

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

ANNEX

1. AIRPORT SECURITY

1.0 GENERAL PROVISIONS

1.0.1 Unless otherwise stated, the authority, airport operator, air carrier or entity responsible in accordance with the national civil aviation security programme referred to in Article 10 of Regulation (EC) No 300/2008 shall ensure the implementation of the measures set out in this Chapter.

1.0.2 For the purposes of this Chapter, an aircraft, bus, baggage cart or other means of transport, or a walkway or jetway, shall be regarded as a part of an airport.

For the purposes of this Chapter, ‘secured baggage’ means screened departing hold baggage that is physically protected so as to prevent the introduction of any objects.

[^{F1}1.0.3 Without prejudice to the criteria for derogations as set out in Part K of the Annex to Commission Regulation (EC) No 272/2009⁽¹⁾, the appropriate authority may allow special security procedures or exemptions for the protection and security of airside areas at airports on days on which there is not more than one aircraft to be loaded, unloaded, boarded or disembarked at any one time either within the critical part of the security restricted area or at an airport that falls outside of the scope of point 1.1.3.]

Textual Amendments

F1 Substituted by [Commission Implementing Regulation \(EU\) 2017/815 of 12 May 2017 amending Implementing Regulation \(EU\) 2015/1998 as regards clarification, harmonisation and simplification of certain specific aviation security measures \(Text with EEA relevance\)](#).

1.0.4 For the purposes of this Annex ‘items carried by persons other than passengers’ refers to the belongings intended for the personal use of the person that carries them.

^{F2}1.0.5

Textual Amendments

F2 Annex point 1.0.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(2)**; 2020 c. 1, Sch. 5 para. 1(1)

1.1 AIRPORT PLANNING REQUIREMENTS

1.1.1 Boundaries

1.1.1.1 Boundaries between landside, airside, security restricted areas, critical parts and, where applicable, demarcated areas shall be clearly identifiable at each airport in order to enable the appropriate security measures to be taken in each of those areas.

1.1.1.2 The boundary between landside and airside shall be a physical obstruction that is clearly visible to the general public and which denies a person unauthorised access.

1.1.2 Security restricted areas

1.1.2.1 Security restricted areas shall include at least the following:

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- (a) a part of an airport to which screened departing passengers have access; and
- (b) a part of an airport through which screened departing hold baggage may pass or in which it may be held, unless it concerns secured baggage; and
- (c) a part of an airport designated for the parking of aircraft to be boarded or loaded.

1.1.2.2 A part of an airport shall be regarded as a security restricted area at least for the period of time that the activities referred to in point 1.1.2.1 are taking place.

When a security restricted area is established, a security search of the parts that could have been contaminated shall be carried out immediately before such an area is established in order to reasonably ensure that it does not contain prohibited articles. This provision shall be considered to be met for aircraft that are subject to an aircraft security search.

1.1.2.3 Whenever unauthorised persons may have had access to security restricted areas, a security search of the parts that could have been contaminated shall be carried out as soon as possible in order to reasonably ensure that it does not contain prohibited articles. This provision shall be considered to be met for aircraft that are subject to an aircraft security search.

1.1.3 Critical parts of security restricted areas

[^{F1}1.1.3.1 Critical parts shall be established at airports where more than 60 persons hold airport identification cards giving access to security restricted areas.]

1.1.3.2 Critical parts shall include at least the following:

- (a) all parts of an airport to which screened departing passengers have access; and
- (b) all parts of an airport through which screened departing hold baggage may pass or in which it may be held, unless it concerns secured baggage.

A part of an airport shall be regarded as a critical part at least for the period of time that the activities referred to in points (a) or (b) are taking place.

1.1.3.3 When a critical part is established, a security search of the parts that could have been contaminated shall be carried out immediately before such a part is established in order to reasonably ensure that it does not contain prohibited articles. This provision shall be considered to be met for aircraft that are subject to an aircraft security search.

^{F3}1.1.3.4

Textual Amendments

F3 Annex point 1.1.3.4 omitted (31.1.2023) by virtue of [The Aviation Security \(Amendment\) \(No. 2\) Regulations 2022 \(S.I. 2022/1313\)](#), regs. 1(2), **2(2)(a)**

1.2 ACCESS CONTROL

1.2.1 Access to airside

1.2.1.1 Access to airside may only be authorised if persons and vehicles have a legitimate reason to be there. Guided tours of the airport escorted by authorised persons shall be considered to have a legitimate reason.

1.2.1.2 In order to be granted access to airside a person shall carry an authorisation.

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- 1.2.1.3 In order to be granted access to airside a vehicle shall display a vehicle pass.
- 1.2.1.4 Persons who are airside shall, upon request, present their authorisation for control.
- 1.2.2 **Access to security restricted areas**
- 1.2.2.1 Access to security restricted areas may only be granted if persons and vehicles have a legitimate reason to be there. Guided tours of the airport escorted by authorised persons shall be considered to have a legitimate reason.
- 1.2.2.2 In order to be granted access to security restricted areas a person shall present one of the following authorisations:
- (a) a valid boarding card or equivalent; or
 - (b) a valid crew identification card; or
 - (c) a valid airport identification card; or
 - (d) a valid national appropriate authority identification card; or
 - (e) a valid compliance authority identification card recognised by the national appropriate authority.
- Alternatively, access may also be granted after positive identification via biometric data verification.
- 1.2.2.3 In order to be granted access to security restricted areas a vehicle shall display a valid vehicle pass.
- 1.2.2.4 The boarding card or equivalent referred to in point 1.2.2.2(a) shall be checked before a person is granted access to security restricted areas in order to reasonably ensure that it is valid.
- The card referred to in points 1.2.2.2(b)-(e), respectively, shall be checked before a person is granted access to security restricted areas in order to reasonably ensure that it is valid and corresponds to the holder.
- Where biometric identification is used, the verification shall ensure that the person seeking access to security restricted areas holds one of the authorisations listed under point 1.2.2.2 and that this authorisation is valid and was not disabled.
- 1.2.2.5 In order to prevent unauthorised access to security restricted areas access points shall be controlled by:
- (a) an electronic system which limits access to one person at a time; or
 - (b) authorised persons implementing access control.
- The appropriate authority may define in its national aviation security programme that the limitation to one person at a time under point (a) does not apply at access points exclusively used by law enforcement officers.
- 1.2.2.6 The vehicle pass shall be checked before a vehicle is granted access to security restricted areas to ensure that it is valid and corresponds to the vehicle.
- 1.2.2.7 Access to security restricted areas shall also be subject to the additional provisions laid down in Commission Implementing Decision C(2015) 8005.

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1.2.3 Requirements for [F4United Kingdom] crew identification cards and airport identification cards

1.2.3.1 A crew identification card of a crew member employed by a [F5United Kingdom] air carrier and an airport identification card may only be issued to a person who has an operational need and has successfully completed a background check in accordance with point 11.1.3.

Textual Amendments

F5 Words in Annex point 1.2.3.1 substituted (31.12.2020) by The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 55(4); 2020 c. 1, Sch. 5 para. 1(1)

1.2.3.2 Crew and airport identification cards shall be issued for a period not exceeding five years.

1.2.3.3 The identification card of a person who fails a background check shall be immediately withdrawn.

1.2.3.4 The identification card shall be worn in a visible place at least whenever the holder is in security restricted areas.

A person who is not displaying his card in security restricted areas other than those areas where passengers are present shall be challenged by persons responsible for the implementation of point 1.5.1(c) and, as appropriate, be reported.

1.2.3.5 The identification card shall be returned immediately to the issuing entity:

- (a) upon request of the issuing entity; or
(b) upon termination of employment; or
(c) upon change of employer; or
(d) upon change of the need to have access to areas for which an authorisation has been given; or
(e) upon expiry of the card; or
(f) upon withdrawal of the card.

1.2.3.6 The issuing entity shall be notified immediately of the loss, theft or failure to return an identification card.

F6 1.2.3.7

Textual Amendments

F6 Annex point 1.2.3.7 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 55(5); 2020 c. 1, Sch. 5 para. 1(1)

F7 1.2.3.8

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Textual Amendments

- F7** Annex point 1.2.3.8 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(5)**; 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

- F4** Words in Annex point 1.2.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(4)**; 2020 c. 1, Sch. 5 para. 1(1)

1.2.4 **Supplementary requirements for [^{F8}United Kingdom] crew identification cards**

1.2.4.1 A crew identification card of a crew member employed by a [^{F9}United Kingdom] air carrier shall display:

Textual Amendments

- F9** Words in Annex point 1.2.4.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(6)**; 2020 c. 1, Sch. 5 para. 1(1)

- (a) the name and photograph of the holder; and
- (b) the name of the air carrier; and
- (c) the word ‘crew’ in English; and
- (d) the expiry date.

Textual Amendments

- F8** Words in Annex point 1.2.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(6)**; 2020 c. 1, Sch. 5 para. 1(1)

1.2.5 **Supplementary requirements for airport identification cards**

1.2.5.1 An airport identification card shall display:

- (a) the name and photograph of the holder; and
- (b) the name of the employer of the holder, unless electronically programmed; and
- (c) the name of either the issuing entity or the airport; and
- (d) the areas for which the holder is authorised to have access; and
- (e) the expiry date, unless electronically programmed.

The names and areas of access may be replaced by an equivalent identification.

1.2.5.2 In order to prevent the misuse of airport identification cards, a system shall be in place to reasonably ensure that attempted use of cards that have been lost, stolen or not returned is detected. Upon detection, appropriate action shall be taken.

