator—

- (a) approve the application; or
- (b) reject the application.

(6) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Flight Catering Operator Security Programme*

13. (1) No flight catering operator shall conduct flight catering operations unless he or she has—

- (a) developed a flight catering operator security programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted a written application accompanied by the proposed flight catering operator security programme and the current scale map of the flight catering operator's premises for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the flight catering operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) The flight catering operator security programme shall be designed to describe the measures in place to safeguard the flight catering operations against acts of unlawful interference.

(4) A security programme referred to in subsection (1) shall include procedures for—

- (a) ensuring the security of flight catering stores and supplies accepted by him or her and under his or her control;
- (b) ensuring the security of his or her buildings, premises, transport facilities and flight catering warehouses;
- (c) ensuring the security of his or her stores and supplies during the transfer from one facility to another;
- (d) recruitment and training of staff involved in the handling of stores and supplies;
- (e) ensuring supply chain security; and
- (f) incident reporting.

(5) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the operator—

- (a) approve the application; or
- (b) reject the application.

(6) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Tenant Restricted Area Security Programme*

14. (1) No tenant in an airport tenant restricted area shall operate in a tenant restricted area unless he or she has—

- (a) developed a Tenant Restricted Area Security programme that meets the requirements of this Part and the National Civil Aviation Security Programme; and
- (b) submitted a written application accompanied by the proposed tenant restricted area security programme and the current scale map of the tenant restricted area operator's premises for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the tenant restricted area operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) The Tenant Restricted Area Security Programme shall be designed to describe the measures in place to safeguard the tenant restricted area operations against acts of unlawful interference.

(4) A security programme referred to in subsection (1) shall include procedures for—

- (a) ensuring the security of tenant restricted area operations under his or her control;
- (b) ensuring the security of his or her buildings, premises, transport facilities and tenant restricted area warehouses;

- (c) ensuring the security of his or her goods during the transfer from one facility to another;
- (d) recruitment and training of staff involved in the handling of his or her goods;
- (e) ensuring supply chain security; and
- (f) incident reporting.

(5) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the tenant—

- (a) approve the application; or
- (b) reject the application.

(6) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

#### *Aviation Service Provider Security Programme*

15. (1) No aviation service provider or any other Aviation Service Provider designated by the Minister by notice in the *Gazette*, or specified in the National Civil Aviation Security Programme, or under this Part, shall operate unless he or she has—

- (a) developed an Aviation Service Provider Security Programme that meets the requirements of—
  - (i) this Part;
  - (ii) the National Civil Aviation Security Programme;
  - (iii) an aerodrome security programme; or
  - (iv) an air traffic service provider security programme.
- (b) submitted a written application accompanied by the proposed aviation service provider security programme and the current scale map of the aviation service provider's premises for approval by the Authority.

(2) Where a programme referred to in subsection (1) has been approved, the aviation service provider operator shall ensure that such programme implemented is maintained in line with the National Civil Aviation Security Programme.

(3) The Aviation Service Provider Security Programme shall be designed to describe the measures in place to safeguard the aviation service provider operations against acts of unlawful interference.

(4) A security programme referred to in subsection (1) shall include procedures for—

- (a) ensuring the security of aviation service provider operations under his or her control;
- (b) ensuring the security of his or her buildings, premises, transport facilities and aviation service provider warehouses;
- (c) ensuring the security of his or her goods during the transfer from one facility to another;
- (d) recruitment and training of staff involved in the handling of his or her services; and
- (e) incident reporting.

(5) Upon receipt of the application referred to in subsection (1), the Authority shall within 30 days by notice in writing to the operator—

- (a) approve the application; or
- (b) reject the application.

(6) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

#### *Application for approval of security programme*

16. (1) Where a security programme is required to be approved by the Director-General under this Part, the applicant must submit the programme to the Director-General, ensuring that it meets the requirements of the National Civil Aviation Security Programme, this Part and any other relevant law and security programmes.

(2) A security programme submitted to the Director-General under this Part must be in duplicate and signed by the applicant or on behalf of the applicant by a duly authorised person.

*Approval of security programme*

17. (1) The National Civil Aviation Security Programme shall be considered by the National Civil Aviation Security Committee and recommended for the Minister's approval in terms of section 44A(3) of the Act.

(2) Where the Authority is satisfied that the security programme submitted under section 16 meets the requirements of this Part, the National Civil Aviation Security Programme and any other relevant law and other security programmes referred to in this Part, the Director-General must within thirty days after receipt of the programme, approve the security programme.

(3) Where the Director-General determines that a security programme submitted in terms of section 16 does not meet the requirements of this Part, and the National Civil Aviation Security Programme, the Director-General must within fourteen days after receipt of the programme, direct the applicant to modify and re-submit the security programme.

(4) Where the Director-General is satisfied that a security programme resubmitted meets the requirements of this Part, and the National Civil Aviation Security Programme, the Director-General must, within fourteen days after receipt of the programme, approve the security programme, and the Director-General must issue the applicant with a certificate of approval set out in Fifth Schedule.

(5) Upon a proposed security programme submitted in terms of section 16 being approved by the Director-General under this Part, the applicant must within thirty days of such approval ensure that such approved security programme is implemented and in full operation.

(6) Any non-compliance with the requirement on a security programme in this Part by a participant is subject to the application of the enforcement procedures.

*Direction to vary security programme*

18. (1) Where the Authority is of the opinion that—

- (a) an operator's security programme submitted and approved by the Authority is not adequate; or
- (b) an operator's security programme approved by it is no longer adequate for the specified purposes;

the Authority may, by notice in writing to the operator, direct the operator to vary the programme—

- (i) by reference to the practices and procedures to be followed; or
- (ii) in such other manner as the Authority may specify.

(2) On receipt of a directive in terms of subsection (1) an operator shall within thirty days comply with such directive.

(3) Where the operator fails to comply with a directive given in terms of subsection (1) the Authority shall, by notice in writing to the operator—

- (a) refuse to approve the programme;
- (b) cancel the approval of the programme.

*Review of security programme by operator*

19. (1) The operator or organisations responsible for the implementation of various aspects of the National Civil Aviation Security Programme must review on an annual basis the security programmes approved by the Director-General in terms of these regulations and submit the programme to the Director-General for approval.

(2) In reviewing the programme the operator shall have regard to developments whether in Zimbabwe or otherwise, of the current practices and procedures followed in civil aviation security.

(3) Where the operator is of the opinion that his or her security programme is no longer adequate for the purposes specified, the operator shall immediately submit to the Authority for approval, such proposed amendments for the operator security programme as the operator considers appropriate.

(4) Whenever a situation described in subsection (3) occurs, the operator concerned must identify and notify the Authority of interim measures being taken to ensure security.

(5) On receipt of the proposals submitted in terms of subsection (3), the Authority shall—

- (a) if satisfied that the proposals will, if implemented—
  - (i) make the programme adequate for the purposes specified; or
  - (ii) be a substantial improvement in the efficiency of the programme for those purposes;by notice in writing to the operator, approve the programme; or
- (b) if not satisfied, by notice in writing to the operator, refuse to approve the programme.



*Review of security programme by Authority*

20. (1) The Authority shall, at intervals of not more than eighteen months, review an operator's security programme approved in terms of these regulations in order to determine whether the programme continues to be adequate for the purposes specified.

(2) Where the Authority is of the opinion that an operator's security programme is not adequate for the specified purposes the Authority may, by notice in writing to the operator, direct the operator to vary the programme—

- (a) by reference to the practices and procedures to be followed; or
- (b) in such other manner as the Authority may specify.

(3) On receipt of a directive in terms of subsection (2) an operator shall within thirty days comply with such directive.

(4) Where the operator fails to comply with a directive given in terms of subsection (2) the Authority shall, by notice in writing to the operator—

- (a) refuse to approve the programme;
- (b) cancel the approval of the programme.

*Security aspects of facilitation*

21. (1) In this section—

“facilitation” means the efficient management of the necessary control process, with the objective of expediting the clearance of persons or goods and preventing unnecessary operational delays.

(2) An air carrier or aircraft operator must take necessary precautions at the point of embarkation to ensure that passengers are in possession of valid documents issued by the relevant authorities in Zimbabwe or in a State other than Zimbabwe for control purposes.

(3) Any person, including a minor, who is departing as a passenger from a security designated aerodrome in Zimbabwe on a scheduled public air transport flight to a destination outside the territory of Zimbabwe must produce a valid identification document in accordance with section 12(3)(a) of the Immigration Act [*Chapter 4:02*] before boarding the aircraft concerned.

(4) The aircraft operator, or their duly designated agent, must ensure that details on the personal identification document, including the name, date of birth and gender of the person concerned, correspond to the details in the air carrier's or aircraft operator's possession in respect of the intended passenger.

(5) The aircraft operator must, through its boarding officers, ensure that the name of the person appearing on the identification document or passport must correspond to the name of the person appearing on the issued boarding pass.

(6) The aircraft operator must, through its boarding officers, confirm that any person checking in baggage at the baggage check-in-point in the airport is the same as the person who intends to be a passenger on the flight and who has been issued with a boarding pass or is to be issued with a boarding pass.

(7) A person whose identity cannot be verified in terms of subsection (4), (5) or (6) must be refused carriage.

(8) The Authority shall issue identity documents to aircraft crew members in a format that provides a harmonised and reliable international basis for recognition and validation of documentation to permit authorised access to airside and security restricted areas.

(9) The National Air Transport Facilitation Programme referred to in section 5 must contain measures for the following—

- (a) the allocation of responsibilities for various entities;
- (b) the efficient processing of travel documents;
- (d) the efficient customs formalities;
- (e) the facilitation of smooth flow of passengers through security points; and
- (f) functions and composition of the National Air Transport Facilitation Committee.

PART IV

COMMITTEES

*Establishment and Constitution of National Committees*

22. (1) In this Part—

“National Committee” refers to—

- (a) the National Civil Aviation Security Committee established in terms of section 44B of the Act; or
- (b) the National Air Transport Facilitation Committee established in terms of subsection (2).

“Airport Level Committees” refers to—

- (a) the Airport Security Committee established in section 27; or
- (b) the Airport Facilitation Committee established in section 27.

(2) There is hereby established National Committees to be known as—

- (a) the National Civil Aviation Security Committee; and
- (b) the National Air Transport Facilitation Committee.

(3) The composition of the National Committees shall be as follows—

- (a) in the case of the National Civil Aviation Security Committee, as provided for in terms of section 44B of the Act;
- (b) in the case of the National Air Transport Facilitation Committee—
  - (i) the Director-General who shall also be the Chairperson of the Committee, and in whose absence the vice-chairperson of the Committee shall act as Chairperson;
  - (ii) an officer designated by the Minister who shall be responsible for national air transport facilitation;
  - (iii) an officer designated by the Director-General who shall act as Secretary of the Committee;
  - (iv) an officer designated by the Director-General of Central Intelligence Organisation;
  - (v) a member designated by the Commissioner-General of the Zimbabwe Republic Police;
  - (vi) an officer designated by the Minister of Foreign Affairs;
  - (vii) an officer designated by the Chief Director responsible for immigration;
  - (viii) an officer designated by the Commissioner-General responsible for customs;
  - (ix) an officer designated by the Minister of Health and Child Care;
  - (x) an officer designated by the Chief Executive Officer of Zimbabwe Tourism Authority;
  - (xi) an officer designated by Chief Executive Officer, Air Zimbabwe (Private) Limited;
  - (xii) an officer designated by the Registrar-General;
  - (xiii) a representative from the Board of Airlines;
  - (xiv) any other officers who may be co-opted by the Director-General from time to time.
- (4) Each of the National Committees shall designate one of its members as vice-chairperson.

#### *Functions of the National Committees*

23. (1) The functions of the National Civil Aviation Security Committee shall be as specified in section 44B of the Act.

(2) The functions of the National Air Transport Facilitation Committee shall be—

- (a) to ensure coordination between relevant ministries, agencies and industry to remove unnecessary obstacles and delays and improve efficiency and service levels of civilian air transport services;
- (b) to develop and implement the provisions of the National Air Transport Facilitation Programme in accordance with the provisions of Annex 9 (Facilitation) to the Convention on International Civil Aviation;
- (c) to advise the Minister on matters relating to facilitation of civil air transport and to recommend and review the effectiveness of facilitation measures and procedures;
- (d) to encourage the development of best practices in all areas of facilitation of civil air transport (e.g. immigration, customs, handling of persons with disabilities);
- (e) to inform departments, competent agencies and other organisations concerned of significant relevant facilitation developments in the field of civil aviation and seek their consideration of, and make recommendations to them regarding issues related to the National Air Transport Facilitation Programme; and
- (f) to collaborate with the National Civil Aviation Security Committee on security related elements of facilitation matters.

*Meetings and procedures of National Committees*

24. (1) The National Committees shall meet once in three months in each calendar year and shall regulate their meetings and procedures as they think fit.

(2) Meetings of the National Committees may be called at the instance of the Chairperson.

(3) The National Committees shall keep or cause to be kept proper records of the proceedings of the Committee.

(4) The quorum of the National Committees shall be six members.

(5) At all meetings of the National Committees, each member present shall have one vote on a question before the Committee and, in the event of an equality of votes, the person presiding shall have, in addition to a deliberation vote, a casting vote.

(6) A resolution of the majority of the members present at a meeting of the National Committees shall be a resolution of the Committee.

(7) A resolution of the National Committee shall form part of the minutes.

(8) Any member may require the person presiding at a meeting of the National Committees to direct that the dissent of the member from any resolution passed by the National Committee and the reasons for such dissent shall be recorded in the minutes of the meeting at which the resolution was passed.

(9) With the National Committee's approval, the Chairperson may invite any person to attend a meeting of the National Committee, where the Chairperson considers that the person has special knowledge or experience in any matter to be considered by the National Committee at that meeting.

(10) A person invited to attend a meeting of the National Committee in terms of subsection (9) may take part in the proceedings of the National Committee as if he or she were a member thereof, but shall not have a vote on any question before the Committee.

*Minister may give National Committees policy directions*

25. The Minister may give the National Committees directions as to general matters of policy relating to the exercise by it of its functions as appear to the Minister to be necessary and the Committee shall comply with any such directions.

*Sub-committees*

26. (1) For the better exercise of their functions, the National Committees may establish sub-committees in which they may vest such of its functions, as they think fit and the Chairpersons of the National Committees shall appoint one of the members of the sub-committee as chairperson and another as vice-chairperson of the sub-committee:

Provided that the vesting of a function in a sub-committee shall not prevent the National Committee itself from exercising that function, and the National Committee may amend or rescind any decision of the sub-committee in the exercise of that function.