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1.2.6 Requirements for vehicle passes

1.2.6.1 A vehicle pass may only be issued where an operational need has been established.

1.2.6.2 A vehicle pass shall be specific to the vehicle and display:

- (a) the areas for which it is authorised to have access; and
- (b) the expiry date.

F10
...

Textual Amendments

F10 Deleted by [Commission Implementing Regulation \(EU\) 2017/815 of 12 May 2017 amending Implementing Regulation \(EU\) 2015/1998 as regards clarification, harmonisation and simplification of certain specific aviation security measures \(Text with EEA relevance\)](#).

[^{F11}1.2.6.3 An electronic vehicle pass shall, either:

- (a) be fixed to the vehicle in a manner which ensures that it is non-transferable; or
- (b) [^{F11}be linked to the company or individual registered vehicle user through a secure vehicle registration database.]

Textual Amendments

F11 Substituted by [Commission Implementing Regulation \(EU\) 2019/103 of 23 January 2019 amending Implementing Regulation \(EU\) 2015/1998 as regards clarification, harmonisation and simplification as well as strengthening of certain specific aviation security measures \(Text with EEA relevance\)](#).

Electronic vehicle passes need not display the areas for which the vehicle is authorised to have access nor the expiry date, provided that this information is electronically readable and checked before granting access to security restricted areas. [^{F11}Electronic vehicle passes shall also be electronically readable airside.]]

1.2.6.4 The vehicle pass shall be displayed in a visible place whenever the vehicle is airside.

1.2.6.5 The vehicle pass shall be returned immediately to the issuing entity:

- (a) upon request of the issuing entity; or
- (b) when the vehicle is no longer to be used for access to airside; or
- (c) upon expiry of the pass, unless the pass is automatically invalidated.

1.2.6.6 The issuing entity shall be notified immediately of the loss, theft or failure to return a vehicle pass.

1.2.6.7 An electronic vehicle pass shall be immediately disabled following return, expiry or notification of loss, theft or failure to return.

1.2.6.8 In order to prevent the misuse of vehicle passes, a system shall be in place to reasonably ensure that attempted use of vehicle passes that have been lost, stolen or not returned is detected. Upon detection, appropriate action shall be taken.

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1.2.6.9 Vehicles that are only used airside and have no permission to drive on public roads may be exempted from application of points 1.2.6.2 to 1.2.6.8 provided that they are clearly marked externally as operational vehicles in use at that airport.

1.2.7 Escorted access

1.2.7.1 Crew members, other than those holding a valid airport identification card, shall be escorted at all times when in security restricted areas other than:

- (a) areas where passengers may be present; and
- (b) areas in the immediate proximity of the aircraft on which they have arrived or will depart; and
- (c) areas designated for crews; and
- (d) distances between the terminal or access point and the aircraft on which crew members have arrived or will depart.

1.2.7.2 Exceptionally, a person may be exempted from the requirements of point 1.2.5.1 and obligations on background checks on condition that that person is escorted at all times when in security restricted areas. A person may be exempted from the requirement to be escorted if that person displays an authorisation and is a holder of a valid airport identification card.

1.2.7.3 An escort shall:

- (a) hold a valid identification card as referred to in point 1.2.2.2(c), (d) or (e); and
- (b) be authorised to escort in security restricted areas; and
- (c) have the escorted person or persons in direct line of sight at all times; and
- (d) reasonably ensure that no security breach is committed by the person or persons being escorted.

1.2.7.4 A vehicle may be exempted from the requirements of point 1.2.6 on condition that it is escorted at all times when airside.

1.2.7.5 Whenever a passenger does not travel as a result of an air carriage contract resulting in the delivery of a boarding pass or equivalent, a crew member escorting this passenger may be exempted from the requirements of point 1.2.7.3(a).

^{F12}1.2.8

Textual Amendments

F12 Annex point 1.2.8 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(7)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F13}1.3

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Textual Amendments

F13 Annex point 1.3 omitted (31.1.2023) by virtue of The Aviation Security (Amendment) (No. 2) Regulations 2022 (S.I. 2022/1313), regs. 1(2), 2(2)(b)

1.4 EXAMINATION OF VEHICLES

1.4.1 Vehicles entering critical parts

1.4.1.1 All vehicles shall be examined before entering critical parts. They shall be protected from unlawful interference from after examination until entering critical parts.

1.4.1.2 The driver and any other occupants of the vehicle shall not be in the vehicle when the examination takes place. They shall be required to take their personal belongings out of the vehicle with them for screening.

1.4.1.3 There shall be defined methodologies to ensure the randomness of selection of the areas to be examined.

F14 1.4.1.4.....

Textual Amendments

F14 Annex point 1.4.1.4 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 55(7); 2020 c. 1, Sch. 5 para. 1(1)

1.4.2 Vehicles entering security restricted areas other than critical parts

1.4.2.1 The driver and any other occupants of the vehicle shall not be in the vehicle when the examination takes place. They shall be required to take their personal belongings out of the vehicle with them for screening.

1.4.2.2 There shall be defined methodologies to ensure the randomness of selection of both vehicles and the areas to be examined.

F15 1.4.2.3.....

Textual Amendments

F15 Annex point 1.4.2.3 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 55(7); 2020 c. 1, Sch. 5 para. 1(1)

1.4.3 Methods of examination

1.4.3.1 A hand search shall consist of a thorough manual check of the areas selected, including contents, in order to reasonably ensure that they do not contain prohibited articles.

[F16 1.4.3.2 Explosive trace detection (ETD) equipment may only be used as a supplementary means of examination.]

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Textual Amendments

F16 Annex point 1.4.3.2 substituted (20.5.2022) by [The Aviation Security \(Amendment\) Regulations 2022 \(S.I. 2022/497\)](#), regs. 1(3), **2(2)**

^{F17}1.4.3.3.....

Textual Amendments

F17 Annex point 1.4.3.3 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(7)**; 2020 c. 1, Sch. 5 para. 1(1)

1.4.4 Exemptions and special examination procedures

1.4.4.1 The appropriate authority may, for objective reasons, allow vehicles to be exempted from examination, or to be subjected to special examination procedures, provided that they are escorted by a person authorised to escort in accordance with point 1.2.7.3.

^{F18}1.4.4.2.....

Textual Amendments

F18 Annex point 1.4.4.2 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **55(7)**; 2020 c. 1, Sch. 5 para. 1(1)

1.5 SURVEILLANCE, PATROLS AND OTHER PHYSICAL CONTROLS

1.5.1 Surveillance or patrols shall be undertaken in order to monitor:

- (a) the boundaries between landside, airside, security restricted areas, critical parts and, where applicable, demarcated areas; and
- (b) areas of, and in proximity of, the terminal that are accessible to the public, including parking areas and roadways; and
- (c) the display and validity of persons' identification cards in security restricted areas other than those areas where passengers are present; and
- (d) the display and validity of vehicle passes when airside; and
- (e) hold baggage, cargo and mail, in-flight supplies and air carrier mail and materials in critical parts waiting to be loaded.

1.5.2 The frequency and means of undertaking surveillance and patrols shall be based on a risk assessment and shall be approved by the appropriate authority. They shall take into account:

- (a) the size of the airport, including the number and nature of the operations; and
- (b) the layout of the airport, in particular the interrelationship between the areas established at the airport; and
- (c) the possibilities and limitations of means of undertaking surveillance, and patrols.

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The parts of the risk assessment relating to the frequency and means of undertaking surveillance and patrols shall, upon request, be made available in writing for compliance monitoring purposes.

- 1.5.3 Surveillance and patrols shall not follow a predictable pattern. The validity of identification cards shall be checked on a random basis.
- 1.5.4 Measures shall be in place that both deter persons from breaching security checkpoints and, should such a breach occur, promptly enable the breach and its repercussions to be resolved and rectified.
- 1.6 PROHIBITED ARTICLES
- 1.6.1 Persons other than passengers shall not be permitted to carry into security restricted areas the articles listed in Attachment 1-A.
- 1.6.2 An exemption to point 1.6.1 may be granted on condition that the person is authorised to carry prohibited articles into security restricted areas in order to undertake tasks that are essential for the operation of airport facilities or of aircraft, or for performing in-flight duties.
- 1.6.3 In order to allow reconciliation of the person authorised to carry one or more articles as listed in Attachment 1-A with the article carried:
- (a) the person shall have an authorisation and shall carry it. The authorisation shall either be indicated on the identification card that grants access to security restricted areas or on a separate declaration in writing. The authorisation shall indicate the article(s) that may be carried, either as a category or as a specific article. If the authorisation is indicated on the identification card, then it shall be recognisable on a need-to-know basis; or
- (b) a system shall be in place at the security checkpoint indicating which persons are authorised to carry which article(s), either as a category or as a specific article.
- [^{F1}1.6.4 Reconciliation shall be performed before the person is allowed to carry the article(s) concerned into security restricted areas and upon being challenged by persons performing surveillance or patrols under point (c) of point 1.5.1.]
- 1.6.5 Articles as listed in Attachment 1-A may be stored in security restricted areas provided they are kept in secure conditions. ^{F19} ...

Textual Amendments

F19 Words in Annex point 1.6.5 omitted (31.1.2023) by virtue of [The Aviation Security \(Amendment\) \(No. 2\) Regulations 2022 \(S.I. 2022/1313\)](#), regs. 1(2), **2(2)(c)**

ATTACHMENT 1-A
PERSONS OTHER THAN PASSENGERS
LIST OF PROHIBITED ARTICLES

- (a) *guns, firearms and other devices that discharge projectiles* — devices capable, or appearing capable, of being used to cause serious injury by discharging a projectile, including:
- firearms of all types, such as pistols, revolvers, rifles, shotguns,
 - toy guns, replicas and imitation firearms capable of being mistaken for real weapons,

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- component parts of firearms, excluding telescopic sights,
 - compressed air and CO₂ guns, such as pistols, pellet guns, rifles and ball bearing guns,
 - signal flare pistols and starter pistols,
 - bows, cross bows and arrows,
 - harpoon guns and spear guns,
 - slingshots and catapults;
- (b) *stunning devices* — devices designed specifically to stun or immobilise, including:
- devices for shocking, such as stun guns, tasers and stun batons,
 - animal stunners and animal killers,
 - disabling and incapacitating chemicals, gases and sprays, such as mace, pepper sprays, capsicum sprays, tear gas, acid sprays and animal repellent sprays;
- (c) *explosives and incendiary substances and devices* — explosives and incendiary substances and devices capable, or appearing capable, of being used to cause serious injury or to pose a threat to the safety of aircraft, including:
- ammunition,
 - blasting caps,
 - detonators and fuses,
 - replica or imitation explosive devices,
 - mines, grenades and other explosive military stores,
 - fireworks and other pyrotechnics,
 - smoke-generating canisters and smoke-generating cartridges,
 - dynamite, gunpowder and plastic explosives.
- (d) any other article capable of being used to cause serious injury and which is not commonly used in security restricted areas, e.g. martial arts equipment, swords, sabres, etc.

2. DEMARCATED AREAS OF AIRPORTS

No provisions in this Regulation.

3. AIRCRAFT SECURITY

3.0 GENERAL PROVISIONS

3.0.1 Unless otherwise stated, an air carrier shall ensure the implementation of the measures set out in this Chapter as regards its aircraft.

^{F20}3.0.2

Textual Amendments

F20 Annex point 3.0.2 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **56(2)**; 2020 c. 1, Sch. 5 para. 1(1)

3.0.3 An aircraft need not be subjected to an aircraft security check. It shall be subjected to an aircraft security search in accordance with point 3.1.

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3.0.4 An air carrier shall, upon request, be notified by the airport operator whether or not its aircraft is in a critical part. When this is not clear, it shall be assumed that the aircraft is in a part other than a critical part.

3.0.5 When an area is no longer considered to be a critical part because of a change of security status then the airport shall inform those carriers that are affected.

F21 3.0.6

Textual Amendments
F21 Annex point 3.0.6 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 56(2); 2020 c. 1, Sch. 5 para. 1(1)

[F22 3.0.7 For the purpose of this Chapter, ‘aircraft service panels and hatches’ means aircraft external access points and compartments that have external handles or external clip-down panels and are routinely used for providing aircraft ground handling services.]

Textual Amendments
F22 Inserted by Commission Implementing Regulation (EU) 2017/815 of 12 May 2017 amending Implementing Regulation (EU) 2015/1998 as regards clarification, harmonisation and simplification of certain specific aviation security measures (Text with EEA relevance).

F23 3.0.8

Textual Amendments
F23 Annex point 3.0.8 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 56(2); 2020 c. 1, Sch. 5 para. 1(1)

3.1 AIRCRAFT SECURITY SEARCH

3.1.1 When to perform an aircraft security search

3.1.1.1 An aircraft shall at all times be subjected to an aircraft security search whenever there is reason to believe that unauthorised persons may have had access to it.

F24 3.1.1.2

Textual Amendments
F24 Annex point 3.1.1.2 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 56(2); 2020 c. 1, Sch. 5 para. 1(1)

3.1.1.3 An aircraft arriving into a critical part from [F25 any airport other than a domestic airport or any other airport designated by the appropriate authority] shall be subjected to an aircraft security search any time after passenger disembarkation from the area to be searched and/or the unloading of the hold.

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Textual Amendments

F25 Words in Annex point 3.1.1.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **56(3)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F26}3.1.1.4.....

Textual Amendments

F26 Annex point 3.1.1.4 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **56(4)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F27}3.1.1.5.....

Textual Amendments

F27 Annex point 3.1.1.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **56(4)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F28}3.1.2

Textual Amendments

F28 Annex point 3.1.2 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **56(4)**; 2020 c. 1, Sch. 5 para. 1(1)

3.1.3 Information on the aircraft security search

The following information on the aircraft security search of a departing flight shall be recorded and kept at a point not on the aircraft for the duration of the flight or for 24 hours, whichever is longer:

- (a) flight number; and
- (b) origin of the previous flight.

Where an aircraft security search was performed, the information shall also include:

- (c) date and time that the aircraft security search was completed; and
- (d) the name and signature of the person responsible for the performance of the aircraft security search.

[^{F29}Recording of the information as above, may be held in electronic format.]

Textual Amendments

F29 Inserted by [Commission Implementing Regulation \(EU\) 2019/103 of 23 January 2019 amending Implementing Regulation \(EU\) 2015/1998 as regards clarification, harmonisation and simplification as well as strengthening of certain specific aviation security measures \(Text with EEA relevance\)](#).

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

3.2 PROTECTION OF AIRCRAFT

3.2.1 Protection of aircraft — General

3.2.1.1 Regardless of where an aircraft is parked at an airport, each of its external doors shall be protected against unauthorised access by:

- (a) ensuring that persons seeking to gain unauthorised access are challenged promptly; or
- (b) having the external door closed. Where the aircraft is in a critical part, external doors that are not accessible by a person from the ground shall be considered closed if access aids have been removed and placed sufficiently far from the aircraft as to reasonably prevent access by a person; or
- (c) having electronic means which will immediately detect unauthorised access; or;
- (d) having an electronic airport identification card access system at all doors leading directly to the passenger boarding bridge, adjacent to an open aircraft door, which only allows access for persons that are trained in accordance with point 11.2.3.7. Such persons must ensure that unauthorised access is prevented, during their use of the door.

3.2.1.2 Point 3.2.1.1 shall not apply to an aircraft parked in a hangar that is locked or otherwise protected from unauthorised access.

3.2.2 Additional protection of aircraft with closed external doors in a part other than a critical part

3.2.2.1 Where external doors are closed and the aircraft is in a part other than a critical part, each external door shall also:

- (a) have access aids removed; or
- (b) be sealed; or
- (c) be locked; or
- (d) be monitored.

Point (a) shall not apply for a door that is accessible from the ground by a person.

3.2.2.2 Where access aids are removed for doors that are not accessible by a person from the ground, they shall be placed sufficiently far from the aircraft as to reasonably prevent access.

3.2.2.3 Where external doors are locked, only persons with an operational need shall be able to unlock these doors.

3.2.2.4 Where external doors are monitored, the monitoring shall ensure that unauthorised access to the aircraft is immediately detected.

^{F30} 3.2.2.5.....

Textual Amendments

F30 Annex point 3.2.2.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **56(5)**; 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

F32 ATTACHMENT 3-B

F33 4. PASSENGERS AND CABIN BAGGAGE

Textual Amendments

F33 Annex Ch. 4 omitted (31.1.2023) by virtue of The Aviation Security (Amendment) (No. 2) Regulations 2022 (S.I. 2022/1313), regs. 1(2), 2(3)

5. HOLD BAGGAGE

5.0 GENERAL PROVISIONS

5.0.1 Unless otherwise stated, the authority, airport operator, air carrier or entity responsible in accordance with the national civil aviation security programme as referred to in Article 10 of Regulation (EC) No 300/2008 shall ensure the implementation of the measures set out in this Chapter.

F34 5.0.2

Textual Amendments

F34 Annex point 5.0.2 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(2); 2020 c. 1, Sch. 5 para. 1(1)

F35 5.0.3

Textual Amendments

F35 Annex point 5.0.3 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(2); 2020 c. 1, Sch. 5 para. 1(1)

5.0.4 For the purpose of this Chapter, ‘secured baggage’ means screened departing hold baggage that is physically protected so as to prevent the introduction of any objects.

F36 5.0.5

Textual Amendments

F36 Annex point 5.0.5 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(2); 2020 c. 1, Sch. 5 para. 1(1)

F37 5.0.6

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F37 Annex point 5.0.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **58(2)**; 2020 c. 1, Sch. 5 para. 1(1)

5.1 SCREENING OF HOLD BAGGAGE

5.1.1 The following methods, either individually or in combination, shall be used to screen hold baggage:

- (a) a hand search; or
- (b) x-ray equipment; or
- (c) explosive detection systems (EDS) equipment; or
- (d) explosive trace detection (ETD) equipment; or
- (e) explosive detection dogs.

Where the screener cannot determine whether or not the hold baggage contains any prohibited articles, it shall be rejected or rescreened to the screener's satisfaction.

5.1.2 A hand search shall consist of a thorough manual check of the baggage, including all its contents, so as to reasonably ensure that it does not contain prohibited articles.

5.1.3 Where x-ray or EDS equipment is used, any item whose density impairs the ability of the screener to analyse the contents of the baggage shall result in it being subject to another means of screening.

5.1.4 Screening by explosive trace detection (ETD) equipment shall consist of the analysis of samples taken from both the inside and the outside of the baggage and from its contents. The contents may also be subjected to a hand search.

5.1.5 The appropriate authority may create categories of hold baggage that, for objective reasons, shall be subject to special screening procedures or may be exempted from screening. ^{F38} ...