(2) The chairperson of the sub-committee may at any reasonable time and place convene a meeting of that sub-committee.

(3) The procedure of each sub-committee shall be as fixed from time to time by the National Committee.

(4) Section 24(2) to (10) shall apply, *mutatis mutandis*, to sub-committees and their members as they apply to the Committee and its members.

*Airport Level Committees*

27. (1) Every operator of a security designated aerodrome in Zimbabwe must establish the following Airport Level Committees—

- (a) the Airport Security Committee whose functions shall be as provided for in the National Civil Aviation Security Programme and the Airport Security Programme;
- (b) the Airport Facilitation Committee whose functions shall be to coordinate civil aviation facilitation matters at the airport level as provided for in the National Air Transport Facilitation Programme and the Airport Facilitation Programme.

(2) The Airport Level Committees shall refer matters as follows—

- (a) in the case of Airport Security Committee, the National Civil Aviation Security Committee;
- (b) in the case of Airport Facilitation Committee, the National Air Transport Facilitation Committee.

(3) The manager of the security designated aerodrome shall be the chairperson for each of the Airport Level Committees.

(4) The chairperson must appoint other members of the Airport Level Committee.

(5) The composition of the Airport Level Committees shall be as provided for—

- (a) in the case of the Airport Security Committee, in the National Civil Aviation Security Programme;
- (b) in the case of the Airport Facilitation Committee, in the National Air Transport Facilitation Programme.

(6) The Airport Level Committees may invite any person to attend and take part in the proceedings of the committees and that person may participate in any discussion at the meeting but does not have a right to vote at that meeting.

(7) The chairperson must convene every meeting of the Airport Level Committee, and the committee must meet as prescribed in the approved Airport Security Programme or Airport Facilitation Programme to ensure that the security or facilitation programme is up to date and effective and that its provisions are being properly applied.

## PART V

### OPERATOR SECURITY RESPONSIBILITIES

#### *Aerodrome operator security responsibilities*

28. (1) An aerodrome operator shall, prior to the implementation of any renovation and expansion work to his or her aerodrome or the construction of additional aerodrome facilities at the same location, submit to the Authority a revision of his or her measures designed to safeguard aerodrome against acts of unlawful interference which may arise.

(2) 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.

(3) 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 procedures, security barriers and restricted area access points.

(4) An aerodrome operator shall ensure that—

- (a) initial background checks; and
- (b) yearly, periodic background checks;

are performed in respect of each aviation security officer and aviation security screening officer; and

- (c) initial and recurrent training on aviation security is received by each aviation security officer and aviation security screening officer in his or her employment.

(5) An aerodrome operator shall keep an accurate record of the initial and periodic background checks, experience and training of an aviation security officer and aviation security screening officer in his or her employment and such record shall be retained for the duration of his or her employment and thereafter for a period of five years.

(6) An aerodrome operator shall designate, in his approved Aerodrome Operator Security Programme, an officer in his or her organisation as the Aerodrome Security Coordinator, who shall be responsible for the co-ordination of all aviation security policies, procedures and preventive measures applied at a designated airport.

(7) An aerodrome operator shall appoint a person suitably qualified, trained and experienced in aviation security charged with responsibility for coordinating the implementation of the Aerodrome Operator Security Programme and having direct line of communication with the aerodrome operator's manager.

(8) The aerodrome security coordinator shall be qualified to meet the Authority's requirements.

(9) An Aerodrome Security Coordinator 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.

#### *Security incidents*

29. (1) Every operator shall immediately notify an aviation security officer, aviation security screening officer or a Police officer where there is—

- (a) the discovery of an unauthorised firearm;
- (b) the discovery at the aerodrome or on board an aircraft of an explosive substance or an incendiary device or a suspected explosive substance or suspected incendiary device;
- (c) refusal by a person to submit to the security screening required under these regulations;
- (d) refusal by a person to leave a restricted area or remove his or her goods from a restricted area when so ordered by an aviation security officer;
- (e) a report of unattended baggage located in his or her area of responsibility;
- (f) a report of suspicious packages, articles or goods in his or her area of responsibility; or
- (g) a specific threat against the aerodrome.

(2) An aerodrome operator shall investigate any of the reported security incidents set out in subsection (1) and provide a report of the incident to the Authority in accordance with procedures set out in his or her approved aerodrome operator security programme.

#### *Records*

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

(2) Subject to subsection (1), a record shall—

- (a) be kept for a minimum of three months;
- (b) be made available to the Authority upon request; and
- (c) 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.

#### *Aerodrome tenant and tenant restricted area operator responsibility*

31. (1) An aerodrome tenant restricted area operator and any other tenant at any aerodrome shall develop security measures to manage access to the tenant restricted area or other area under his or her control in compliance with the approved tenant restricted area security programme.

(2) An aerodrome tenant restricted area operator or other tenant shall ensure that his or her personnel receive appropriate aerodrome security training or security awareness training, in accordance with the approved tenant restricted area security programme or aerodrome security programme.

(3) An aerodrome tenant restricted area operator or other tenant shall not engage the services of any person who has not been approved as an aviation security officer by the aerodrome operator.

#### *Cargo and regulated agent security*

32. (1) No aircraft operator shall accept a consignment of cargo, courier and express parcel or mail for carriage on passenger flights unless the security of such consignments is accounted for by a regulated agent that is approved by the Authority, or such consignments are subjected to other security controls, that are approved by the Authority, to safeguard such aircraft against an act of unlawful interference.

(2) A regulated agent, prior to accepting goods for transport in an aircraft, shall carry out such security controls as are specified in his or her approved regulated agent security programme.

(3) 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—

- (a) shipping documents;
- (b) records of goods accepted and offered for air transport;
- (c) employee training records;
- (d) airway bills; and
- (e) valid consignment security declarations.

*Aircraft operator receiving goods from a regulated agent*

33. (1) An aircraft operator accepting goods from a regulated agent for transportation on his or her aircraft—

- (a) may conduct screening of such shipment of goods; and
- (b) shall ensure—
  - (i) the safeguarding of such goods against unlawful interference until such goods have been placed in the aircraft;
  - (ii) that his or her shipment of goods are recorded; and
  - (iii) that whenever the goods are received from an approved regulated agent such goods are delivered by an authorised employee of such regulated agent.
- (c) an aircraft operator shall ensure that enhanced security measures are provided to high-risk cargo so as to mitigate the threat associated with it.

(2) An aircraft operator shall not accept any goods for transportation by aircraft unless the documentation for such goods is examined for inconsistencies and is accompanied by a valid consignment security declaration.

(3) An aircraft operator shall not accept any goods from a regulated agent for transportation by aircraft unless that regulated agent is an accepted and accredited regulated agent as determined by the Authority.

(4) An aircraft operator shall provide an approved regulated agent with all the necessary information in order that he is able to comply with the International Civil Aviation Organisation Technical Instructions for the Safe Transport of Goods by Air.

(5) 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.

(6) An aircraft operator, except as provided for in the International Civil Aviation Organisation Technical Instructions for the Safe Transport of Goods by Air, shall not place in an aircraft any goods that are not acceptable.

*Inspection of goods offered for transportation by regulated agent*

34. (1) An aircraft operator may inspect any goods or any package or container having goods offered for transportation by air by a regulated agent.

(2) Where an inspection is conducted in terms of subsection (1), a regulated agent or a representative of the regulated agent may observe the inspection.

(3) In the absence of a regulated agent or a representative of a regulated agent, an aircraft operator may use such force as is necessary to access the contents of any package or container containing goods offered for transport by air by such regulated agent, representative of a regulated agent or aircraft operator.

(4) Where an inspection is conducted by an aircraft operator in terms of subsection (1), the package, container or goods shall remain in possession of the aircraft operator until after the inspection is complete.

(5) Where an inspection of goods provides evidence of tempering, the aircraft operator shall maintain possession of the goods offered for air transport by a regulated agent and the airway bill and inform the Authority in the prescribed manner.

*Screening of cargo by aircraft operator*

35. (1) An aircraft operator accepting goods from a consignor or any authorised 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 goods, prior to them being carried on an aircraft.

(2) An aircraft operator shall ensure that transfer cargo and mail are subjected to appropriate security controls prior to being loaded on a commercial aircraft.

(3) An aircraft operator shall ensure that where screening of cargo and mail is conducted, screening is carried out using an appropriate methods, taking into account the nature of the consignment.

(4) An aircraft operator shall establish appropriate mechanisms to confirm that transfer cargo and mail entering his or her aircraft has been subjected to appropriate security controls.

*Aviation security responsibilities for flight catering operator*

36. (1) 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 or her approved flight catering operator security programme.

(2) 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—

- (a) shipping documents;
- (b) records of raw materials and equipment accepted;
- (c) catering stores and supplies offered for air transport;
- (d) employee training records; and
- (e) other accountable catering documents.

*Aircraft operator receiving catering stores and supplies from flight catering operator*

37. (1) An aircraft operator accepting catering stores and supplies for transportation on his or her aircraft—

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

(2) An aircraft operator shall not accept any catering supplies and stores for transportation by aircraft unless the documentation for such catering supplies and stores is examined for inconsistencies and is accompanied by a valid security declaration.

(3) An aircraft operator shall not accept any catering supplies and stores, from a flight catering operator for transportation by aircraft unless the flight catering operator is in possession of an approved flight catering operator security programme.

(4) An aircraft operator shall make available to the Authority a report of any incident where a catering or equivalent document did not provide an accurate record of the catering supplies and stores being offered for air transportation.

(5) An aircraft operator, except as provided in the International Civil Aviation Organisation Technical Instructions for the Safe Transport of Goods by Air; shall not place in an aircraft, any catering supplies and stores that endanger the safety of civil aviation.

(6) An aircraft operator shall preserve for not less five years any record of acceptance, checklist and inspection carried out in terms of section 38(1).

*Inspection of catering supplies*

38. (1) An aircraft operator may inspect any catering supplies and stores, any package or container having catering supplies and stores offered for transportation by air by an approved flight catering operator.

(2) Where an inspection is conducted in terms of subsection (1), a flight catering operator or a representative of the flight catering operator may observe the inspection.

(3) 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 transportation by air by such flight catering operator.

(4) Where an inspection is conducted by an aircraft operator, package, container or catering supplies and stores shall remain in the possession of the aircraft operator until such inspection is complete.

(5) Where an inspection of catering supplies and stores under these regulations provides evidence of tampering, the aircraft operator shall maintain possession of the catering supplies and documentation and inform the Authority.

(6) A flight catering operator shall ensure that merchandise and supplies introduced into security restricted areas are subjected to appropriate security controls.

*Tenant restricted area security*

39. (1) A tenant restricted area operator at, or in connection with, any aerodrome, will take such measures as required by the aerodrome operator to protect his or her tenant restricted area, and the aerodrome associated with the tenant restricted area, 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 authorised, from being introduced, by any means whatsoever, on board an aircraft engaged in civil aviation.

(2) In carrying out the requirements of a tenant restricted area, the operator will comply with these regulations, the aerodrome restricted area procedures in force and the terms and conditions of his or her approved tenant restricted area operator security programme.

## PART VI

### AVIATION SECURITY SERVICE

#### *Establishment of Civil Aviation Security Service*

40. (1) There is hereby established a Civil Aviation Security Service which shall be a department under Directorate of Airports.

(2) The Director-General shall be responsible for the Civil Aviation Security Service.

(3) The Director-General shall ensure that the Civil Aviation Security Service provides a standard level of security for the operation of international and national flights.

(4) Members of the Civil Aviation Security Service shall carry appropriate identification documents.

#### *Functions of the Civil Aviation Security Service*

41. (1) The Civil Aviation Security Service shall be responsible for—

- (a) the prevention of the commission of crimes against civil aviation at all aerodromes and air navigational installations; and
- (b) the protection of persons and property from dangers arising from the commission or attempted commission of such crimes.

(2) The Civil Aviation Security Service shall—

- (a) carry out passenger and baggage screening and undertake searches of passengers, baggage, cargo, aircraft, any building or any area, at an aerodrome or at any air navigation installation:

Provided that where it is necessary to search a female passenger such search shall be conducted by a female civil aviation security officer and shall be conducted with strict regard to decency; and

- (b) carry out aerodrome security patrols and patrols of any air navigation installations; and
- (c) review, inquire into and keep itself informed on security techniques, systems, devices, practices and procedures related to the protection of civil aviation and the persons employed in or using it; and
- (d) undertake, encourage or supervise such experimental or research work as the Director-General may think desirable; and
- (e) control pedestrian and vehicular traffic at any airport or air navigation installation; and
- (f) co-operate with the Police Force, relevant government departments, operators and authorities administering the civil aviation security services of other countries and with any appropriate international organisations; and
- (g) exercise and perform such functions as may be directed by the Director-General.

#### *Restricted areas*

42. (1) Subject to subsection (2), no person other than a civil aviation security officer shall enter a restricted area unless authorised by the Authority in terms of these regulations.

(2) A passenger embarking or disembarking directly through any gateway or thoroughfares provided for that purpose, or being in an arrivals hall, or transit or departure lounge for the purpose of embarking on or disembarking from an aircraft, shall be deemed to be authorised by the Authority to be in a restricted area forming part of those gateways, arrivals halls, transit or departure lounges, as the case may be.

(3) Any person who is in a restricted area shall, on request by a civil aviation security officer, state his or her name and address, and the purpose of his or her presence in that area, and produce satisfactory evidence to confirm his or her identity.

(4) Any person—

- (a) who fails or refuses to give his or her name and address when requested to do so in terms of subsection (3); or



(b) who fails to satisfy him or her that he or she is authorised to be in the restricted area; shall be guilty of an offence and be liable to a fine not exceeding level 5 or to imprisonment for a period not exceeding three months or to both such fine and such imprisonment.

(5) Any person who commits an offence in terms of subsection (4) may be arrested and detained by a civil aviation security officer and the civil aviation security officer shall, as soon as practicable, deliver the person concerned to a member of the Police Force.

*Powers of civil aviation security officers*

43. (1) Where a civil aviation security officer has reasonable grounds of believing that an offence has been, is being or is about to be committed in the vicinity of any aerodrome or any air navigation installation by any person, he or she shall as soon as possible deliver the person concerned to a member of the Police Service.

(2) A civil aviation security officer on duty may at any time enter any aerodrome or air navigation installation or any aircraft, building, vehicle or place or any part of any aerodrome or any air navigation installation for the purpose of carrying out his or her duties.

(3) Where a member of the Police Service takes command, for any reason, of any situation at any aerodrome or any air navigation installation, the rights of civil aviation security officers to enter any part thereof of any building, aircraft, or place shall be subject to such limitation as the senior police officer present may specify.