Textual Amendments

F38 Words in Annex point 5.1.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **58(3)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F39}5.1.6

Textual Amendments

F39 Annex point 5.1.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **58(4)**; 2020 c. 1, Sch. 5 para. 1(1)

5.1.7 Persons screening hold baggage by x-ray or EDS equipment shall normally not spend more than 20 minutes continuously reviewing images. After each of these periods, the

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

screeners shall not review images for at least 10 minutes. This requirement shall only apply when there is an uninterrupted flow of images to be reviewed.

There shall be a supervisor responsible for screeners of hold baggage in order to assure optimum team composition, quality of work, training, support and appraisal.

5.2 PROTECTION OF HOLD BAGGAGE

5.2.1 Passengers may not be allowed access to screened hold baggage, unless it is their own baggage and they are supervised to ensure that:

- (a) no prohibited articles as listed in Attachment 5-B are introduced into the hold baggage [F40.]

Textual Amendments

F40 Full stop in Annex point 5.2.1 substituted for words (31.1.2023) by [The Aviation Security \(Amendment\) \(No. 2\) Regulations 2022 \(S.I. 2022/1313\)](#), regs. 1(2), **2(4)**

5.2.2 Hold baggage that has not been protected from unauthorised interference shall be rescreened.

F41 5.2.3

Textual Amendments

F41 Annex point 5.2.3 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **58(4)**; 2020 c. 1, Sch. 5 para. 1(1)

5.3 BAGGAGE RECONCILIATION

5.3.1 **Identification of hold baggage**

5.3.1.1 An air carrier shall, during the boarding process, ensure that a passenger presents a valid boarding card or equivalent corresponding to the hold baggage that was checked in.

5.3.1.2 An air carrier shall ensure that there is a procedure in place to identify hold baggage of passengers who did not board or left the aircraft before departure.

5.3.1.3 If the passenger is not on board the aircraft, the hold baggage corresponding to his boarding card or equivalent shall be considered as unaccompanied.

5.3.1.4 An air carrier shall ensure that each item of unaccompanied hold baggage is clearly identifiable as authorised for transport by air.

5.3.2 **Factors beyond the passenger's control**

5.3.2.1 The reason that the baggage became unaccompanied shall be recorded before it is loaded onto an aircraft, unless the security controls as referred to in point 5.3.3 are applied.

F42 5.3.2.2

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F42 Annex point 5.3.2.2 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(4); 2020 c. 1, Sch. 5 para. 1(1)

5.3.3 Appropriate security controls for unaccompanied hold baggage

5.3.3.1 Unaccompanied hold baggage not covered by point 5.3.2 shall be screened by one of the methods laid down in point 5.1.1 F43

Textual Amendments

F43 Words in Annex point 5.3.3.1 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(5); 2020 c. 1, Sch. 5 para. 1(1)

5.3.3.2 Hold baggage that becomes unaccompanied baggage due to factors other than those [F44 designated by the appropriate authority] shall be removed from the aircraft and rescreened before loading it again.

Textual Amendments

F44 Words in Annex point 5.3.3.2 substituted (31.12.2020) by The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(6); 2020 c. 1, Sch. 5 para. 1(1)

F45 5.3.3.3.....

Textual Amendments

F45 Annex point 5.3.3.3 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 58(7); 2020 c. 1, Sch. 5 para. 1(1)

5.4 PROHIBITED ARTICLES

5.4.1 Passengers shall not be permitted to carry in their hold baggage the articles listed in Attachment 5-B.

5.4.2 An exemption to point 5.4.1 may be granted on condition that:

- (a) the appropriate authority has national rules permitting carriage of the article; and
(b) the applicable safety rules are complied with.

[F1 5.4.3 The air carrier shall ensure that passengers are informed of the prohibited articles listed in Attachment 5-B at any time before the check-in is completed.]

F46 ATTACHMENT 5-A

ATTACHMENT 5-B
HOLD BAGGAGE
LIST OF PROHIBITED ARTICLES

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Passengers are not permitted to carry the following articles in their hold baggage:

- explosives and incendiary substances and devices* — explosives and incendiary substances and devices capable of being used to cause serious injury or to pose a threat to the safety of aircraft, including:
 - ammunition,
 - blasting caps,
 - detonators and fuses,
 - mines, grenades and other explosive military stores,
 - fireworks and other pyrotechnics,
 - smoke-generating canisters and smoke-generating cartridges,
 - dynamite, gunpowder and plastic explosives.

6. CARGO AND MAIL

6.0 GENERAL PROVISIONS

6.0.1 The authority, airport operator, air carrier or entity as defined in this Chapter shall ensure the implementation of the measures set out in this Chapter.

6.0.2 Assembled explosive and incendiary devices that are not carried in accordance with the applicable safety rules shall be considered as prohibited articles in consignments of cargo and mail.

^{F47}6.0.3

Textual Amendments

F47 Annex point 6.0.3 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **60**; 2020 c. 1, Sch. 5 para. 1(1)

6.1 SECURITY CONTROLS — GENERAL PROVISIONS

6.1.1 All cargo and mail shall be screened by a regulated agent before being loaded on to an aircraft, unless:

- (a) the required security controls have been applied to the consignment by a regulated agent and the consignment has been protected from unauthorised interference from the time that those security controls were applied and until loading; or
- (b) the required security controls have been applied to the consignment by a known consignor and the consignment has been protected from unauthorised interference from the time that those security controls were applied and until loading; or
- (c) ^{F48}
- (d) the consignment is exempt from screening and has been protected from unauthorised interference from the time that it became identifiable air cargo or identifiable air mail and until loading.

Textual Amendments

F48 Annex point 6.1.1(c) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **61**; 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

6.1.2 Where there is any reason to believe that a consignment to which security controls have been applied has been tampered with or has not been protected from unauthorised interference from the time that those controls were applied, it shall be screened by a regulated agent before being loaded on to an aircraft. Consignments which appear to have been significantly tampered with or which are otherwise suspect shall be treated as high risk cargo or mail (HRCM) in accordance with point 6.7.

6.1.3 A person with unescorted access to identifiable air cargo or identifiable air mail to which the required security controls have been applied shall have successfully completed either a background check or a pre-employment check in accordance with point 11.1.

6.2 SCREENING

6.2.1 Screening

6.2.1.1 When screening cargo or mail:

- (a) the means or method most likely to detect prohibited articles shall be employed, taking into consideration the nature of the consignment; and
- (b) the means or method employed shall be of a standard sufficient to reasonably ensure that no prohibited articles are concealed in the consignment.

6.2.1.2 Where the screener cannot be reasonably sure that no prohibited articles are contained in the consignment, the consignment shall be rejected or be rescreened to the screener's satisfaction.

^{F49}6.2.1.3.....

Textual Amendments

F49 Annex point 6.2.1.3 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **62**; 2020 c. 1, Sch. 5 para. 1(1)

6.2.1.4 Persons screening cargo by x-ray or EDS equipment shall normally not spend more than 20 minutes continuously reviewing images. After each of these periods, the screener shall not review images for at least 10 minutes. This requirement shall only apply when there is an uninterrupted flow of images to be reviewed.

6.2.1.5 Cargo and mail shall be screened by at least one of the following methods in accordance with Attachment 6-J:

- (a) hand search;
- (b) x-ray equipment;
- (c) EDS equipment;
- (d) explosive detection dogs (EDD);
- (e) ETD equipment;
- (f) visual check;
- (g) metal detection equipment (MDE).

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F10
...

6.2.1.6 If agreed by the appropriate authority ^{F50} ..., other appropriate security controls may be applied only where it is not possible to apply any of the other means or methods specified in point 6.2.1.5 owing to the nature of the consignment.

Textual Amendments

F50 Words in Annex point 6.2.1.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **63**; 2020 c. 1, Sch. 5 para. 1(1)

^{F51}6.2.2

Textual Amendments

F51 Annex point 6.2.2 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **64**; 2020 c. 1, Sch. 5 para. 1(1)

6.3 REGULATED AGENTS

6.3.1 **Approval of regulated agents**

6.3.1.1 Regulated agents shall be approved by the appropriate authority.

The approval as a regulated agent shall be site specific.

Any entity that applies security controls as referred to in point 6.3.2 shall be approved as a regulated agent. This includes third party logistics providers responsible for integrated warehousing and transportation services, air carriers and handling agents.

A regulated agent may subcontract one or more of the following:

- (a) any of the security controls referred to in point 6.3.2 to another regulated agent;
- (b) any of the security controls referred to in point 6.3.2 to another entity, where the controls are carried out at the regulated agent's own site or at an airport, and are covered by the regulated agent's or airport security programme;
- (c) any of the security controls referred to in point 6.3.2 to another entity, where the controls are carried out elsewhere than at the regulated agent's own site or at an airport, and the entity has been certified or approved and listed for the provision of these services by the appropriate authority;
- (d) the protection and transportation of consignments to a haulier that meets the requirements of point 6.6.

6.3.1.2 The following procedure shall apply for the approval of regulated agents:

- (a) the applicant shall seek approval from the appropriate authority ^{F52} ... in which the sites included in the application are located.

The applicant shall submit a security programme to the appropriate authority concerned. The programme shall describe the methods and procedures which are to be followed by the agent in order to comply with the requirements of Regulation (EC) No 300/2008 and its implementing acts. The programme shall also describe how

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compliance with these methods and procedures is to be monitored by the agent itself. An air carrier security programme which describes the methods and procedures to be followed by the air carrier in order to comply with the requirements of Regulation (EC) No 300/2008 and its implementing acts shall be regarded as meeting the requirement for a regulated agent security programme.

The applicant shall also submit the ‘Declaration of commitments — regulated agent’ as contained in Attachment 6-A. This declaration shall be signed by the applicant’s legal representative or by the person responsible for security.

The signed declaration shall be retained by the appropriate authority concerned;

- (b) the appropriate authority or an ^{F53}... aviation security validator acting on its behalf shall examine the security programme and then make an on-site verification of the sites specified in order to assess whether the applicant complies with the requirements of Regulation (EC) No 300/2008 and its implementing acts.

^{F54} ...

- (c) if the appropriate authority is satisfied with the information provided under points (a) and (b), it shall ensure that the necessary details of the agent are entered into the ^{F55}... database on supply chain security’ not later than the next working day. When making the database entry the appropriate authority shall give each approved site a unique alphanumeric identifier in the standard format.

If the appropriate authority is not satisfied with the information provided under points (a) and (b) then the reasons shall promptly be notified to the entity seeking approval as a regulated agent;

- (d) a regulated agent shall not be considered as approved until its details are listed in the ^{F56}... database on supply chain security’.

Textual Amendments

F52 Words in Annex point 6.3.1.2(a) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **65(a)**; 2020 c. 1, Sch. 5 para. 1(1)

F53 Word in Annex point 6.3.1.2(b) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **65(b)(i)**; 2020 c. 1, Sch. 5 para. 1(1)

F54 Words in Annex point 6.3.1.2(b) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **65(b)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)

F55 Word in Annex point 6.3.1.2(c) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **65(c)**; 2020 c. 1, Sch. 5 para. 1(1)

F56 Word in Annex point 6.3.1.2(d) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **65(c)**; 2020 c. 1, Sch. 5 para. 1(1)

- 6.3.1.3 A regulated agent shall designate at least one person at each site who shall be responsible for the implementation of the submitted security programme. This person shall have successfully completed a background check in accordance with point 11.1.
- 6.3.1.4 A regulated agent shall be re-validated at regular intervals not exceeding 5 years. This shall include an on-site verification in order to assess whether the regulated agent still complies with the requirements of Regulation (EC) No 300/2008 and its implementing acts.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

An inspection at the premises of the regulated agent by the appropriate authority in accordance with its national quality control programme may be considered as an on-site verification, provided that it covers all the requirements necessary for approval.

F57 ...

Textual Amendments
F57 Words in Annex point 6.3.1.4 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [66](#); 2020 c. 1, Sch. 5 para. 1(1)

6.3.1.5 If the appropriate authority is no longer satisfied that the regulated agent complies with the requirements of Regulation (EC) No 300/2008 and its implementing acts, it shall withdraw the status of regulated agent for the specified site(s).

F58 ...

Textual Amendments
F58 Words in Annex point 6.3.1.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [67\(a\)](#); 2020 c. 1, Sch. 5 para. 1(1)

Immediately after withdrawal, and in all cases within 24 hours, the appropriate authority shall ensure that the former regulated agent's change of status is indicated in the 'F59 ... database on supply chain security'.

Textual Amendments
F59 Word in Annex point 6.3.1.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [67\(b\)](#); 2020 c. 1, Sch. 5 para. 1(1)

F60 6.3.1.6.....

Textual Amendments
F60 Annex point 6.3.1.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [68](#); 2020 c. 1, Sch. 5 para. 1(1)

6.3.1.7 The requirements of point 6.3.1, other than 6.3.1.2(d), shall not apply when the appropriate authority itself is to be approved as a regulated agent.

F61 6.3.1.8.....

Textual Amendments
F61 Annex point 6.3.1.8 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [68](#); 2020 c. 1, Sch. 5 para. 1(1)

6.3.2 Security controls to be applied by a regulated agent

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- 6.3.2.1 When accepting any consignments, a regulated agent shall establish whether the entity from which it receives the consignments is a regulated agent [^{F62}or a known consignor].

Textual Amendments

F62 Words in Annex point 6.3.2.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **69**; 2020 c. 1, Sch. 5 para. 1(1)

- [^{F16.3.2.2}The regulated agent or air carrier shall ask the person delivering any consignments to present an identity card, passport, driving licence or other document, which includes his or her photograph and which has been issued or is recognised by the national authority. The card or document shall be used to establish the identity of the person delivering the consignments.]

- 6.3.2.3 The regulated agent shall ensure that consignments to which not all required security controls have previously been applied are:

- (a) screened in accordance with point 6.2; or
- (b) accepted for storage under the regulated agent's exclusive responsibility, not identifiable as shipment for carriage on an aircraft before selection, and selected autonomously without any intervention of the consignor or any person or entity other than those appointed and trained by the regulated agent for that purpose.

Point (b) may only be applied if it is unpredictable for the consignor that the consignment is to be transported by air.

- [^{F16.3.2.4}After the security controls referred to in points from 6.3.2.1 to 6.3.2.3 of this Annex ^{F63}... have been applied, the regulated agent shall ensure the protection of cargo and mail in accordance with point 6.6.]

Textual Amendments

F63 Words in Annex point 6.3.2.4 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **70**; 2020 c. 1, Sch. 5 para. 1(1)

- 6.3.2.5 After the security controls referred to in points 6.3.2.1 to 6.3.2.4 have been applied, the regulated agent shall ensure that any consignment tendered to an air carrier or another regulated agent is accompanied by appropriate documentation, either in the form of an air waybill or in a separate declaration and either in an electronic format or in writing.

- 6.3.2.6 The documentation referred to in point 6.3.2.5 shall be available for inspection by the appropriate authority at any point before the consignment is loaded on to an aircraft and afterwards for the duration of the flight or for 24 hours, whichever is the longer and shall provide all of the following information:

- (a) the unique alphanumeric identifier of the regulated agent as received from the appropriate authority;
- (b) a unique identifier of the consignment, such as the number of the (house or master) air waybill;

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- (c) the content of the consignment, [^{F64}except for small consignments or consolidations of such consignments designated by the appropriate authority];
- (d) the security status of the consignment, stating:
 - ‘SPX’, meaning secure for passenger, all-cargo and all-mail aircraft, or
 - ‘SCO’, meaning secure for all-cargo and all-mail aircraft only, or
 - ‘SHR’, meaning secure for passenger, all-cargo and all-mail aircraft in accordance with high risk requirements;
- (e) [^{F1}the reason why the security status was issued, stating:
 - (i) ‘KC’, meaning received from known consignor; or
 - (ii) ^{F65}
 - (iii) ‘RA’, meaning selected by a regulated agent; or
 - (iv) the means or method of screening used, as follows:
 - hand search (PHS);
 - X-ray equipment (XRY);
 - EDS equipment (EDS);
 - explosive detection dogs (EDD)
 - ETD equipment (ETD);
 - visual check (VCK);
 - metal detection equipment (CMD);
 - any other method (AOM) in accordance with point 6.2.1.6 where the method used shall be specified; or
 - (v) the grounds for exempting the consignment from screening;]
- (f) the name of the person who issued the security status, or an equivalent identification, and the date and time of issue;
- (g) the unique identifier received from the appropriate authority, of any regulated agent who has accepted the security status given to a consignment by another regulated agent.

Textual Amendments

- F64** Words in Annex point 6.3.2.6(c) substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **71(a)**; 2020 c. 1, Sch. 5 para. 1(1)
- F65** Annex point 6.3.2.6(e)(ii) and word omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **71(b)**; 2020 c. 1, Sch. 5 para. 1(1)

A regulated agent tendering consignments to another regulated agent or air carrier may also decide to only transmit the information required under points (a) to (e) and (g) and to retain the information required under point (f) for the duration of the flight(s) or for 24 hours, whichever is the longer.

6.3.2.7 In the case of consolidations, the requirements of points 6.3.2.5 and 6.3.2.6 shall be considered as met if:

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (a) the regulated agent performing the consolidation retains the information required under points 6.3.2.6(a) to (g) for each individual consignment for the duration of the flight(s) or for 24 hours, whichever is the longer; and
- (b) the documentation accompanying the consolidation includes the alphanumeric identifier of the regulated agent who performed the consolidation, a unique identifier of the consolidation and its security status.

Point (a) shall not be required for consolidations that are always subject to screening ^{F66}... if the regulated agent gives the consolidation a unique identifier and indicates the security status and a single reason why this security status was issued.

Textual Amendments

F66 Words in Annex point 6.3.2.7 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **72**; 2020 c. 1, Sch. 5 para. 1(1)

6.3.2.8 When accepting consignments to which not all required security controls have previously been applied, the regulated agent may also elect not to apply the security controls as referred to in point 6.3.2, but to hand the consignments over to another regulated agent to ensure the application of these security controls.

6.3.2.9 A regulated agent shall ensure that all staff implementing security controls are recruited and trained in accordance with the requirements of Chapter 11 and all staff with access to identifiable air cargo or identifiable air mail to which the required security controls have been applied have been recruited and subject to security awareness training in accordance with the requirements of Chapter 11.

F67 ...

Textual Amendments

F67 Words in Annex point 6.3.2.9 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **73**; 2020 c. 1, Sch. 5 para. 1(1)

6.4 KNOWN CONSIGNORS

6.4.1 **Approval of known consignors**

6.4.1.1 Known consignors shall be approved by the appropriate authority.

The approval as a known consignor shall be site specific.

6.4.1.2 The following procedure shall apply for the approval of known consignors:

(a) [^{F1}the applicant shall seek approval from the appropriate authority ^{F68}....