(4) Subject to subsection (1), a member of the Police Service shall investigate into the matter and deal with the suspect in accordance with the law.

(5) Any person who—

(a) impersonates a civil aviation security officer; or

(b) wilfully obstructs, incites or encourages any person to obstruct a civil aviation security officer in the execution of his or her duties; or

(c) assaults any civil aviation security officer who is engaged in the execution of his or her duties;

shall be guilty of an offence and be liable to a fine not exceeding level 5 or to imprisonment for a period not exceeding three months or to both such fine and such imprisonment.

PART VII

IDENTIFICATION CARDS AND VEHICLE PASSES

*Entry into restricted areas prohibited*

44. (1) No person shall enter or remain in any restricted area or air navigation installation unless such person—

(a) has been issued with an identification card by the Authority in terms of section 46 and wears such card on a visible place; or

(b) obtains the permission of the Authority and—

(i) has in his or her possession any other identification document authorised by the Authority; and

(ii) is accompanied by an aviation security officer into the restricted area.

(2) No person shall drive or cause any vehicle to be driven into a restricted area unless such vehicle is—

(a) issued with a vehicle pass in terms of section 46; or

(b) exempted in terms of section 57(3).

(3) Any person authorised in terms of this Part to enter a restricted area shall enter such area for the purpose of carrying out his or her duties.

*Application for identification cards and vehicle passes*

45. (1) Any person whose duties require him or her to be in an aerodrome or any air navigation installation and who wishes to obtain—

(a) a temporary or a permanent identification card or a duplicate thereof shall apply to the Authority in Form A.S. 3; or

(b) a temporary or a permanent identification vehicle pass or a duplicate thereof shall apply to the Authority in Form A.S. 4;

and such application shall be accompanied by the appropriate fee specified in the First Schedule.

- (2) On receipt of an application in terms of subsection (1) the Authority shall consider whether—
- (a) the applicant is entitled to be issued with an identification card or a vehicle pass, as the case may be;
  - (b) it is necessary for the applicant to have access to all or any of the restricted area applied for; and
  - (c) the applicant is a fit and proper person to hold such card or pass.

*Issue of identification cards and vehicle passes*

46. (1) The Authority shall conduct security background checks on persons other than passengers granted unescorted access to security restricted areas of the airport prior to granting access to security restricted areas.

- (2) The Authority may, after conducting a background check—
- (a) approves the application submitted in terms of section 45, the Authority shall issue a temporary or permanent identification card or a vehicle pass, as the case may be, to such person; or
  - (b) decline to issue a temporary or permanent identification card as the case may be.

(3) The temporary identification cards and vehicle passes approved in subsection (2)(a) shall be valid for a period of less than six months whilst permanent identification cards shall be valid for a period not more than two years.

*Form of identification cards and vehicle passes*

47. (1) An identification card issued in terms of section 46 shall—

- (a) contain, *inter alia*, the following—
  - (i) the full names;
  - (ii) the national registration or passport number issued by or on behalf of the Government of Zimbabwe;
  - (iii) in case of a person accredited to Zimbabwe as a diplomat or an international civil servant, the number of any passport issued by a foreign government, international organisation or an identity document issued by the Ministry responsible for foreign affairs;
  - (iv) photograph of the holder;and
- (b) state, by numerical or other code—
  - (i) the identification card number and its period of validity;
  - (ii) the areas of any aerodrome or air navigation installation to which the holder may have access.

(2) Every vehicle pass issued in terms of section 46 shall state—

- (a) the name and identification card number of the holder of such pass; and
- (b) the registration number of the vehicle; and
- (c) the period of validity of such pass; and
- (d) the restricted areas to which the vehicle has been granted access.

*Register of identification cards and vehicles passes*

48. (1) The Authority shall keep a register of all identification cards and vehicle passes issued in terms of section 46 and shall review at regular intervals the eligibility of those persons on the register to continue to hold such cards or passes.

(2) Any identification card or vehicle pass issued in terms of section 46 shall remain the property of the Authority.

*Recall and cancellation of identification cards and vehicle passes*

49. The Authority may, at any time, recall and cancel any identification card or vehicle pass issued in terms of section 46 if the Authority has reason to believe that the person holding such card—

- (a) no longer qualifies to have access to a restricted area; or
- (b) has a criminal record; or
- (c) has not complied with any of the conditions subject to which the identification card or vehicle pass was issued.

*Return of identification cards and vehicle passes*

50. If the holder of an identification card or vehicle pass ceases to be employed in a position for which the card or pass is required, or for any other reason ceases to be entitled to hold such card or pass, the holder shall forthwith return such card or pass to the Authority.

*Examination of identification card by civil aviation security officers*

51. (1) A civil aviation security officer may stop any person inside a restricted area and examine his or her identification card.

(2) Where any person is unable to produce his or her identification card, or offer sufficient reason for not having such card upon his or her person, the aviation security officer may order such person to leave the area forthwith.

*Issue of duplicate identification cards or vehicle passes*

52. (1) Where any identification card or vehicle pass—

- (a) is lost; or
- (b) is defaced; or
- (c) is illegible;

the Authority may issue a duplicate identification card or vehicle pass on payment of the appropriate fee.

(2) Where an identification card or vehicle pass is lost, the holder shall submit a Police Report attached to his or her written report explaining the circumstances under which the identification card or vehicle pass was lost.

(3) The Authority shall proceed to issue a Stop List of the lost identification cards and vehicle passes for dissemination to all access points of the airport or security restricted areas.

*Display of vehicle passes and airport identification cards*

53. (1) A holder of a vehicle pass shall display such pass, on the left side of the front windscreen of such vehicle, at all times when the vehicle is in a restricted area.

(2) The display of a vehicle pass shall not exempt the occupants of such vehicle from compliance with these regulations.

(3) A holder of an airport identification shall display such airport identification card whilst in the airport security restricted areas.

(4) Any person who contravenes this section shall be guilty of an offence and shall be liable to civil penalty specified in section 110.

*Transfer of vehicle passes prohibited*

54. No vehicle pass shall be transferred from one vehicle to another.

*Vehicles not to cause interference*

55. (1) Any vehicle within a restricted area shall be driven and conducted in such a manner as not to cause any restriction, hazard or interference to aircraft or to any air navigation installations.

(2) A civil aviation security officer may, if he or she is aware of any vehicle causing any restriction, hazard or interference within a restricted area move or cause the vehicle to be moved to a place—

- (a) where it will not cause any restriction, hazard or interference; or
- (b) outside the restricted area.

(3) The Authority shall not be liable for any damage to a vehicle that is moved or caused to be moved by an aviation security officer exercising his or her powers in terms of this section.

*Inspection of vehicles*

56. (1) A civil aviation security officer may require the driver of a vehicle entering or leaving a restricted area or being within a restricted area, to submit such vehicle for his or her inspection.

(2) Any person who fails to comply with a request made in terms of subsection (1) shall be guilty of an offence and shall be liable to a fine not exceeding level 5 or to imprisonment for a period not exceeding six months, or to both such fine and such imprisonment.

*Exemptions*

57. (1) No member of a crew of an aircraft in transit through Zimbabwe shall be required to hold an identity document issued in terms of section 21(8):

Provided that such crew member—

- (a) carries and produces sufficient evidence of his or her identity on demand by a civil aviation security officer;
- (b) enters a restricted area for the purpose of carrying out his or her duties and complies with any direction given by a civil aviation security officer.

(2) The following persons are exempt from the payment of fees for the issue of an identification card—

- (a) members of the Diplomatic Corps accredited to Zimbabwe; and
- (b) any other person as approved by the Authority.

(3) The Authority may exempt any vehicle or class of vehicles from—

- (a) carrying a vehicle pass;
- (b) paying the appropriate fee for a vehicle pass.

PART VIII

PREVENTIVE SECURITY MEASURES-SCREENING AND ACCESS CONTROL

*Screening of persons, passengers and their cabin baggage*

58. (1) In this Part—

“sterile area” means the area between any passenger inspection or screening checkpoint and aircraft, into which access is strictly controlled.

(2) The aerodrome operators shall subject any aircraft, passenger, baggage, cargo mail and express parcel arriving at a security designated aerodrome from a non-security designated aerodrome to the same security controls applicable at the destination airport upon arrival, whether or not the said destination airport is engaged in international or domestic operations.

(3) Every operator of a security designated aerodrome must apply screening or other appropriate security controls, in accordance with procedures provided for in the National Civil Aviation Security Programme, to persons other than passengers, together with items carried, goods or other articles in their possession, prior to entry into security restricted areas at security designated aerodromes serving international civil aviation operations.

(4) Every operator of a security designated aerodrome or a person employed or contracted by that operator to provide aviation security services must establish measures, in accordance with the National Civil Aviation Security Programme, to ensure that originating passengers and their cabin baggage are screened prior to boarding an aircraft departing from a security restricted area:

Provided that the Authority may, exempt such persons as it deems appropriate from the requirements to be screened and such exemption shall be stipulated in the National Civil Aviation Security Programme.

(5) Every operator of a security designated aerodrome must screen transfer passengers of commercial air transport operations and their cabin baggage prior to boarding an aircraft in accordance with measures provided for in the National Civil Aviation Security Programme.

(6) Every operator of security designated aerodrome must protect passengers and their cabin baggage which have been screened from unauthorised interference from the point of screening until they board the aircraft.

(7) Where mixing of screened and unscreened passengers takes place, the passengers concerned and their cabin baggage must be re-screened before boarding an aircraft.

(8) An operator of a security designated aerodrome must establish measures for transit operations to protect transit passengers and their cabin baggage from unauthorised interference and protect the integrity of the security of the airport of transit.

(9) Every operator of a security designated aerodrome must apply screening or other appropriate security controls to vehicles being granted access to security areas or security restricted areas, together with items contained within them, in accordance with a risk assessment carried out by the Authority.

(10) An organisation approved by the Authority to carry out screening functions must ensure that any person who acts or will act as a screening officer for it or on its behalf meets the minimum standards set out by the Authority in the National Civil Aviation Security Programme, as amended from time to time.

- (11) No person who is at an aerodrome or on board an aircraft shall make a statement that—
- (a) they are carrying a weapon, an explosive substance, an incendiary device or other dangerous item that could be used to jeopardise the security of an aerodrome or aircraft or that such an item is contained in goods or other items in their possession or control or in a vehicle under their care or control that they have tendered or are tendering for screening or transportation; or
  - (b) another person who is at the aerodrome or on board an aircraft is carrying a weapon, an explosive substance, an incendiary device or other dangerous item that could be used to jeopardise the security of an aerodrome or aircraft or that such an item is contained in goods or other items 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.

(12) Any person who contravenes this section shall be guilty of an offence and shall be liable to a fine not exceeding level 5 or to an imprisonment for a period not exceeding two years or to both such fine and such imprisonment.

#### *Refusal of screening*

59. (1) Any person who refuses to allow themselves and their carry-on baggage, goods or other articles in their possession to be screened will be denied access to the enhanced security restricted area or sterile area or will be denied boarding, as the case may be.

(2) No person shall circumvent screening of their person or goods or other items 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 items in that person's possession or control or a vehicle under that person's care or control.

(3) 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 or her 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 or her possession from the enhanced security restricted area or sterile area.

(4) 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 or her person, or of the goods that he or she has carried or has placed on board the aircraft and he or she 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.

(5) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to imprisonment for a period not exceeding five years or to both such fine and such imprisonment.

#### *Screening of hold baggage*

60. (1) Every operator of a security designated aerodrome or a person employed or contracted by that operator to provide aviation security services must—

- (a) 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, in accordance with procedure provided for in the National Civil Aviation Security Programme;
- (b) protect, in accordance with procedure provided for in the National Civil Aviation Security Programme, all hold baggage to be carried on a commercial aircraft from unauthorised interference from the point it is screened or accepted into the care of the air carrier or aircraft operator;
- (c) 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;
- (d) apply screening as provided for in the National Civil Aviation Security Programme, to transfer hold baggage prior to being loaded into an aircraft engaged in commercial air transport operations, unless it has established a validation process as provided for in the same programme.

(2) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Unaccompanied baggage*

61. (1) Where baggage is received at an aerodrome for transportation 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, may carry out an authorised search of the baggage in the presence of the aircraft operator concerned, and in carrying out that search may use such force as may reasonably be necessary to gain access to the baggage.

(2) No commercial aircraft operator shall accept for carriage baggage of passengers who are not on board an aircraft unless such baggage has been declared as unaccompanied and subjected to screening.

(3) Every operator of a security designated aerodrome must establish procedures to deal with unidentified baggage in accordance with a security risk assessment carried out by the operator.

*Unattended and mishandled baggage*

62. (1) Where baggage is left unattended or abandoned at an airport terminal, an aviation security officer shall report to the police so that it can be investigated and if necessary, destroyed or removed to a safe location or confiscated.

(2) Every operator of a security designated aerodrome serving civil aviation in Zimbabwe must establish storage areas where mishandled baggage may be held after screening until forwarded, claimed or disposed of.

*Access control system*

63. (1) Every operator of a security designated aerodrome or navigation installation, or a person employed or contracted by such to provide aviation security services 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 aerodrome restricted area procedures.

(2) 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.

(3) An aerodrome operator shall include in his or her approved aerodrome operator security programme details of a system, method and procedure, which shall ensure that—

- (a) access points into restricted areas, enhanced security restricted areas or sterile areas are limited in number and physical access through those points are strictly controlled;
- (b) entry points which cannot be effectively controlled are locked or otherwise secured against entry by unauthorised persons;
- (c) 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;
- (d) 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 into use;
- (e) a person whose duties require him or her to be at the aerodrome is required to have on display on his or her person, a valid aerodrome identification permit and any baggage or item he or she carries shall be screened before being allowed access to enhanced security restricted areas or sterile areas;
- (f) the screening in terms of paragraph (e) shall be to the same standard for all as that required for passengers, in terms of section 64;
- (g) the movement of persons and vehicles to and from the aircraft in security restricted areas is supervised in order to prevent unauthorised access to aircraft in accordance with the requirements provided for in the National Civil Aviation Security Programme;
- (h) checks specified in paragraph (f) are reapplied on a regular basis to all persons granted unescorted access into security restricted areas; and
- (i) persons at an aerodrome are aware of what areas there are prohibited access.

(4) Notwithstanding the screening requirements in terms of these regulations, 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.

*Screening of passengers and property by aircraft operator*

64. (1) An aircraft operator shall ensure that the following are screened at an aerodrome—

- (a) passengers, transit passengers, transfer passengers and crew travelling on his or her aircraft;
- (b) carry-on baggage of persons under paragraph (a);
- (c) checked baggage of persons under paragraph (a); and
- (d) other goods in the hold of his or her aircraft.

(2) Notwithstanding subsection (1) an aircraft operator may authorise the aerodrome operator or any other person to conduct the screening functions set out in his or her approved aircraft operator security programme.

(3) In giving an authorisation to an aerodrome operator or any other person under subsection (2) the aircraft operator shall further instruct such aerodrome operator or person, to prohibit any passenger refusing to be screened from entry onto any of his aircraft.

(4) An aircraft operator or person authorised by him or her, shall use procedures, facilities and equipment described in his or her aircraft operator security programme—

- (a) to prevent or deter the carriage of any weapon or incendiary device on or about the person of an individual or accessible property and the carriage of any weapon or incendiary device in checked baggage on aircraft;
- (b) to detect the existence of a weapon or incendiary device, inspect each person entering a sterile area at each pre-boarding screening check point and all accessible property under the control of such person; and
- (c) to perform the following control functions with respect to each aircraft operation for which screening is required—
  - (i) prohibit unauthorised 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 unauthorised access;
  - (iv) conduct a security inspection of the aircraft before placing it in service and after it has been left unattended; and
  - (v) ensure that aircraft is protected from unauthorised interference from the time the aircraft search or check has commenced until the aircraft departs.

(5) An aircraft operator shall refuse to transport—

- (a) any person who does not consent to an authorised search of his or her person when required to do so by the aircraft operator or person authorised to conduct such searches on his or her behalf; and
- (b) any property of any person who does not consent to a search or inspection of that property in accordance with the screening system provided for in this section.

(6) An aircraft operator shall remove from the aircraft any item left behind by passengers disembarking from any commercial flight and handover such item to aircraft operator security.

(7) A foreign aircraft operator shall not conduct a flight within Zimbabwe with a passenger on board who refuses to submit to a screening required in terms of these regulations or while the carry on or checked baggage of such person is on board his or her aircraft.

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

(9) Where a person resists the order contemplated in subsection (8), the pilot in command shall communicate with the relevant authority to eject him or her.

*Carriage of weapons, firearms, ammunition and other explosives onto aircraft or into security restricted areas*

65. (1) Operators of security designated aerodromes must ensure that the carriage of weapons, firearms, ammunition and other explosives into aircraft or into security restricted areas must be in accordance with the requirements and conditions prescribed in the National Civil Aviation Security Programme.

(2) No person shall carry any firearm on board any air transport service without the permission of the Authority:

Provided that where special requests are made by a State to allow the travel of armed personnel on board any aircraft, the Authority shall exercise his or her discretion, and in consultation with all States involved, permit the carrying of firearm by specified personnel in accordance with the conditions imposed by him or her.

(3) Any person who wishes to carry a firearm on board an air transport service shall apply to the Authority on Form A.S.5, specified in the Second Schedule, and such application shall be accompanied by the prescribed fee specified in the First Schedule:

Provided that this section shall not apply to in-flight security officers.

(4) An application in terms of subsection (3) shall be made not later than twenty-four hours before the time at which the flight concerned is expected to arrive or depart from Zimbabwe.

(5) On receipt of an application made in terms of subsection (3), the Authority shall—

- (a) consult an officer of the Zimbabwe Republic Police authorised for this purpose by the Commissioner-General; and
- (b) seek approval of the operator on which the applicant intends to carry the firearm.

(6) Where the Authority grants permission to an applicant to carry a firearm on board an air transport service, he or she shall inform the operator concerned.

(7) The operator shall inform the pilot-in-command of that air transport service of the persons who will carry firearms on board the air transport service.

(8) An operator shall ensure that every firearm carried on board an air transport service by any person is—

- (a) not loaded; and
- (b) in a safe condition; and
- (c) stowed in a place that is inaccessible to any person not authorised to have possession of it.

(9) The Zimbabwe Republic Police shall be the authority responsible for ensuring that weapons taken on board an aircraft are safe.

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

(11) An aircraft operator shall not permit any person to transport, nor may any person transport or tender for transport, a firearm in checked baggage on board an aircraft unless—

- (a) such person declares to the aircraft operator, either orally or in writing before tendering the baggage for the purpose of being checked in that he or she has a firearm carried in his or her checked baggage and it is unloaded;
- (b) the baggage or container in which a firearm is carried is locked;
- (c) the checked baggage or container containing the firearm is loaded on the aircraft in an area that is inaccessible to passengers; and
- (d) such person presents a licence for such firearm from the State that permits him or her to have in his or her possession such firearm, an export licence for such firearm from the State of departure and an import licence for such firearm to the State of destination.

(12) Where a firearm is 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.

(13) Any person who contravenes this section shall be guilty of an offence and shall be liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

#### *Use of screening equipment*

66. (1) An aerodrome operator, aircraft operator or person authorised to conduct screening on his or her behalf, shall not use any screening equipment systems within Zimbabwe to inspect carry-on or checked baggage unless the equipment is specifically authorised by the Authority or under an approved aircraft operator security programme or an approved aerodrome security programme.

(2) An aerodrome operator, aircraft operator, or any other person authorised to conduct screening on his or her behalf, may be authorised 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 or she shows that—



- (a) 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;
- (b) a programme for initial and recurrent training of operators of the system is established, which includes training in radiation safety, the efficient use of X-ray systems, and the identification of weapons and other dangerous articles, as prescribed in the National Civil Aviation Security Training Programme; and
- (c) 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.

(3) An aerodrome operator, aircraft operator, or any other person authorised to conduct screening on his or her behalf, shall ensure that an X-ray system is not used unless—

- (a) 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; or
- (b) 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.

(4) An aerodrome operator, aircraft operator, or any other person authorised to conduct screening on his or her behalf, shall maintain at least one copy of the results of the most recent test conducted in terms of subsection (3) and shall make it available for inspection upon request by the Authority.

(5) An aerodrome operator, aircraft operator, or any other person authorised to conduct screening on his or her behalf, shall ensure that screening staff comply with X-ray operator duty time limitations specified in his or her aircraft operator security programme or aerodrome security programme.

(6) Where required by the Authority, an aerodrome operator, aircraft operator, or any other person acting on his or her 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 or her aircraft operator security programme, or aerodrome security programme.

*Security measures relating to landside areas*

67. (1) Every operator of a security designated aerodrome must establish security measures in landside areas to mitigate the risk and to prevent possible acts of unlawful interference in accordance with national and local risk assessments carried out.

(2) The operator of a security designated aerodrome must coordinate and oversee the implementation of landside security measures between the relevant departments, agencies and other entities, in terms of the National Civil Aviation Security Programme.

PART IX

AVIATION SECURITY TRAINING

*National Civil Aviation Security Training Programme*

68. (1) Every operator of security designated aerodrome, air carrier or aircraft operator, air traffic service provider or organisation responsible for the implementation of various aspects of the National Civil Aviation Security Programme must develop, implement and maintain a written Operator Aviation Security Training Programme and the training programme must conform to the requirements of the National Civil Aviation Security Training Programme.

(2) Any person assigned responsibility for a specific function or task within the National Civil Aviation Security Programme shall undergo minimum required security training in accordance with the standard specified in the National Civil Aviation Security Training Programme.

(3) 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 or her approved aircraft operator security programme and required by the National Civil Aviation Security Training Programme.

(4) An 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 under these regulations as specified in his or her approved aircraft operator security programme and the National Civil Aviation Security Training Programme.

PART X

QUALITY CONTROL

*National Civil Aviation Security Quality Control Programme*

69. (1) The Authority shall implement and maintain a written National Civil Aviation Security Quality Control Programme, developed in section 44A(1)(d)(iii), which meets the requirements provided for in the National Civil Aviation Security Programme and designed to—

- (a) monitor the implementation of aviation security measures by aerodrome and aircraft operators and other entities that perform security functions in compliance with these regulations and the National Civil Aviation Security Programme;
- (b) ensure the effectiveness of these regulations and the National Civil Aviation Security Programme;
- (c) identify any deficiencies and offer appropriate corrective actions; and
- (d) resolve security concerns.

(2) The National Civil Aviation Security Quality Control Programme shall contain all necessary quality control monitoring measures taken to assess on a regular basis the implementation of the National Civil Aviation Security Programme, including the policies on which they are based.

(3) Any person or entity assigned responsibility for a specific function or task within the National Civil Aviation Security Programme who fails to implement quality control measures to the standard specified in the National Civil Aviation Security Quality Control Programme, shall be guilty of an offence and shall be liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Compliance monitoring*

70. (1) The implementation of the National Civil Aviation Security Programme shall be monitored by staff members of the Authority or by any third party approved by the Authority to ensure compliance.

(2) Monitoring shall be undertaken in accordance with the approved National Civil Aviation Security Quality Control Programme taking into consideration the following—

- (a) threat level;
- (b) type and nature of the operation;
- (c) standard of implementation, and
- (d) any other factor and assessment which will demand for more frequent monitoring.

(3) The management, setting of priorities and organisation of the quality control programme shall be undertaken independently from the operational implementation of the measures taken under the National Civil Aviation Security Programme.

(4) The Authority may request in writing to any person who holds an approved aviation security programme to undergo or carry out such inspections and audits and such monitoring as the Authority considers necessary in the interests of civil aviation security.

(5) On request by the Authority, an operator shall provide evidence of compliance with his or her approved operator security programme.

*Power of investigation*

71. (1) The Authority may investigate any holder of an approved security programme if it believes that it is necessary in the interests of civil aviation security, and if the Authority—

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

(2) If the Authority conducts an investigation in terms of subsection (1), the Authority shall—

- (a) conclude the investigation as soon as practicable, but not later than twenty-one working days; and

- (b) inform the holder, in writing, of the results of the investigation, including any recommendations arising out of the investigation.

*Power to suspend security programme*

72. The Authority may suspend any security programme approved under these regulations or impose conditions in respect of any such security programme if the Authority considers such action necessary in the interests of security, and if the Authority—

- (a) considers such action necessary to ensure compliance with these regulations and the security programme;
- (b) is satisfied that the holder has failed to comply with any conditions of a security programme; or
- (c) considers that the privileges or duties for which the security programme has been approved are being carried out by the holder in a careless or incompetent manner.

*General power of entry for Aviation Security Inspectors*

73. (1) Every person duly authorised by the Authority as an Aviation Security Inspector shall have right of access at any reasonable time to—

- (a) an aircraft, aerodrome, building or place;
- (b) any document or record concerning any aircraft, aeronautical product or aviation related service;
- (c) inspect and test the effectiveness of security measures and procedures and performance of security equipment;
- (d) take into an airport, airside area or any designated security restricted area and use, any equipment necessary to carry out his or her duties, including radios, cameras, recording devices (both audio and video) and specially authorised restricted or prohibited articles, such as replica weapons or simulated explosive devices;
- (e) issue notices of deficiencies or recommendations, as appropriate;
- (f) enforce corrective actions, including immediate rectification of any deficiencies or apply enforcement measures; and
- (g) enforce all relevant national aviation security requirements.

(2) Notwithstanding subsection (1), every person duly authorised by the Authority who has reasonable grounds to believe that—

- (a) any breach of these regulations is being or about to be committed;
- (b) a condition imposed under any civil aviation security programme is not being complied with; or
- (c) a situation exists within the civil aviation system or is about to exist that constitutes a danger to persons or property;

may at any reasonable time enter an aircraft, aerodrome, building or place and carry out an inspection to determine whether or not a matter referred to in paragraphs (a) and (b) exists.

(3) Every person who is authorised to have access to or to enter an aircraft, aerodrome, building or restricted area—

- (a) may request the operator to produce any certificate, book, manual, record, list, notice, or other document that is required to be kept under these regulations; and
- (b) may, if a document is surrendered under paragraph (a), inform the relevant aviation document holders orally, as soon as practicable, and in writing that the document has been surrendered.

(4) Every person exercising the power of entry in terms of subsections (1) and (2) shall carry a proof of identity and authority issued by the Authority specifying—

- (a) the name and the office or offices held by the person; and
- (b) that the person is authorised by the Authority to exercise the power in terms of subsection (1) or (2) to enter aircraft, aerodromes, buildings and off airport facilities, and to carry out such inspection.

(5) Every person exercising the power of entry shall produce the warrant of authority and particulars of identity—

- (a) if practicable on first entering the aircraft, aerodrome, building or off airport facilities; and
- (b) whenever subsequently reasonably required to do so.

(6) Any person who obstructs, insults, intimidates or performs any act of violence against an aviation security inspector, while that officer is on duty, shall be guilty of an offence and liable to a fine not exceeding level 5 or to an imprisonment for a period not exceeding three months or to both such fine and such imprisonment.

*Notification of audits*

74. (1) The Authority shall give a notice to the operator or service provider that is the subject of a security audit.

(2) When giving notice in terms of subsection (1), the Authority shall communicate a pre-audit questionnaire, for completion by the facility operator or service provider and a request for the following security documents—

- (a) the approved facility or service provider security programme;
- (b) records and results of any internal quality assurance audits undertaken;
- (c) results of any investigation conducted into security incidents since the date of the last audit; and
- (d) results of previous audits or inspections carried out by the Authority's designated auditors.

(3) The completed questionnaire and the documents requested shall be submitted to the Authority within fourteen days of receipt of the audit notification.

*Conduct of inspections and audits*

75. (1) A standard methodology shall be used to monitor compliance with the requirements laid down in the National Civil Aviation Security Programme and relevant operator security programme.

(2) An operator shall ensure that an auditor or inspector from the Authority is accompanied at all times during the inspection or audit.

(3) An auditor or inspector from the Authority shall carry an identity card authorising inspection and audit on behalf of the Authority and an airport identification card allowing access to all areas required for inspection and audit purposes.

(4) An auditor or inspector shall only perform a test after authorisation by the Authority.

*Audit report*

76. (1) Within twenty-one days of completion of an audit, the Authority shall communicate their findings and recommendations for remedial action to the relevant operator.

(2) Within fifteen days of the date of issue of an audit report, the relevant operator shall submit to the Authority a response in writing to the report which—

- (a) addresses the findings and recommendations; and
- (b) provides an action plan, specifying actions and deadlines, to remedy any identified deficiencies.

(3) Where the audit report identifies no deficiencies, no response shall be required.

*Internal quality control*

77. (1) An aerodrome operator, aircraft operator, regulated agent, flight catering operator, aviation service provider, or organisation responsible for the implementation of various aspects of the National Civil Aviation Security Programme shall develop, implement and maintain a written internal quality control programme or procedures that conform to the National Civil Aviation Security Programme and the National Civil Aviation Security Quality Control Programme.