The applicant shall submit a security programme to the appropriate authority concerned. The programme shall describe the methods and procedures which are to be followed by the consignor in order to comply with the requirements of Regulation (EC) No 300/2008 and its implementing acts. The programme shall also describe how compliance with these methods and procedures is to be monitored by the consignor itself.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

The applicant shall be provided with the ‘Guidance for known consignors’ as contained in Attachment 6-B and the ‘Validation checklist for known consignors’ as contained in Attachment 6-C;

- (b) the appropriate authority, or [^{F69}aviation security validator] acting on its behalf, shall examine the security programme and then make an on-site verification of the sites specified in order to assess whether the applicant complies with the requirements of Regulation (EC) No 300/2008 and its implementing acts.

In order to assess whether the applicant complies with these requirements, the appropriate authority, or [^{F69}aviation security validator] acting on its behalf, shall make use of the ‘Validation checklist for known consignors’ as contained in Attachment 6-C. This checklist includes a declaration of commitments which shall be signed by the applicant’s legal representative or by the person responsible for security at the site.

Once the validation checklist is completed, the information contained in the checklist shall be handled as classified information.

The signed declaration shall be retained by the appropriate authority concerned or retained by the [^{F69}aviation security validator] and made available to the appropriate authority concerned;]

- (c) ^{F70}

- (d) if the appropriate authority is satisfied with the information provided under points (a) and (b) ^{F71} ..., it shall ensure that the necessary details of the consignor are entered into the ‘^{F71} ... database on supply chain security’ not later than the next working day. When making the database entry the appropriate authority shall give each approved site a unique alphanumeric identifier in the standard format.

If the appropriate authority is not satisfied with the information provided under points (a) and (b) ^{F72} ..., as applicable, then the reasons shall promptly be notified to the entity seeking approval as a known consignor;

- (e) a known consignor shall not be considered as approved until its details are listed in the ‘^{F73} ... database on supply chain security’.

Textual Amendments

- F68** Words in Annex point 6.4.1.2(a) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [74\(a\)](#); 2020 c. 1, Sch. 5 para. 1(1)
- F69** Words in Annex point 6.4.1.2(b) substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [74\(b\)](#); 2020 c. 1, Sch. 5 para. 1(1)
- F70** Annex point 6.4.1.2(c) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [74\(c\)](#); 2020 c. 1, Sch. 5 para. 1(1)
- F71** Words in Annex point 6.4.1.2(d) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [74\(d\)\(i\)](#); 2020 c. 1, Sch. 5 para. 1(1)
- F72** Words in Annex point 6.4.1.2(d) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [74\(d\)\(ii\)](#); 2020 c. 1, Sch. 5 para. 1(1)
- F73** Word in Annex point 6.4.1.2(e) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, [74\(e\)](#); 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

6.4.1.3 A known consignor shall designate at least one person at each site who shall be responsible for the application and supervision of the implementation of security controls at that site. This person shall have successfully completed a background check in accordance with point 11.1.

6.4.1.4 A known consignor shall be re-validated at regular intervals not exceeding 5 years. This shall include an on-site verification in order to assess whether the known consignor still complies with the requirements of Regulation (EC) No 300/2008 and its implementing acts.

An inspection at the premises of the known consignor by the appropriate authority in accordance with its national quality control programme may be considered as an on-site verification, provided that it covers all areas specified in the checklist of Attachment 6-C.

F74 ...

Textual Amendments

F74 Words in Annex point 6.4.1.4 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 75; 2020 c. 1, Sch. 5 para. 1(1)

6.4.1.5 If the appropriate authority is no longer satisfied that the known consignor complies with the requirements of Regulation (EC) No 300/2008 and its implementing acts, it shall withdraw the status of known consignor for the specified site(s).

F75 ...

Textual Amendments

F75 Words in Annex point 6.4.1.5 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 76(a); 2020 c. 1, Sch. 5 para. 1(1)

Immediately after withdrawal, and in all cases within 24 hours, the appropriate authority shall ensure that the consignor's change of status is indicated in the 'F76 ... database on supply chain security'.

Textual Amendments

F76 Word in Annex point 6.4.1.5 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 76(b); 2020 c. 1, Sch. 5 para. 1(1)

F77 6.4.1.6.

Textual Amendments

F77 Annex point 6.4.1.6 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 77; 2020 c. 1, Sch. 5 para. 1(1)

F78 6.4.1.7.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F78 Annex point 6.4.1.7 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **77**; 2020 c. 1, Sch. 5 para. 1(1)

6.4.2 Security controls to be applied by a known consignor

6.4.2.1 A known consignor shall ensure that:

- (a) there is a level of security on the site or at the premises sufficient to protect identifiable air cargo and identifiable air mail from unauthorised interference; and
- (b) all staff implementing security controls are recruited and trained in accordance with the requirements of Chapter 11 and all staff with access to identifiable air cargo or identifiable air mail to which the required security controls have been applied have been recruited and subject to security awareness training in accordance with the requirements of Chapter 11; and
- (c) during production, packing, storage, despatch and/or transportation, as appropriate, identifiable air cargo and identifiable air mail is protected from unauthorised interference or tampering.

When, for whatever reason, these security controls have not been applied to a consignment, or where the consignment has not been originated by the known consignor for its own account, the known consignor shall clearly identify this to the regulated agent so that point 6.3.2.3 can be applied.

6.4.2.2 The known consignor shall accept that consignments to which the appropriate security controls have not been applied are screened in accordance with point 6.2.1.

^{F79}6.5

^{F79}6.5.1

^{F79}6.5.2

^{F79}6.5.3

^{F79}6.5.4

^{F10}6.5.5

^{F10}6.5.6

Textual Amendments

F79 Annex point 6.5-6.5.4 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **78**; 2020 c. 1, Sch. 5 para. 1(1)

6.6 PROTECTION OF CARGO AND MAIL

6.6.1 Protection of cargo and mail during transportation

6.6.1.1 In order to ensure that consignments to which the required security controls have been applied are protected from unauthorised interference during transportation:

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (a) the consignments shall be packed or sealed by the regulated agent [^{F80}or known consignor] so as to ensure that any tampering would be evident; where this is not possible alternative protection measures that ensure the integrity of the consignment shall be taken; and
- (b) the cargo load compartment of the vehicle in which the consignments are to be transported shall be locked or sealed or curtain sided vehicles shall be secured with TIR cords so as to ensure that any tampering would be evident, or the load area of flatbed vehicles shall be kept under observation; and
- (c) the haulier declaration as contained in Attachment 6-E shall be agreed by the haulier who has entered into the transport agreement with the regulated agent [^{F80}or known consignor], unless the haulier is itself approved as a regulated agent.

The signed declaration shall be retained by the regulated agent [^{F80}or known consignor] on whose behalf the transport is carried out. On request, a copy of the signed declaration shall also be made available to the regulated agent or air carrier receiving the consignment or to the appropriate authority concerned.

Textual Amendments

F80 Words in Annex point 6.6.1.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, 79; 2020 c. 1, Sch. 5 para. 1(1)

As an alternative to point (c), the haulier may provide evidence to the regulated agent [^{F80}or known consignor] for whom it provides transport that it has been certified or approved by an appropriate authority.

This evidence shall include the requirements contained in Attachment 6-E and copies shall be retained by the regulated agent [^{F80}or known consignor] concerned. On request, a copy shall also be made available to the regulated agent or air carrier receiving the consignment or to another appropriate authority.

6.6.1.2 Point 6.6.1.1(b) and (c) shall not apply during airside transportation.

6.6.2 [^{F1}Protection for cargo and mail during handling, storage, and loading onto an aircraft]

6.6.2.1 Consignments of cargo and mail that are in a critical part shall be considered as protected from unauthorised interference.

[^{F1}6.6.2.2 Consignments of cargo and mail in a part other than a critical part of a security restricted area shall be protected from unauthorised interference until they are handed over to another regulated agent or air carrier. Consignments shall be located in the access-controlled parts of a regulated agent's premises or, whenever located outside of such parts, shall be considered as protected from unauthorised interference if:

- (a) they are physically protected so as to prevent the introduction of a prohibited article; or
- (b) they are not left unattended and access is limited to persons involved in the protection and loading of cargo and mail onto an aircraft.]

^{F81}6.7

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F81 Annex point 6.7 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **80**; 2020 c. 1, Sch. 5 para. 1(1)

6.8 SECURITY PROCEDURES FOR CARGO AND MAIL BEING CARRIED INTO THE ^{F82}UNITED KINGDOM FROM OTHER] COUNTRIES

6.8.1 Designation of air carriers

^{F83}6.8.1. Any air carrier carrying cargo or mail from an airport in another country for transfer, transit or unloading at any airport falling within the scope of Regulation (EC) No 300/2008 shall be designated as an ‘Air Cargo or Mail Carrier operating into the United Kingdom from Another Country Airport’ (UK-ACC3) by the appropriate authority.

This requirement does not apply in respect of a country or territory designated by the appropriate authority.]

Textual Amendments

F83 Annex point 6.8.1.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **82**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.1.2 The designation of an air carrier as ^{F84}UK-ACC3] in respect of its cargo and mail operations from an airport for which ^{F84}UK-ACC3] designation is required (hereafter, the ‘relevant cargo operations’) shall be based on:

Textual Amendments

F84 Word in Annex point 6.8.1.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **83(a)**; 2020 c. 1, Sch. 5 para. 1(1)

- (a) the nomination of a person with overall responsibility on the air carrier's behalf for the implementation of cargo or mail security provisions in respect of the relevant cargo operation; and
- (b) ^{F85}an assessment by the appropriate authority of relevant evidence (which for the purpose of this Regulation may include a validation report)] confirming the implementation of security measures.