(2) The operator in subsection (1) must ensure that the internal quality control officer employed by him or her—

- (a) is authorised by the Authority to carry out quality control activities consistent with his or her operations;
- (b) is skilled to perform quality control measures and have good working knowledge of the security processes and associated regulations;
- (c) helps in resolution of security concerns;
- (d) provides the Authority with related findings and details of any corrective action plans that have been implemented;
- (e) conducts security duties in accordance with these regulations;

- (f) abstains from indecorous behaviour; and
- (g) remains independent from aviation security related operations.

(3) The operator in subsection (1) must provide the Authority with an annual schedule of the internal quality control activities at the beginning of each calendar year, to allow the Authority to carry security oversight as may be required.

## PART XI

### MEASURES RELATING TO CYBER THREATS

#### *Identification of critical information*

78. (1) In this section—

“cyber security” means the protection of information systems (hardware, software and associated infrastructure), the data on them, and the services they provide, from unauthorised access, harm or misuse;

“critical information” means sensitive or privacy data or assets or its operation is indispensable for the safe and secure operation and availability of aviation activities and includes.

(2) Operators, maintenance, repair and overhaul service providers, shall identify their critical information and communications technology systems and data used for civil aviation purposes and, in accordance with a risk assessment, develop and implement, as appropriate, measures to protect them from unlawful interference.

(3) Critical data and information systems software and hardware used in aviation operations, shall include, but are not limited to—

- (a) systems and data identified as critical from an aviation safety perspective, such as—
  - (i) air traffic management systems;
  - (ii) departure control systems;
  - (iii) communication, navigation and other safety-critical systems of an aircraft; and
  - (iv) aircraft command, control and dispatch systems;
- (b) systems and data identified as critical from an aviation security perspective, such as—
  - (i) regulated agent and known consignor databases;
  - (ii) access control and alarm monitoring systems;
  - (iii) closed-circuit television surveillance systems;
  - (iv) passenger and baggage reconciliation systems; and
  - (v) screening systems and explosive detection systems, whether networked or operating in a stand-alone configuration;
  - (vi) airport and regulatory databases;
- (c) systems and data identified as critical from an aviation facilitation perspective, such as—
  - (i) aircraft operator reservation and passenger check-in systems;
  - (ii) flight information display systems;
  - (iii) baggage handling and monitoring systems; and
  - (iv) border crossing and customs systems.

#### *Risk assessment*

79. The Authority shall as part of a risk assessment and management process—

- (a) ensure the protection of critical aviation information and communication technology systems and data; and
- (b) work with operators to conduct continuous vulnerability and interdependency assessments of their critical aviation systems; and
- (c) establish measures to mitigate potential cyber-attacks; and
- (d) verify the implementation of such measures as part of their regular compliance monitoring activities.

#### *Protection*

80. (1) Operators shall apply security—

- (a) considerations throughout the life cycle of aviation information and communication technology systems, from design and development through operation and maintenance, continuing through the safe and secure disposal of hardware and software;
- (b) to modifications, revisions, updates and upgrades to existing systems.

(2) Data referred to in subsection (1) must follow data governance policies which prescribe the level of necessary security based on data classification, as well as the appropriate retention periods and disposal methods.

(3) The protection of systems referred to in subsection (1) must meet the goals of confidentiality, integrity and availability, and are as robust as possible against cyber-attacks.

(4) Every operator shall—

- (a) ensure that the responsibility for securing critical information systems is allocated to properly selected, recruited and trained staff;
- (b) establish clear training guidelines for all personnel using, handling, installing, and performing maintenance on critical information systems, as well as for identified air crew and systems, and for aircraft maintenance personnel;
- (c) give due regard to cyber security matters in the procurement of new aviation information and communication technology systems and data.

*Detection of and response to cyber attacks*

81. (1) Every operator shall in accordance with the National Civil Aviation Security Programme—

- (a) establish awareness programmes and reporting mechanisms for end users and stakeholders to report suspicious activities, anomalies, and other pertinent information that may indicate that an attack is underway or has occurred;
- (b) establish a cyber security response plan which outlines an organisational approach to addressing a cyber-attack, including those actions to be carried out by the technology, legal, maintenance, public relations and other organisational entities involved in the process of mitigating and counteracting a cyber-attack.

(2) Where a cyber-attack has been detected or reported, the operator shall—

- (a) analyse the cause and nature of cyber-attack;
- (b) prioritise the actions that can be taken to react to the cyber-attack;
- (c) mitigate the effects of the cyber-attack to the extent possible;
- (d) restore systems to their normal state as quickly as possible and if the root cause cannot be isolated, ensure that systems remain shut down and isolated until a cause can be determined to prevent further infection of other systems.

(3) The operator shall cause full details of the incident to be recorded and stored in a secure environment for further in-depth and trend analysis.

(4) Findings, conclusions and recommendations should be made available to all aviation industry partners through pre-established information exchange platforms and mechanisms.

(5) Operators must immediately report cyber-attacks and potential threats to the Authority.

PART XII

MANAGEMENT AND RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

*Prevention of acts of unlawful interference*

82. (1) The operator of a security designated aerodrome must take adequate measures, in accordance with the National Civil Aviation Security Programme, when reliable information exists that an aircraft may be subjected to an act of unlawful interference—

- (a) to safeguard the aircraft if it is still on the ground; or
- (b) if the aircraft is in flight, to provide as much prior notification as possible of the arrival of such aircraft to relevant airport authorities and air traffic services of the States concerned, if the aircraft has already departed.

(2) The operator of a security designated aerodrome must develop contingency plans and make resources available to safeguard civil aviation against acts of unlawful interference.

(3) The operator of a security designated aerodrome, in consultation with relevant agencies, must ensure that authorised and suitably trained personnel are readily available for deployment at its airport serving civil aviation to assist in dealing with suspected or actual cases of unlawful interference with civil aviation.

(4) Every operator of a security designated aerodrome must establish—

- (a) a bomb disposal area where detected explosives may be disposed of;
- (b) an isolated parking area for aircraft that has been subjected to an act of unlawful interference or a bomb threat;
- (c) an Emergency Operations Centre.

*Authority responsibilities in response to specific threat or acts of unlawful interference*

83. The Authority must—

- (a) take appropriate measures, in accordance with the National Civil Aviation Security Programme, for the safety of passengers and crew members of an aircraft, which is subjected to an act of unlawful interference, while on the ground in Zimbabwe, until their journey can be continued;
- (b) collect all pertinent information on the flight of that aircraft through the air navigation services provider and transmit that information to all other States responsible for the air traffic services units concerned, including those at the airport of known or presumed destination, so that timely and appropriate safeguarding action may be taken *en route* and at the aircraft's known, likely or possible destination;
- (c) provide assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land as may be necessitated by the circumstances;
- (d) ensure that an aircraft subjected to an act of unlawful seizure which has landed in the territory of Zimbabwe is detained on the ground, unless its departure is necessitated by the overriding duty to protect human life;
- (e) notify by the most expeditious means the State of registry of the aircraft, and the State of the air carrier or aircraft operator, of the landing and must similarly transmit by the most expeditious means all other relevant information to—
  - (i) the two States concerned;
  - (ii) each State whose citizens suffered fatalities or injuries;
  - (iii) each State whose citizens were detained as hostages;
  - (iv) each State whose citizens are known to be on board the aircraft; and
  - (v) the International Civil Aviation Organisation.

*Aerodrome operator responsibilities in response to specific threats or acts of unlawful interference at an aerodrome*

84. (1) Where an aerodrome operator determines that a specific threat that jeopardises the security of his or her aerodrome exists, he or she shall immediately take all of the necessary measures to ensure the safety and security of the aerodrome and persons at the aerodrome, including informing the Authority of the nature of the threat.

(2) An aerodrome operator who becomes aware of a threat against an airport facility or any part of his or her aerodrome, or tenant restricted area that is under the control of a person carrying on any activity at or connected with his or her aerodrome, other than the aerodrome operator, shall immediately—

- (a) notify the person in control of that facility or tenant restricted area of the nature of the threat; and
- (b) determine whether there is a specific threat that jeopardises the security of the aerodrome.

(3) Where a person authorised to conduct any screening activity at an aerodrome becomes aware of a threat or acts of unlawful interference against the aerodrome, such person shall—

- (a) immediately notify the aerodrome coordinator and aerodrome operator of the nature of the threat; and
- (b) assist the aerodrome operator in determining whether there is a specific threat that jeopardises the security of the aerodrome.

*Discovery of weapons, incendiary devices or explosives at aerodromes*

85. (1) An aerodrome operator shall immediately notify the Authority where he or she, at the aerodrome—
- (a) discovers an unauthorised weapon;
  - (b) discovers an explosive substance or an incendiary device; or
  - (c) encounters an explosion, unless the explosion is known to be the result of an excavation, a demolition, construction or the use of fireworks displays.

(2) The operator of a security designated aerodrome, in consultation with relevant agencies, must investigate, render safe and dispose of, if necessary, suspected dangerous devices or other potential hazards at an airport in accordance with the procedure provided for in the National Civil Aviation Security Programme or the relevant security programme.

*Aerodrome operator to keep maps and plans of aerodrome*

86. An aerodrome operator shall keep at the aerodrome a certified copy of a current scale map 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 area access points, enhanced security restricted area access points, and sterile area access points.

*Aerodrome operator to provide information*

87. An aerodrome operator shall, upon request from the Authority, submit written or electronic records or other information relevant to the security of the aerodrome.

*Prevention and management of hijackings and sabotage attempts*

88. (1) An aircraft operator shall—
- (a) assign an appropriately qualified and trained person as a security coordinator to coordinate security duties specified in his or her approved aircraft operator security programme; and
  - (b) designate the pilot in command as the in-flight security coordinator for each flight, as required by his or her approved aircraft operator security programme to co-ordinate activities in response to threats of acts of unlawful interference.

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

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

(3) In-flight security officers required to be on board a flight, shall—

- (a) be a selected government personnel; and
- (b) be trained on safety and security aspects on board an aircraft; and
- (c) be deployed according to the threat assessment of the competent authority; and
- (d) conduct a crew briefing prior to departure to ensure the flight crew and cabin crew understand his or her role on board the aircraft.

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

*Security threats and procedures*

89. (1) Where an aircraft operator determines that there is a specific threat which jeopardises the security of an aircraft or flight, he or she shall immediately take all of the measures necessary to ensure the safety of the aircraft, passengers and crew on board such aircraft, including—

- (a) informing the pilot in command, the crew members assigned to the aircraft or flight, the aerodrome operator and the Authority of the nature of the threat;
- (b) where the aircraft is on the ground, moving such aircraft to a place of safety at the aerodrome according to the directions of the aerodrome operator; or
- (c) the inspection of the aircraft and search of the passengers and goods on board such aircraft, unless the inspection and search are likely to jeopardise the safety of the passengers and crew members.



(2) Where the aircraft is on the ground, the pilot in command shall comply with any direction given by the aerodrome operator, unless complying with such direction is likely to jeopardise the safety of the passengers and crew members.

(3) Immediately upon receiving information that an act or suspected act of unlawful interference has been committed, the aircraft operator shall notify the Authority.

(4) Where an aircraft operator determines that there is a specific threat which jeopardises the security of a facility, a tenant restricted area, or part of an aerodrome under his or her control, he or she shall immediately take necessary measures 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 of such threat.

(5) Where an aircraft is in the airspace under the jurisdiction of a State other than Zimbabwe, the aircraft operator shall also notify the appropriate authority of the State in whose territory the aircraft is located and, if the aircraft is in flight, the appropriate authority of the State in whose territory the aircraft is to land.

(6) Upon receipt of a bomb threat against a specific aircraft, each aircraft operator shall attempt to determine whether or not any explosive or incendiary device is aboard the aircraft involved by doing the following—

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

(7) Where the aircraft is in flight, ensure the pilot-in-command notifies the appropriate air traffic control authority of the threat.

#### *Reporting of security incidents*

90. (1) An aircraft operator shall immediately notify the Authority where there is—

- (a) a hijacking or attempted hijacking of an aircraft;
- (b) a discovery, on board an aircraft, of an unauthorised weapon;
- (c) a discovery, on board an aircraft, of an explosive substance or an incendiary device;
- (d) an explosion in an aircraft; or
- (e) a specific threat against an aircraft, a flight or a facility or part of an aerodrome under his or her control.

(2) An aircraft operator shall immediately notify the aerodrome operator when an unauthorised weapon is detected in any part of the aerodrome under his or her control.

#### *Persons authorised to conduct screening activities*

91. (1) A person authorised to conduct screening activities shall immediately notify the appropriate aircraft operator, aerodrome operator and the Authority when any of the following is detected at a restricted area access point where screening is conducted—

- (a) an unauthorised weapon;
- (b) an explosive substance; or
- (c) an incendiary device.

(2) A person authorised to conduct screening activities shall immediately notify the appropriate aircraft operator, aerodrome operator and the Authority when any of the following is detected in checked baggage—

- (a) a firearm;
- (b) an explosive substance; or
- (c) an incendiary device.

#### *Security information*

92. (1) In this section—

“facility” means an aerodrome, tenant, aircraft or regulated agent premises.

(2) An aircraft operator shall upon request from the Authority provide information relevant to the security of his or her operations, including—

- (a) information concerning the method of implementing the security measures that apply to the aircraft operator; and
- (b) a description of the nature of operations related to a particular flight; and
- (c) the services provided in respect of the flight.

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

(4) Any person who contravenes this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*False statements, entries or unauthorised reproduction*

93. An operator shall not make, or cause to be made, any of the following—

- (a) a fraudulent or intentionally false statement in his or her security programme or an application for any security programme;
- (b) a fraudulent or intentionally false entry in any record or report that is kept, made or used to show compliance with his or her security programme; and
- (c) a reproduction or alteration of any report, record, security programme without the approval of the Authority.

*Provision of information to the Authority on the security of operations by service providers*

94. Any person who provide services to an aircraft operator and any person who provides a service related to the transportation of goods by air, shall provide to the Authority with information relevant to the security of his or her operations, including—

- (a) information concerning the method of implementing the security measures contained in his or her security programmes; and
- (b) a description of the nature of the operations related to a particular flight and the services provided in respect of the flight.

*Carriage of passengers under administrative or judicial control*

95. (1) 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.

(2) An aircraft operator shall ensure that prior to departure—

- (a) the aircraft is equipped with adequate restraining devices to be used in the event restraint of any passenger becomes necessary;
- (b) a passenger travelling in terms of subsection (1) has been searched and does not have on or about his or her person or property anything that can be used as a weapon; and
- (c) a passenger travelling in terms of subsection (1), whether under the control of an escort officer, or not, 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.

(3) An aircraft operator shall not—

- (a) serve beverages or food in eating utensils made of metal to a passenger under such judicial or administrative proceedings while on board such aircraft; and
- (b) serve an escort officer, or the passenger under the control of the escort officer, any alcoholic beverages while on board such aircraft.

(4) In cases where there is need for an escort officer to accompany a person under judicial or administrative proceedings, the escort officer shall be qualified for the task to the satisfaction of the operator and pilot in

command and he or she shall, at all times, accompany the passenger under his or her control and keep the passenger under surveillance while on board the aircraft including visits to the lavatory.

(5) Any person who wishes to carry a person by air under judicial or administrative proceedings, shall notify the operator of the air transport service the name of the person under such judicial or administrative proceedings seven days before the intended flight and the operator shall notify the pilot-in-command of the name of the person in custody prior to the departure of the flight.

(6) The maximum number of persons under judicial or administrative proceedings accompanied by escorts that may be carried in an aircraft shall not exceed two persons.

(7) An operator or pilot-in-command shall not be compelled to carry a person under judicial or administrative proceedings and may impose such additional restrictions as he or she considers necessary.

*Disruptive and unruly passengers*

96. (1) In this section—

“disruptive and unruly passenger” means a passenger who fails to respect the rules of conduct at an airport or on board an aircraft or to follow the instructions of the airport staff or crew members and thereby disturbs the good order and discipline at an airport or on board the aircraft.

(2) Disruptive and unruly conduct includes, but is not limited to the following—

- (a) smoking on board an aircraft or in a non-smoking area of the terminal building;
- (b) use of mobile phones or other communication or electronic gadgets on board an aircraft without the approval of the aircraft commander;
- (c) fighting or other disorderly conduct on board an aircraft or at the terminal building;
- (d) being a nuisance to other passengers;
- (e) disobedience of lawful instructions issued by the aircraft commander, flight crew, cabin attendants, check-in staff or security screening staff;
- (f) any conduct that endangers or is likely to endanger the safety of flight operations;
- (g) tampering with smoke detectors and other aircraft equipment.

(3) Where any passenger becomes disruptive and unruly on board an aircraft or at the terminal building, the aircraft commander or aerodrome operator shall take necessary measures including restraint where necessary—

- (a) to protect the safety of the aircraft, terminal building or of persons or property therein; or
- (b) to maintain good order and discipline on board or at the terminal building; or
- (c) to enable him or her deliver such person to competent authorities.

(4) Any passenger who becomes disruptive and unruly at the airport terminal or on board an aircraft commits an offence and shall be liable to a fine not exceeding level 14 or to imprisonment for a period not exceeding ten years or both such fine and such imprisonment.

*Carriage of other persons*

97. The following classes of persons may be carried by air without an escort—

- (a) children under the age of twelve years;
- (b) deportees under the control of, but not being physically restrained by the Department of Immigration;
- (c) service personnel of the Defence Forces who have been absent without leave and who have voluntarily surrendered themselves and are being returned to their unit:

Provided that the operator is furnished with a written statement from the responsible government, person or authority stating that an escort is not necessary.

*Passenger restraining equipment*

98. (1) An aircraft engaged in public transport and carrying a crew of more than one person shall be equipped with adequate passenger restraining devices.

(2) The restraining equipment referred to in subsection (1) shall be carried in an aircraft in a position readily accessible to crew members but concealed from other persons.

(3) These regulations shall not apply to the carriage of passengers under voluntary protective escort.

PART XIII

MISCELLANEOUS

*Protection of sensitive security information*

99. (1) For the purpose of these regulations the following information and records containing such information constitute sensitive security information—

- (a) an approved security programme for an operator;
- (b) any security programme that relates to transportation by air and any comments, instructions or implementing guidance pertaining thereto;
- (c) security directives, information circulars and any comments, instructions or implementing guidance pertaining thereto;
- (d) any profiling system used in any security screening process, including for persons, baggage or cargo;
- (e) any security contingency plan or information and any comments, instructions, or implementing guidance pertaining thereto;
- (f) technical specifications of any device used for the detection of any deadly or dangerous weapon, explosive, incendiary or destructive substance;
- (g) a description of, or technical specifications of, objects used to test screening equipment;
- (h) communication procedures and technical specifications of any security communication equipment;
- (i) any information that the Authority has determined may reveal a systemic vulnerability of the aviation system or a vulnerability of aviation facilities to attack;
- (j) information concerning threats and risks against civil aviation released by the Authority;
- (k) specific details of aviation security measures whether applied directly by the Authority or regulated parties and includes, but is not limited to, information concerning specific numbers of aviation security officers and aviation security screening officers, deployments or missions, and the methods involved in such operations;
- (l) any draft, proposed or recommended change to the information and records identified in these regulations; and
- (m) any other information, the disclosure of which the Authority has prohibited.

(2) Access to national and other aviation security related programmes and documents, as defined by the Authority, shall be restricted to those persons who require such information in the performance of their duties.

(3) The degree of protection of information shall be specified by either the originator of the information or other responsible authority.

*Exchange of information and reporting*

100. (1) The exchange of information and reporting must be done in accordance with the procedure provided for in the National Civil Aviation Security Programme.

(2) Every aircraft carrier or aircraft operator must, where an act of unlawful interference occurs, immediately notify the Authority.

(3) Every pilot-in-command and air navigation service provider must submit to the Authority—

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

(4) The Authority must, where an act of unlawful interference has occurred, provide the International Civil Aviation Organisation with a report on each incident, whether successful or unsuccessful as follows—

- (a) a preliminary report, within thirty days after the occurrence of the act, containing all pertinent information concerning the security aspects of the occurrence; and
- (b) a final report, within sixty days after resolution of the incident.

(5) The Authority must provide copies of reports submitted to the International Civil Aviation Organisation under this regulation and to—

- (a) the State of registry of the aircraft and the State of the operator;

- (b) each State whose citizens suffered fatalities or injuries;
- (c) each State whose citizens are, or were, detained as hostages; and
- (d) each State whose citizens are, or were, known to be on board the aircraft.

(6) The Authority shall share with other States threat information that applies to the aviation interests of those States.

(7) The Authority shall notify the International Civil Aviation Organisation of information shared in terms of subsection (6).

*Issue of security directives*

101. (1) The Authority may, for the purpose of implementation of any of the security programmes required under these regulations, issue a security directive to any persons referred to in subsection (2), requiring him or her to take such measures as are specified in the directive.

(2) The security directives referred to in subsection (1) may be issued to—

- (a) an aerodrome operator;
- (b) the manager of an aerodrome other than an aerodrome which is principally used by aircraft in military service;
- (c) any operator of an aircraft registered or operating in Zimbabwe;
- (d) any person who occupies any land forming part of an aerodrome;
- (e) any person who is permitted to have access to a restricted area in an aerodrome for the purposes of the activities of a business carried on by him or her;
- (f) any person who manages navigational or other aviation related facilities that are important to the continued operation of international civil aviation; and
- (g) any person who carries on a business which—
  - (i) involves handling of any article intended to be carried into an aerodrome for any purpose;
  - (ii) involves provision of service by personnel who have access to a restricted area; or
  - (iii) in the opinion of the Authority, otherwise impinges on the security of an aerodrome.

(3) The Authority may, by a security directive—

- (a) revoke wholly or partly any security directive issued previously; or
- (b) modify any security directive issued previously in such manner as the Authority deems necessary.

*Objection to security directives*

102. (1) Any person to whom a security directive is issued may serve to the Authority a notice in writing objecting to the directive, on the grounds that the measures specified in the directive are—

- (a) unnecessary and should be dispensed with; or
- (b) excessively onerous or inconvenient and should be modified.

(2) The Authority shall, upon receipt of a notice referred to in subsection (1), consider the grounds of the objection and, if so requested by the objector, afford him or her an opportunity to make representations.

(3) Subject to subsection (2), the Authority may—

- (a) confirm the directive as originally issued;
- (b) confirm the directive subject to any modifications; or
- (c) withdraw the directive.

*Contingency plan*

103. (1) The Authority shall require operators to develop a contingency plan and make resources available for their implementation against acts of unlawful interference.

(2) A full contingency exercise shall be carried out within two years.

(3) Operators, government departments, State security agencies and other private players involved in decision-making processes during contingency planning participate in exercises to practise the management of response to acts of unlawful interference.

*Requirements for approvals, authorisations and certificates*

104. (1) The Authority may grant an approval to an applicant who satisfactorily accomplishes the requirements stated in the National Civil Aviation Security Programme for the following—

- (a) aviation security service provider;
- (b) aviation security training provider.

(2) The Authority may grant an approval to applicants who satisfactorily accomplish the requirements stated in the National Civil Aviation Security Training Programme for the following—

- (a) aviation security instructors authorisation;
- (b) aviation security national inspectors authorisation;
- (c) aviation security officer screening authorisation;

and may be issued with certificates of competency.

(3) Subject to subsections (1) and (2) the Authority may renew an approval, authorisation or certificate where the applicant complies with the requirements of the National Civil Aviation Security Programme or National Civil Aviation Security Training Programme.

(4) The holder of an approval, authorisation or certificate shall not exercise privileges other than those granted by the approval, authorisation and certificate.

(5) The privileges granted by an approval, authorisation or certificate may not be exercised unless the holder maintains competency and meets the requirements for recent experience as stipulated in the National Civil Aviation Security Training Programme or National Civil Aviation Security Training Programme.

(6) The validity period of an approval, authorisation or certificate is two years.

PART XIV

GENERAL

*Wheel-clamping and towing away of vehicles*

105. (1) In this section—

“tow away” means the removal by an authorised person of a vehicle parked or stationary in violation of these regulations to a secure compound;

“wheel clamp” means a device used to immobilise a vehicle parked or stationary in contravention of these regulations.

(2) An authorised person may, if he or she has reason to believe that a vehicle poses a threat to the security of an aerodrome or that a violation of these regulations has been committed, immobilise or cause such vehicle to be immobilised by way of a wheel-clamp.

(3) An authorised person may remove or cause to be removed any vehicle immobilised in terms of these regulations to a secure compound.

(4) Risk in any vehicle removed to a secured compound in terms of these regulations shall remain with the owner unless where there is gross negligence.

(5) A vehicle removed to a secured compound shall be released on payment by the owner of such motor vehicle of the charges specified in the First Schedule.

*Unclaimed vehicles*

106. (1) The Authority shall publish in the *Gazette* a list of vehicles immobilised and advise the owners to claim the vehicles within a period of thirty days of the publication of the notice.

(2) The Authority may sell by public auction any vehicle that remains unclaimed thirty days after a notice has been published.

(3) The Authority shall deduct the charges specified in the First Schedule from the proceeds of the sale of the vehicle and any balance shall be paid to the owner within thirty days from the date on which the owner submits to the Authority a written request for such payment.

(4) The Authority shall operate a special account into which money realised from the sale of unclaimed vehicles shall be deposited.

(5) Any money not claimed within one year after the sale of the motor vehicle shall be forfeited to the Authority.

*Designation*

107. The Authority shall indicate at every aerodrome—

- (a) any place designated as a secure compound; and
- (b) the names and contact details of any persons appointed as authorised person; and
- (c) the offices or the names and contact details of the authorised person where the prescribed penalty, tow-away and storage charges may be made.

*Fees*

108. The fees to be paid in respect of vehicle clamping and towing shall be the appropriate fees set out in the First Schedule.

*Additional offences*

109. Any person who—

- (a) enters a restricted area without the permission of the Authority; or
- (b) obtains an identification card or a vehicle pass through fraudulent means; or
- (c) wears or displays another person's identification card; or
- (d) reproduces or forges an identification card or a vehicle pass issued in terms of section 46; or
- (e) whilst in possession of a valid airport identification, accompanies, aids or facilitates anyone without a valid airport identification card to gain access into a security restricted area; or
- (f) remains in a restricted area when ordered to leave by a civil aviation security officer, whether or not such person holds an identification card or a vehicle pass; or
- (g) uses an aircraft as a weapon to endanger the safety of passengers, property or any other persons; or
- (h) causes or endangers the safety and security of civil aviation; or
- (i) organises or directs, others to commit an offence against civil aviation; or
- (j) commits 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; or
- (k) causes destruction of, or serious damage to the facilities of an airport serving international civil aviation, or disruption of the services of the airport, if such an act endangers or is likely to endanger safety at that airport; or
- (l) by 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; or
- (m) causes destruction or damage to air navigation facilities or interference with their operation, if such an act is likely to endanger the safety of aircraft in flight;

shall be guilty of an offence and shall be liable to a fine not exceeding level 14 or to an imprisonment for a period not exceeding fifteen years or to both such fine and such imprisonment.

*Civil penalty, service and enforcement*

110. (1) Where default is made in complying with any provision of these regulations for which a civil penalty is leviable, the Authority may, in addition to, and without derogating from, any criminal or non-criminal penalty that may be imposed by these regulations, or any other law for the conduct constituting the default, serve upon the defaulter a civil penalty order.

(2) A civil penalty order referred to in subsection (1) may provide for a combination of a fixed penalty and a cumulative penalty for a specified continuing default where the time of compliance is of the essence—

- (a) both of which penalties must be suspended conditionally upon the defaulter taking the remedial action specified in the civil penalty order within the time specified in the order;
- (b) which, upon the civil penalty becoming operative because of non-compliance with the requested remedial action, shall provide—

- (i) a fixed penalty of the maximum amount for level 10 for not meeting the specified deadline; and
- (ii) a cumulative penalty of the maximum amount of level 3 for each day, not exceeding ninety days, for which the defaulter fails to pay the amount specified in subparagraph (i).

(3) References to the Authority serving upon a defaulter any civil penalty order in terms of these regulations, is to be interpreted as requiring the Authority to deliver such order (or such notice) in writing to the defaulter (or alleged defaulter) concerned in any of the following ways—

- (a) by registered post addressed to the defaulter's (or alleged defaulter's) principal office in Zimbabwe or other place of business of the defaulter (or alleged defaulter); or
- (b) by hand delivery to the director, manager or any other senior officer of the defaulter (or alleged defaulter) in person (or through an inspector or other person employed in the Office, or a police officer), or to a responsible individual at the place of business of the defaulter; or
- (c) by delivery through a commercial courier service to the defaulter's (or alleged defaulter's) principal office in Zimbabwe or other place of business of the defaulter (or alleged defaulter); or
- (d) by electronic mail or tele facsimile at the electronic mail or tele facsimile address furnished by the defaulter (or alleged defaulter) to the Registrar:

Provided that in this case a copy of the order or notice shall also be sent to the electronic mail or tele facsimile address of the defaulter's (or alleged defaulter's) legal practitioner in Zimbabwe.