Textual Amendments

F85 Words in Annex point 6.8.1.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **83(b)**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.1.3 The appropriate authority shall allocate to the designated ^{F86}UK-ACC3] a unique alphanumeric identifier in the standard format identifying the air carrier and the ^{F87}airport in another country] for which the air carrier has been designated to carry cargo or mail into the ^{F88}United Kingdom].

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

- F86** Word in Annex point 6.8.1.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **84(a)**; 2020 c. 1, Sch. 5 para. 1(1)
- F87** Words in Annex point 6.8.1.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **84(b)**; 2020 c. 1, Sch. 5 para. 1(1)
- F88** Words in Annex point 6.8.1.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **84(c)**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.1.4 The designation shall be valid from the date the appropriate authority has entered the [^{F89}UK-ACC3's] details into the ^{F90}... database on supply chain security, for a [^{F91} period of five years, unless the appropriate authority determines that the designation shall cease to be valid on an earlier date or determines that the designation remains valid for a further period not exceeding three months].

Textual Amendments

- F89** Word in Annex point 6.8.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **85(a)**; 2020 c. 1, Sch. 5 para. 1(1)
- F90** Word in Annex point 6.8.1.4 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **85(b)**; 2020 c. 1, Sch. 5 para. 1(1)
- F91** Words in Annex point 6.8.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **85(c)**; 2020 c. 1, Sch. 5 para. 1(1)

[^{F92}6.8.1.5] A UK-ACC3 listed on the database on supply chain security shall be recognised by the appropriate authority for all operations from an airport in another country into the United Kingdom.]

Textual Amendments

- F92** Annex point 6.8.1.5 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **86**; 2020 c. 1, Sch. 5 para. 1(1)

[^{F93}6.8.1.7] During the period from 1 April to 31 December 2020, the appropriate authority may derogate from the process established in point 6.8.2 and temporarily designate an air carrier as ACC3, in the case where an EU aviation security validation could not take place for objective reasons which are related to the pandemic crisis caused by the COVID-19 and are beyond the responsibility of the air carrier. The designation shall be subject to the following conditions:

- (a) the air carrier holds an active ACC3 status at the relevant third country location, or has held an ACC3 status, provided it has not expired before 1 February 2020;
- (b) the air carrier applies for the new status to the appropriate authority as identified in point 6.8.1.1 or holding the responsibility for the designation due to expire, confirming the existence of objective reasons beyond the responsibility of the air carrier that impede or delay the fulfilment of the requirements of point 6.8.2;

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (c) the air carrier submits its security programme that is relevant and complete in respect of all points set out in Attachment 6-G, or confirms that the current programme is still up to date;
- (d) the air carrier submits a signed declaration where it confirms the commitment to continue the full and effective implementation of security requirements for which it had obtained the current or expired ACC3 status;
- (e) the designation of an air carrier as ACC3 under this point is granted for a period not exceeding six months from the date of the current or previous expiry, as appropriate;
- (f) the application, the air carrier security programme and the declaration of commitment are submitted either in writing or in electronic format.

Textual Amendments

F93 Inserted by Commission Implementing Regulation (EU) 2020/910 of 30 June 2020 amending Implementing Regulations (EU) 2015/1998, (EU) 2019/103 and (EU) 2019/1583 as regards the re-designation of airlines, operators and entities providing security controls for cargo and mail arriving from third countries, as well as the postponement of certain regulatory requirements in the area of cybersecurity, background check, explosive detection systems equipment standards, and explosive trace detection equipment, because of the COVID-19 pandemic (Text with EEA relevance).

6.8.1.8 Where applicable, the appropriate authority may agree with the relevant air carrier the postponement of the annual EU aviation security validations referred to in point 6.8.2.2 (2) (d), by adding them to the number of airports to be validated during the next year of the air carrier’s roadmap.

6.8.1.9 Within the temporary designation period referred to in point 6.8.1.7, the appropriate authority shall perform at the Member State’s airport or airports of arrival from the ACC3 location, at least three compliance monitoring activities in respect of the security controls applied by the ACC3 and the RA3 and KC3 parts of its supply chain. In the absence of direct flights operated by the ACC3 into the designating Member State, the performance of compliance monitoring activities shall be coordinated with another Member State where the ACC3 operates into.]

^{F94}6.8.2

^{F94}6.8.2.1

^{F94}6.8.2.2

^{F94}6.8.2.3

^{F94}6.8.2.4

^{F10}6.8.2.5

Textual Amendments

F94 Annex point 6.8.2-6.8.2.4 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 87; 2020 c. 1, Sch. 5 para. 1(1)

6.8.3 Security controls for cargo and mail arriving from [^{F95}another] country

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

[^{F1}6.8.3.1 The [^{F96}UK-ACC3] shall ensure that all cargo and mail carried for transfer, transit or unloading at a [^{F97}United Kingdom] airport is screened, unless:

Textual Amendments

- F96** Word in Annex point 6.8.3.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **89(a)**; 2020 c. 1, Sch. 5 para. 1(1)
- F97** Words in Annex point 6.8.3.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **89(b)**; 2020 c. 1, Sch. 5 para. 1(1)

- (a) the required security controls have been applied to the consignment by an ^{F98}... aviation security validated regulated agent (RA3) and the consignment has been protected from unauthorised interference from the time that those security controls were applied and until loading; or
- (b) the required security controls have been applied to the consignment by an ^{F99}... aviation security validated known consignor (KC3) and the consignment has been protected from unauthorised interference from the time that those security controls were applied and until loading; or
- (c) ^{F100}
- (d) the consignment is exempted from screening in accordance with point (d) of point 6.1.1 and protected from unauthorised interference from the time that it became identifiable air cargo or identifiable air mail and until loading.

Textual Amendments

- F98** Word in Annex point 6.8.3.1(a) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **89(c)**; 2020 c. 1, Sch. 5 para. 1(1)
- F99** Word in Annex point 6.8.3.1(b) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **89(c)**; 2020 c. 1, Sch. 5 para. 1(1)
- F100** Annex point 6.8.3.1(c) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **89(d)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F101} ...]

Textual Amendments

- F101** Words in Annex point 6.8.3.1 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **89(e)**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.3.2 Cargo and mail carried into the [^{F102}United Kingdom] shall be screened by one of the means and methods listed in point 6.2.1 to a standard sufficient to reasonably ensure that it contains no prohibited articles.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F102 Words in Annex point 6.8.3.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **90**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.3.3 The ^{F103}[UK-ACC3] shall ensure in respect of:

Textual Amendments

F103 Word in Annex point 6.8.3.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **91(a)**; 2020 c. 1, Sch. 5 para. 1(1)

- (a) transfer and transit cargo or mail that screening in accordance with point 6.8.3.2 or security controls have been applied by itself or by an ^{F104}... aviation security validated entity at the point of origin or elsewhere in the supply chain and such consignments have been protected from unauthorised interference from the time that those security controls were applied and until loading; and
- (b) high risk cargo and mail that screening in accordance with point 6.7 has been applied by itself or by an ^{F105}... aviation security validated entity at the point of origin or elsewhere in the supply chain, that such consignments have been labelled SHR and have been protected from unauthorised interference from the time that those security controls were applied and until loading.

Textual Amendments

F104 Word in Annex point 6.8.3.3(a) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **91(b)**; 2020 c. 1, Sch. 5 para. 1(1)

F105 Word in Annex point 6.8.3.3(b) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **91(b)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F1}6.8.3.4 When tendering consignments to which it has applied the required security controls to another ^{F106}[UK-ACC3] or RA3, the ^{F106}[UK-ACC3], RA3, or KC3 shall indicate in the accompanying documentation the unique alphanumeric identifier received from the designating appropriate authority.

Textual Amendments

F106 Word in Annex point 6.8.3.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **92**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.3.5 When accepting any consignments, an ^{F107}[UK-ACC3] or RA3 shall establish whether the air carrier or the entity from which it receives the consignments is another ^{F107}[UK-ACC3], RA3, or KC3 by the following means of:

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F107 Word in Annex point 6.8.3.5 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **93(a)**; 2020 c. 1, Sch. 5 para. 1(1)

- (a) verifying whether or not the unique alphanumeric identifier of the entity delivering the consignments is indicated on the accompanying documentation; and
- (b) confirming that the air carrier or entity delivering the consignment is listed as active in the ^{F108}... database on supply chain security for the specified airport or site, as appropriate.

Textual Amendments

F108 Word in Annex point 6.8.3.5(b) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **93(b)**; 2020 c. 1, Sch. 5 para. 1(1)

If there is no indication on the accompanying documentation of the identifier, or if the air carrier or entity delivering the consignments is not listed as active in the ^{F109}... database on supply chain security, it shall be deemed that no security controls have previously been applied, and the consignments shall be screened by the [^{F110}UK-ACC3] or by another ^{F111}... aviation security validated RA3 before being loaded onto the aircraft.]