(4) The Authority shall not extend the period specified in a civil penalty order for compliance therewith except upon good cause shown to him or her by the defaulter, and any extension of time so granted shall be recorded by the Authority.

(5) The Authority may cite two or more defaults relating to different provisions of these regulations if the defaults in question—

- (a) occurred concurrently or within a period not exceeding six months from the first default or defaults to the last default or defaults; or
- (b) arose in connection with the same set of facts.

(6) Where in these regulations the same acts or omissions are liable to both criminal and civil penalty proceedings, the Authority may serve a civil penalty order at any time before the commencement of the criminal proceedings in relation to that default, that is to say at any time before—

- (a) summons is issued to the accused person for the prosecution of the offence; or
- (b) a statement of the charge is lodged with the clerk of the magistrates court before which the accused is to be tried, where the offence is to be tried summarily; or
- (c) an indictment has been served upon the accused person, where the person is to be tried before the High Court;

as the case may be, but may not serve any civil penalty order after the commencement of the criminal proceedings until after those proceedings are concluded (the criminal proceedings are deemed for this purpose to be concluded even if they are appealed or taken on review). (For the avoidance of doubt it is declared that the acquittal of an alleged defaulter in criminal proceedings does not excuse the defaulter from liability for civil penalty proceedings.)

(7) Upon the expiry of the ninety-day period within which any civil penalty order of any category must be paid, the defaulter shall be guilty of an offence and liable to a fine not exceeding level 6 or to imprisonment for a period not exceeding one year or to both such fine and such imprisonment.

(8) The amount of any civil penalty shall—

- (a) be payable to the Authority; and
- (b) be a debt due to the Authority and shall be sued for in any proceedings in the name of the Authority in any court of competent civil jurisdiction.

(9) If the Authority in terms of subsection (8)(b) desires to institute proceedings to recover the amounts of two or more civil penalties in any court of competent civil jurisdiction, he or she may, after notice to all interested parties, bring a single action in relation to the recovery of those penalties if the orders relating to those penalties—

- (a) were all served within the period of twelve months preceding the institution of the proceedings;



and

- (b) were served on two or more companies or private business corporations whose registered offices are in the same area of jurisdiction of the court before which the proceedings are instituted.

(10) Unless the Authority has earlier recovered in civil court the amount outstanding under a civil penalty order, a court convicting a person of an offence against subsection (8), may on its own motion or on the application of the prosecutor and in addition to any penalty which it may impose give summary judgment in favour of the Authority for the amount of any outstanding civil penalty due from the convicted defaulter.

*Additional due process requirements before service of certain civil penalty orders*

111. Where it appears to the Authority from written representations submitted to him or her that there may be a material dispute of fact concerning the existence or any salient aspect of the alleged default, the Authority must afford the alleged defaulter an opportunity to be heard by making oral representations before the Director-General, for which purpose the Director-General shall have the same powers, rights and privileges as are conferred upon a commissioner by the Commissions of Inquiry Act [Chapter 10:07], other than the power to order a person to be detained in custody, and sections 9 to 13 and 15 to 19 of that Act shall apply with necessary changes in relation to the hearing and determination before the Director-General of the alleged default in question, and to any person summoned to give evidence or giving evidence before the Director-General.

*Appeals*

112. (1) Any person who is aggrieved by a decision, proposal or action of the Authority under these regulations may appeal against the decision, proposal or action to the Minister.

(2) An appeal in terms of subsection (1) shall be lodged with the Minister in writing within thirty days after the appellant was notified of the decision, proposal or action appealed against.

(3) In an appeal in terms of subsection (1), the Minister may conduct or cause to be conducted such inquiry into the matter as he or she thinks appropriate and may confirm, vary or set aside the decision, proposal or action appealed against:

Provided that the Minister shall ensure that the appellant and the Authority, as the case may be, are given an adequate opportunity to make representations in the matter.

(4) The Minister shall ensure that the appellant and the Authority, as the case may be, are notified in writing of any decision reached by him or her in terms of subsection (3).

*Transitional provisions relating to aviation security*

113. Part VI of these regulations shall be operational from the date of publication up to such a time that the Airports Company of Zimbabwe established in terms of section 82 of the Act becomes operational.

*Repeal*

114. The Civil Aviation (Security) Regulations, 2016, published in Statutory Instrument 115 of 2016, are hereby repealed.

FIRST SCHEDULE (Sections 45, 65 and 108)

<i>Item</i>	FEES	<i>Fee</i>
		USD
1. Application for a temporary identification card . . . . .		20,00
2. Application for a permanent identification card . . . . .		40,00
3. Application for temporary vehicle pass . . . . .		15,00
4. Application for permanent vehicle pass . . . . .		30,00
5. Application for a duplicate identification card or vehicle pass . . . . .		50,00
6. Escorted visitor's pass . . . . .		5,00
7. Application to carry a firearm on board an air transport service . . . . .		50,00
8. Wheel-clamping and removal thereof . . . . .		60,00
9. Tow-away charges (for every kilometre or any part thereof for which the vehicle is towed) . . . . .		20,00
10. Storage charges (per day or part thereof) . . . . .		50,00

SECOND SCHEDULE (Section 9)

FORMS

Form A.S. 1

Civil Aviation Act [13:16

**APPLICATION FOR APPROVAL OF AIRCRAFT OPERATOR SECURITY PROGRAMME**

PART III (Section 9)

- 1. Name of Company: .....
- 2. Address (Physical):.....  
(Postal): .....  
E-mail: .....  
Telephone numbers (fixed line): .....  
(cell/mobile): .....

FOR OFFICIAL USE ONLY

- 3. Programme objective clearly stated: . . . . . Yes/No\*
- 4. Security responsibilities clearly allocated: . . . . . Yes/No\*
- 5. Operator’s activities clearly defined: . . . . . Yes/No\*
- 6. Information and communication: . . . . . Yes/No
- 7. Airport’s activities clearly defined: . . . . . Yes/No\*
- 8. Are the following security measures in accordance with the National Civil Aviation Security Programme for The Zimbabwe and the Aviation (Security) Regulations, 2019.
  - (a) Travel document verification: . . . . . Yes/No\*
  - (b) Security of Aircraft: . . . . . Yes/No\*
  - (c) Passengers and cabin baggage screening: . . . . . Yes/No\*
  - (d) Passengers and baggage reconciliation: . . . . . Yes/No\*
  - (e) Security control of hold baggage: . . . . . Yes/No\*
  - (f) Security control of cargo and mail: . . . . . Yes/No\*
  - (g) Special categories of passengers and carriage of firearms: . . . . . Yes/No\*
  - (h) Unruly or disruptive passengers: . . . . . Yes/No\*
  - (i) Aircraft catering stores and supplies: . . . . . Yes/No\*
  - (j) Aircraft cleaning operations: . . . . . Yes/No\*
  - (k) Aircraft maintenance areas: . . . . . Yes/No\*
  - (l) Code sharing: . . . . . Yes/No\*
  - (m) Security personnel training: . . . . . Yes/No\*
  - (n) Contingency plans: . . . . . Yes/No\*
  - (o) Security incident reporting: . . . . . Yes/No\*
  - (p) Internal quality control measures satisfactory: . . . . . Yes/No\*
  - (q) Local airport procedures: . . . . . Yes/No\*
  - (r) Protection of airline executives and other personnel: . . . . . Yes/No\*
  - (s) Physical protection of buildings: . . . . . Yes/No\*

9. This Aircraft Operator Security Programme is recommended by:  
.....  
(Date) Aviation Security Manager (Signature and full name)  
For:—Policy and Regulatory Division  
Civil Aviation Authority of Zimbabwe

10. This Aircraft Operator Security Programme is approved/not approved\*  
.....  
(Date) Director-General  
(Signature and full name)  
Civil Aviation Authority of Zimbabwe

\*Please delete the inapplicable

**APPLICATION FOR APPROVAL OF AERODROME OPERATOR SECURITY PROGRAMME**

PART III (Section 8)

- 1. Name of Company: .....
- 2. Address (Physical):.....  
(Postal): .....  
E-mail: .....  
Telephone numbers (fixed line): .....  
(cell/mobile): .....

FOR OFFICIAL USE ONLY

- 3. Programme objective clearly stated . . . . . Yes/No\*
- 4. Security responsibilities clearly allocated . . . . . Yes/No\*
- 5. Information and communication . . . . . Yes/No\*
- 6. Airport’s activities clearly defined . . . . . Yes/No\*
- 7. Security measures for response to acts of unlawful interference satisfactory . . . . . Yes/No\*
- 8. Internal quality control measures satisfactory . . . . . Yes/No\*
- 9. Relevant appendices attached . . . . . Yes/No\*
- 10. Are the following security measures in accordance with the National Civil Aviation Security Programme for The Zimbabwe and the Aviation (Security) Regulations, 2019:
  - (a) Security control of general public, passengers and luggage . . . . . Yes/No\*
  - (b) Security control of personnel in the and entering restricted area . . . . . Yes/No\*
  - (c) Security control of the catering facilities . . . . . Yes/No\*
  - (d) Security control of cargo/stores/goods . . . . . Yes/No\*

11. This Aerodrome Operator Security Programme is recommended by:

.....  
(Date)

.....  
Aviation Security Manager (Signature and full name)  
For:—Policy and Regulatory Division  
Civil Aviation Authority of Zimbabwe

12. This Aerodrome Operator Security Programme is approved/not approved\*

.....  
(Date)

.....  
Director-General  
(Signature and full name)  
Civil Aviation Authority of Zimbabwe

*\*Please delete the inapplicable*

**APPLICATION FOR IDENTIFICATION CARD**

PART III (Section 45)

*Applicants should study the conditions of issue outlined in Item 9 before completing this form*

**APPLICATION FOR A PERMANENT/TEMPORARY/DUPLICATE IDENTIFICATION CARD\***

- 1. Surname: .....
- 2. Forename(s): .....
- 3. Sex: ..... 4. Date and place of birth: .....
- 5. Identity number: .....
- 6. Employer's name: .....
- 7. Employer's address:  
 (Physical): .....  
 (Postal): .....  
 (Email): .....  
 Telephone numbers:  
 (fixed): .....  
 (cell/mobile): .....
- Employee's job title: .....
- 8. Temporary residence outside Zimbabwe: ..... Country name: .....
- 9. State the reason for making this application: .....
- 10. State the period for which an identification card is required: .....
- 11. As a holder of an identification card, I understand, agree to and will abide by the following conditions of issue—
  - (a) that the identification card issued to me is the property of Civil Aviation Authority of Zimbabwe;
  - (b) that I will safeguard the identification card at all times and report its loss or theft without delay to the issuing authority;
  - (c) that I will not permit unauthorized use of the identification card;
  - (d) that I will not abuse the identification card by entering the restricted areas when I am not on duty;
  - (e) that I will wear or display the identification card on the outer garment at all times when I am in any aerodrome restricted areas;
  - (f) that I will not assist a person who is not in position of a valid identification card to enter any aerodrome restricted areas;
  - (g) that I will surrender the identification card on termination of employment or demand by the issuing authority;
  - (h) that should I contravene any of these conditions of issue, I will be liable to the penalties that can be imposed in terms of section 109 of the Civil Aviation (Security) Amendment Regulations, 2019.

I, the undersigned hereby declare that all the information contained herein is correct and true.

.....  
*Date* ..... *Signature of applicant*

.....  
*Date* ..... *Signature of company representative*

The appropriate fee, if payable, must accompany this application—

(a) Application for temporary identification card: . . . . .	US\$20,00
(b) Application for a day escorted identification card . . . . .	US\$5,00
(c) Application for a permanent identification card . . . . .	US\$40,00
(d) Application for a duplicate identification card . . . . .	US\$50,00

**FOR OFFICIAL USE ONLY**

GPSI Vetting Comments: .....

.....

.....

.....

.....  
*Date* ..... *Signature*

This application is approved/not approved

.....  
*Date* ..... *For: Director-General*

Fee paid/not paid (Receipt number): .....  
Amount paid: .....  
Aerodrome(s): .....  
Restricted areas: .....  
Identification card number: .....  
Date of issue: .....  
Period of validity: .....

.....  
ISSUING OFFICER'S FULL NAME AND DESIGNATION

Pass Number.....

Form A.S.4

**CIVIL AVIATION ACT [CHAPTER 13:16]  
APPLICATION FOR A VEHICLE PASS**

- 1. Name of owner of vehicle:.....
- 2. Address of owner of vehicle (Physical): .....  
(Postal):.....  
(E-mail): .....  
Telephone numbers (Fixed line):.....  
  
(Cell/mobile): .....
- 3. Full names, identity number and driving licence number of driver of vehicle:.....
- 4. Address of driver of vehicle (Physical):.....  
(Postal):.....
- 5. Date and place of issue of vehicle registration book: .....
- 6. Vehicle registration number: .....
- 7. State aerodrome area of operation being applied for (State whether; cargo/apron/hanger/etc).....
- 8. State reasons why vehicle requires access to area of operation being applied .....
- 9. State whether this application is for a permanent, temporary, or duplicate vehicle pass.....

I, the undersigned hereby declare that all the information contained herein is correct and true.

.....  
*Date* *Signature*

**Please note:**

- (a) The appropriate fee, if payable, must accompany this application.
- (b) Application for a Vehicle Pass: . . . . . \$30, 00.
- (c) Application for a Duplicate Vehicle Pass: . . . . . \$50, 00.

**FOR OFFICIAL USE ONLY**

Airside Safety Comment (where necessary):.....  
.....  
.....

.....  
*Date* *Signature*

This application is approved/not approved\*

.....  
*Date* *For: Director-General*

Fee paid/not paid (Receipt number): .....  
Amount paid: .....  
Aerodrome(s): .....  
Restricted areas: .....  
Vehicle pass number: .....  
Date of issue: .....  
date of expiry: .....

.....  
Issuing officer's full name and designation

FORM A.S. 5  
Civil Aviation Act [13:16

**APPLICATION FOR AUTHORITY TO CARRY FIREARM ON BOARD AN AIRCRAFT**

**PART V (Section 65)**

Please note—

- 1. that all information provided in terms of the Aviation (Security) Regulations, shall be confidential and will only be disclosed to security agencies or to those on a need to know basis;
- 2. that applicants should study the conditions governing the carriage of firearms on an aircraft outlined in these Aviation (Security) Regulations, before completing this form;
- 3. that applications must be submitted not later than twenty-four hours before the time at which the flight concerned is expected to arrive or depart from The Zimbabwe;
- 4. that this application must be submitted in triplicate.

- 1. Surname: .....
- 2. Forenames: .....
- 3. Date and place of birth: .....
- 4. Nationality: .....
- 5. Name of issuing authority and passport number: .....
- 6. Identity number: .....
- 7. Type of firearm intended to be carried on board the aircraft: .....
- 8. Make model and identity number of firearm intended to be carried on board the aircraft: .....
- 9. Name of issuing authority, date and place of issue of firearm licence. (The firearm licence and an authenticated copy thereof must be produced before the application can be considered); .....
- 10. Flight name/number of aircraft on which the firearm is to be carried on board.....
- 11. Date and time of intended travel: .....
- 12. Reasons for carrying firearm: (Please pace a tick in the appropriate box)

- Armed law enforcement officer
- Armed individual travelling alone
- Armed protection escort

Please elaborate: .....  
.....  
.....  
.....  
.....

13. *Declaration*  
I hereby declare that the information given by me in this application form is to the best of my knowledge true and accurate. I have read the regulations governing the carriage of firearms on board an aircraft and I undertake not to breach or cause a breach of the regulations.

.....  
*Date*

.....  
*Full names and signature of applicant*

14. Recommendation by an officer, not below the rank of an Assistant Commissioner of Police, authorised by the the Commissioner General of Police

This application is recommended/not recommended\*

.....  
*Date*

.....  
*(Signature, full names,rank and force number)*  
For: Commissioner-General  
Zimbabwe Republic Police

This application is approved/not approved\*

.....  
*Date*

.....  
*For: Director-General*

Civil Aviation Authority of Zimbabwe

THIRD SCHEDULE (*Sections 8, 9, 10, 11, 12, 13, 14 and 15*)

**OPERATOR'S SECURITY PROGRAMME** (*TEMPLATE*)

(Model Outline of the International Civil Aviation Organization's Operator's Programme)

**I. PROGRAMME OBJECTIVE**

To ensure the protection and safeguarding of passengers, crew, ground personnel, the general public, aircraft and facilities of an airport serving international civil aviation and domestic operations against acts of unlawful interference perpetrated on the ground or in flight.

**II. SOURCES OF REGULATIONS**

- A. National legislation—Statute, laws or decree and mandatory regulations under the national legislation.
- B. National civil aviation security programme/document or decree mandating operators to take security measures at airports of the concerned State.
- C. Others—IATA resolutions/recommendations; policy document of the company related to security; and relevant policies of other bodies.
- D. Additional security requirements of States to which the airline operates.

**III. SECURITY AND OTHER AUTHORITIES**

- A. Operator's executive management identifying the line of command for security-related functions.
- B. Appropriate authority at the national and airport level responsible for the implementation of the national and airport security programmes.
- C. Appropriate law enforcement agency.
- D. Appropriate municipal authority, where applicable.
- E. Other Government agencies/departments.
- F. Others.

**IV. SECURITY ORGANISATION: TERMS OF REFERENCE**

An outline of the security structure of the operator and its duties.

**V. INFORMATION AND COMMUNICATION**

- A. Security information circulars—Procedure related to the receipt, dissemination and accountability of security circulars.
- B. Reports and surveys.
- C. Communications—Procedures regarding the channel and method of communication with the appropriate authorities.
- D. Policy on media relations.

**VI. DESCRIPTION OF OPERATOR'S ACTIVITIES**

Scheduled international/domestic, scheduled cargo, or charter and policies and procedures related to security for each.

**VII. SECURITY MEASURES**

Will be in accordance with the State's National Civil Aviation Security Programme and harmonize with the airport security programme. The requirements may be supplemented if the level of threat so warrants. Where States to which the airline operates have requirements at variance to the operators' home State, attachments covering the variation should be included with each relevant subsection.

- A. Airline security.
  - 1. Airline premises at airports.
  - 2. Fences.
  - 3. Lighting.

4. Access control (if required separately from access control measures under the airport security programme).
  5. Vehicles.
  6. Supervision of movement of people and vehicles.
  7. Background checks (keeping in view the provisions of local laws/procedures).
- B. Security control of passengers and hand baggage.
1. Authority for security control.
  2. Protection of flight documents.
  3. Identification of passengers.
  4. Standards for security control—
    - (a) searchers using security equipment;
    - (b) hand searches;
    - (c) minimum hand searches;
    - (d) identification and disposal of articles to be removed;
    - (e) treatment of suspect persons and bags;
  5. Special measures to security-clear electric and battery-operated items.
  6. Off-airport check-in.
  7. Security screening personnel.
  8. Special measures of high risk flights.
- C. Security control of checked baggage.
1. Authority for security control.
  2. Passenger/Baggage reconciliation procedures to certify the accuracy and reliability of the system should be spelled out.
  3. Special measures to security-clear electric, electronic and battery-operated items.
  4. Other security control of checked (hold) baggage—
    - (a) searches;
    - (b) other means;
    - (c) identification and disposal of articles to be removed.
  5. Control of movement of checked (hold) baggage.
  6. Mishandled (expedite) baggage (normal and high threat situations, including system of inquiry into the circumstances leading to separation of baggage from passenger and the airline office responsible to make judgement as to the nature of additional security controls required before transporting it).
  7. Off-airport check-in.
  8. Protection of baggage tags.
  9. Background checks.
  10. Treatment of suspect baggage.
  11. Special measures for high risk flights.
- D. Security control of cargo/mail/small parcel/courier services.
1. Authority for security control.
  2. Known/Unknown shipper concept.
  3. Delay concept.
  4. Physical searching.
  5. Other security control.
  6. Treatment of suspect cargo.
  7. Special measures for high risk flights.
- E. Measures related to certain passengers.
1. VIPs and diplomats.
  2. Government couriers and diplomatic bags.
  3. Diplomatic mail.
  4. Staff members (including crew).
  5. Disabled passengers.
  6. Inadmissible passengers/deportees/escorted prisoners.



- F. Carriage of firearms and weapons.
  - 1. Legal provisions and regulations.
  - 2. Protection on the ground.
  - 3. Escorts of prisoners/deportees.
  - 4. Bodyguards to Government VIPs.
  - 5. In-flight security guards.
- G. Security of aircraft.
  - 1. Search of aircraft.
  - 2. Protection on the ground.
  - 3. Protection in the air.
  - 4. Special measures for high risk flights.
  - 5. Special measures on request.
  - 6. Aircraft stores and servicing.
- H. Security equipment.
  - 1. Operation and management.
  - 2. X-ray equipment.
  - 3. Walk-through metal detectors.
  - 4. Hand-held metal detectors.
  - 5. Explosive detectors.
  - 6. Use of simulation chambers.
  - 7. Dogs and other biosensors.
  - 8. Others.

#### VIII. RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

- A. Operator's contingency plans.
  - 1. Unlawful seizure of aircraft.
  - 2. Sabotage.
  - 3. Extortion.
  - 4. Bomb threat.
  - 5. Interference with staff.
- B. Crisis management centre.

#### IX. TRAINING

- A. General.
- B. Security staff (selection, training, motivation, refresher training).
- C. Flight deck staff.
- D. Cabin crew.
- E. Ground operation staff.
- F. Cargo staff.
- G. Catering staff.
- H. Maintenance and engineering staff.
- I. Passenger service staff.
- J. Other.

#### X. TRAINING

- A. Company organisation charts.
- B. Aircraft diagrams.
- C. Premises' floor plans.

FOURTH SCHEDULE

DANGEROUS GOODS AND ARTICLES

*Interpretation*

In this Part—

“ammunition” means ammunition for any firearm; grenades, bombs and other live missiles whether capable of use with a firearm or not;

“explosive” means gun powder, nitro-glycerine, dynamite and other nitro-glycerine admixtures, gun cotton, blasting powder, detonators, fuse and every other substance used to produce a practical effect by explosion, and any other substance or device declared in terms of the Explosives Act [*Chapter 10:08*] to be an explosive for the purpose of that Act;

“firearm” means—

- (a) any lethal barrelled weapon of any description from which any shot, bullet or any other missile can be discharged or which can be adapted for the discharge of any such shot, bullet or any other missile;
- (b) the barrel, bolt and chamber or any other essential component part of any such weapon as aforesaid.

*Application of Part to certain dangerous articles*

This Part shall apply to the following articles—

- (1) any explosive, any article manufactured or adopted whether in the form of a bomb, grenade or otherwise, so as to have the appearance of being an explosive, whether or not it is capable of producing a practical effect by explosion or any article marked or labelled so as to indicate that it is or contains explosives such as—
  - (2) dynamite, TNT and other explosives normally found in the form of sticks, slabs or blocks; or
    - (a) plastic explosives; or
    - (b) black powder; or
    - (c) pyrotechnics, such as flares, smoke bombs and fire crackers; or
    - (d) ammunition, including all types of cartridges and shells, loose or in clips; or
    - (e) hand grenades and pipe bombs; or
    - (f) electrical blasting caps with wires and mechanical blasting caps with wires (detonators); or
    - (g) crimping pliers, safety fuses and blasting wires; or
    - (h) any home-made sabotage devices and improvised explosive devices;
    - (i) any weapons that are primarily designed to kill, immobilise or incapacitate any person or thing such as—
      - (i) firearms whether capable of being discharged or not, handguns, rifles and shotguns; or
      - (ii) flare guns and pellet guns; or
      - (iii) spear guns, blow guns and darts; or
      - (iv) electric dart guns;
  - (3) mace, tear gas and other incapacitating sprays, liquids, powders normally found in canisters or disguised as pens; or
  - (4) martial arts weapons, bladed or spiked finger rings and wrist bands; or
  - (5) sword canes and umbrella sword; or
  - (6) knives with blades over ten centimetres long; or
  - (7) knife belts;
- any dangerous articles which may be used to threaten the safety of passengers, or aircraft such as—
- (8) starter pistols; or
    - (a) toy guns; or
    - (b) toy grenades; or
    - (c) sharp pointed scissors, chisels, ice-picks; or
    - (d) pocket knives with blades over four centimetres; or
    - (e) spears and other dangerous wooden articles; or
    - (f) mace, tear gas and other incapacitating sprays, liquids, powders normally found in canisters or disguised as pens; or
    - (g) martial arts weapons, bladed or spiked finger rings and wrist bands; or
    - (h) sword canes and umbrella sword; or
    - (i) knife belts
    - (j) knives with blades over ten centimetres long; or
    - (k) screw drivers over four centimetres; or
  - (9) butane, propane or lighter fluid.

- (a) any sharp objects that may be used to threaten the safety of passengers, crew and aircraft such as box cutters, ice axes, knives, meat cleavers, razor blades, scissors and swords shall not be carried as cabin baggage;
  - (b) any sporting goods that may be used to threaten the safety of passengers, crew and aircraft such as baseball bats, bows and arrows, cricket bats, golf clubs, hockey sticks, lacrosse sticks, pool cues, ski poles, spear guns shall not be carried as cabin baggage;
- (10) any tools that may be used to threaten the safety of passengers, crew and aircraft such as axes and hatchets, cattle prods, crowbars, hammers, drill bits, saws, crouches and pliers shall not be carried as cabin baggage;
- (11) any martial arts tools that may be used to threaten the safety of passengers, crew and aircraft such as Billy clubs, black jacks, brass knuckles, kubatons, mace spray, martial arts weapons, nigh sticks, nana chakus, stun guns, shocking devices, throwing stars shall not be carried as cabin baggage;
- (12) all liquids, aerosols and gels are prohibited as cabin baggage with the exception of—
- (a) those that are 100 grams or smaller in a 1 litre plastic zip-top bag;
  - (b) exceptions (in reasonable amounts over 100 grams) are:
    - (i) baby formula, breast milk and baby food;
    - (ii) medications (liquid, gels and or aerosols);
    - (iii) liquids (to include water, juice or liquid nutrients) or gels for diabetic or other medical needs:
- Provided that the exceptions are declared to a security officer at the checkpoint;
- (13) any flammable items that may be used to threaten the safety of passengers, crew and aircraft such as aerosols, fuels, gasoline, gas torches, lighter fluid, common lights, torch lighters, matches, turpentine and paint thinner, realistic replicas of incendiaries shall not be carried as cabin or checked baggage;
- (14) any other hazardous materials which may be used to threaten the safety of passengers, crew and aircraft such as dry ice, gasoline-powdered tools, wet cell batteries, camping equipment with fuel radioactive materials, poisons, infectious substances, pepper spray shall not be carried as cabin or checked baggage;
- (15) any flammable liquids that may be used to threaten the safety of passengers, crew and aircraft such as fuel paints, lighter refills matches, shall not be carried as cabin or checked baggage;
- (16) any pressure containers that may be used to threaten the safety of passengers, crew and aircraft such as spray cans, butane fuel, scuba tanks, propane tanks, CO2 cartridges, self-inflating rafts shall not be carried as cabin or checked baggage;
- (17) any fireworks which may be used to threaten the safety of passengers, crew and aircraft such as signal flares, sparklers, other explosives shall not be carried as cabin or checked baggage;
- (18) any disabling chemicals and dangerous items that may be used to threaten the safety of passengers, crew and aircraft such as chlorine, compressed gas cylinders, liquid bleach, spill able batteries, spray paint, tear gas shall not be carried as cabin or checked baggage;
- (19) lithium and lithium-ion batteries—
- (a) all electrical devices such as cell-phones, laptops, pagers, personal data assistants and cameras shall be checked in carry-on baggage with batteries installed. No loose batteries shall be permitted;
  - (b) lithium metal batteries shall not exceed 2 grams of lithium metal per battery;
  - (c) each electronic device shall not use batteries which are more than 8 grams of equivalent lithium content in total:
- Provided that all dangerous items confiscated by the Security Officers will be destroyed and shall not be handed over to their previous owners.

FIFTH SCHEDULE: (Section 17)

**OPERATOR SECURITY PROGRAMME APPROVAL CERTIFICATE**

FORM A.S. 12

Civil Aviation Act [13:16

PART III

Certificate Number ...../.....



Civil Aviation  
Authority of Zimbabwe

**AVIATION SECURITY POLICY AND REGULATORY DIVISION**

**OPERATOR SECURITY PROGRAMME APPROVAL CERTIFICATE**

PROGRAMME TYPE : .....  
NAME OF OPERATOR : .....  
LOCATION AND ADDRESS : .....  
TYPE OF OPERATION(S) : .....  
DATE OF APPROVAL : .....  
VALID UNTIL : .....

This programme has been evaluated and found to be in compliance with the requirements of the Civil Aviation (Security) Regulations of 2019 and the National Civil Aviation Security Programme, 2019.

Subsequently, this Programme is hereby approved for use by the above stated operator.

\_\_\_\_\_  
(Names of Issuer)  
**Director-General**  
**Civil Aviation Authority of Zimbabwe**