Textual Amendments

F109 Word in Annex point 6.8.3.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **93(c)(i)**; 2020 c. 1, Sch. 5 para. 1(1)

F110 Word in Annex point 6.8.3.5 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **93(c)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)

F111 Word in Annex point 6.8.3.5 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **93(c)(iii)**; 2020 c. 1, Sch. 5 para. 1(1)

[^{F22}6.8.3.6] After the security controls referred to in points 6.8.3.1 to 6.8.3.5 have been applied, the [^{F112}UK-ACC3] or the ^{F113}... aviation security validated regulated agent (RA3) operating on its behalf shall ensure that the accompanying documentation, either in the form of an air waybill, equivalent postal documentation or in a separate declaration and either in an electronic format or in writing, indicate at least:

Textual Amendments

F112 Word in Annex point 6.8.3.6 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(a)**; 2020 c. 1, Sch. 5 para. 1(1)

F113 Word in Annex point 6.8.3.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(b)**; 2020 c. 1, Sch. 5 para. 1(1)

- (a) the unique alphanumeric identifier of the [^{F114}UK-ACC3]; and
- (b) the security status of the consignment as referred to in point (d) of point 6.3.2.6 and issued by an ^{F115}... aviation security validated regulated agent (RA3); and

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (c) the unique identifier of the consignment, such as the number of the house or master air waybill, when applicable; and
- (d) ^{F11}the content of the consignment, or indication of consolidation where applicable; and]
- (e) the reasons for issuing the security status, including the means or method of screening used or the grounds for exempting the consignment from screening, using the standards adopted in the Consignment Security Declaration scheme.

Textual Amendments

F114 Word in Annex point 6.8.3.6(a) substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(c)**; 2020 c. 1, Sch. 5 para. 1(1)

F115 Word in Annex point 6.8.3.6(b) omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(d)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F29}In the case of consolidations, the ^{F116}UK-ACC3] or the ^{F117}... aviation security validated regulated agent (RA3) who has performed the consolidation retains the information required above for each individual consignment at least until the estimated time of arrival of the consignments at the first airport in the ^{F118}United Kingdom] or for 24 hours, whichever is the longer.]]

Textual Amendments

F116 Word in Annex point 6.8.3.6 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(e)(i)**; 2020 c. 1, Sch. 5 para. 1(1)

F117 Word in Annex point 6.8.3.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(e)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)

F118 Words in Annex point 6.8.3.6 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **94(e)(iii)**; 2020 c. 1, Sch. 5 para. 1(1)

^{F119}6.8.3.7.....

Textual Amendments

F119 Annex point 6.8.3.7 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **95**; 2020 c. 1, Sch. 5 para. 1(1)

^{F29}6.8.3.8]Transit or transfer consignments arriving from a third country listed in Attachment 6-I whose accompanying documentation does not comply with point 6.8.3.6 shall be treated in accordance with Chapter 6.7 before the subsequent flight.]

^{F29}6.8.3.9]Transit or transfer consignments arriving from a third country not listed in Attachment 6-I whose accompanying documentation does not comply with point 6.8.3.6 shall be treated in accordance with Chapter 6.2 before the subsequent flight. Accompanying documentation of consignments arriving from a third country listed in Attachment 6-F shall at least comply with the ICAO Consignment Security Declaration scheme.]

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F95 Word in Annex point 6.8.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **88**; 2020 c. 1, Sch. 5 para. 1(1)

[^{F1}6.8.4 Designation of regulated agents and known consignors

[^{F120}6.8.4. Entities from another country being, or intending to be, part of the supply chain of an air carrier holding the status of UK-ACC3, may be designated as either ‘regulated agent for another country’ (RA3) or ‘third country known consignor’ (KC3).]

Textual Amendments

F120 Annex point 6.8.4.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **96**; 2020 c. 1, Sch. 5 para. 1(1)

[^{F121}6.8.4. To obtain designation, the entity shall address the request to the appropriate authority.]

Textual Amendments

F121 Annex point 6.8.4.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **97**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.4.3 Before designation, the eligibility to obtain RA3 or KC3 status in accordance with point 6.8.4.1 shall be confirmed.

6.8.4.4 The designation of an entity as RA3 or KC3 in respect of its cargo and mail operations (‘relevant cargo operations’) shall be based on the following:

- (a) the nomination of a person with overall responsibility on the entity's behalf for the implementation of cargo or mail security provisions in respect of the relevant cargo operation; and
- (b) [^{F122}an assessment by the appropriate authority of relevant evidence (which for the purpose of this Regulation may include a validation report)] confirming the implementation of security measures.

Textual Amendments

F122 Words in Annex point 6.8.4.4(b) substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **98**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.4.5 The appropriate authority shall allocate to the designated RA3 or KC3 a unique alphanumeric identifier in the standard format identifying the entity and the [^{F123}other] country for which it has been designated to implement security provisions in respect of cargo or mail bound for the [^{F124}United Kingdom].

Textual Amendments

F123 Word in Annex point 6.8.4.5 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **99(a)**; 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

F124 Words in Annex point 6.8.4.5 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **99(b)**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.4.6 The designation shall be valid from the date the appropriate authority has entered the entity's details into the ^{F125}... database on supply chain security, for a maximum period of three years.

Textual Amendments

F125 Word in Annex point 6.8.4.6 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **100**; 2020 c. 1, Sch. 5 para. 1(1)

^{F126}6.8.4.7.....

Textual Amendments

F126 Annex point 6.8.4.7 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **101**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.4.8 Designations of RA3 and KC3 issued before 1 June 2017 shall expire five years after their designation or on 31 March 2020, whichever date comes earlier.

^{F127}6.8.4.9.....

Textual Amendments

F127 Annex point 6.8.4.9 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **101**; 2020 c. 1, Sch. 5 para. 1(1)

^{F93}6.8.4. ¹During the period from 1 April to 31 December 2020, the appropriate authority may derogate from the process established in point 6.8.5 and temporarily designate a third country entity as RA3 or KC3, in the case where an EU aviation security validation could not take place for objective reasons which are related to the pandemic crisis caused by the COVID-19 and are beyond the responsibility of the entity. The designation shall be subject to the following conditions:

- (a) the entity holds an active RA3 or KC3 status, or has held a RA3 or KC3 status, provided it has not expired before 1 February 2020;
- (b) the entity applies for the new status to the appropriate authority currently holding the responsibility for its designation that is due to expire or has expired, confirming the existence of objective reasons beyond the responsibility of the entity that impede or delay the fulfilment of the requirements of point 6.8.5;
- (c) the entity submits its security programme that is relevant and complete in respect of the operations performed, or confirms that the current programme is still up to date;
- (d) the entity submits a signed declaration where it confirms the commitment to continue the full and effective implementation of security requirements for which it had obtained the current or expired RA3 or KC3 status;

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- (e) the designation of an entity as RA3 or KC3 under this point is granted for a period not exceeding six months from the date of the current or previous expiry, as applicable;
 - (f) the application, the entity's security programme and the declaration of commitment are submitted either in writing or in electronic format.
- 6.8.4.12 Entities referred to in point 6.8.4.8 whose RA3 or KC3 status expired in the period from 1 February 2020 to 31 March 2020, that because of the objective reasons referred to in point 6.8.4.11 could not undergo the process of EU aviation security validation established in point 6.8.5 and subsequent designation by an appropriate authority as set out in point 6.8.4, may apply for a temporary designation granted by the Commission, subject to the following conditions:
- (a) the entity applies for the RA3 or KC3 status to the Commission, confirming the existence of objective reasons beyond its responsibility that impede or delay the fulfilment of the requirements of point 6.8.5;
 - (b) the entity submits a signed declaration where it confirms both the commitment to continue the full and effective implementation of security requirements for which it had obtained the expired RA3 or KC3 status, and that its security programme is still up to date;
 - (c) the application and the declaration of commitment are submitted either in writing or in electronic format;
 - (d) the designation of an entity as RA3 or KC3 under this point is granted for a period not exceeding six months from the date of the previous expiry.]]

F128	6.8.5
F128	6.8.5.1
F128	6.8.5.2
F128	6.8.5.3
F128	6.8.5.4
F128	6.8.5.5
F128	6.8.5.6
F128	6.8.5.7

Textual Amendments

F128 Annex point 6.8.5-6.8.5.7 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **102**; 2020 c. 1, Sch. 5 para. 1(1)

[^{F22}6.8.6 Non-compliance and discontinuation of [^{F129}UK-ACC3], RA3 and KC3 designation

6.8.6.1 Non-Compliance

1. If the ^{F130}... appropriate authority identifies a serious deficiency relating to the operations of an [^{F131}UK-ACC3], an RA3 or a KC3, which is deemed to have a

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significant impact on the overall level of aviation security in the [F132United Kingdom] it shall:

- (a) inform the air carrier or entity concerned promptly, request comments and appropriate measures rectifying the serious deficiency; F133 ...
(b) F134

Textual Amendments

F133 Word in Annex point 6.8.6.1.1(a) omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 104(d); 2020 c. 1, Sch. 5 para. 1(1)

F134 Annex point 6.8.6.1.1(b) omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 104(e); 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

F130 Words in Annex point 6.8.6.1.1 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 104(a); 2020 c. 1, Sch. 5 para. 1(1)

F131 Word in Annex point 6.8.6.1.1 substituted (31.12.2020) by The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 104(b); 2020 c. 1, Sch. 5 para. 1(1)

F132 Words in Annex point 6.8.6.1.1 substituted (31.12.2020) by The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 104(c); 2020 c. 1, Sch. 5 para. 1(1)

2. Where the [F135UK-ACC3], the RA3 or the KC3 has not rectified the serious deficiency within a specific time-frame, or in case the [F135UK-ACC3], the RA3 or the KC3 does not react to the request set out in point (a) of point 6.8.6.1, the authority F136... shall:

- (a) deactivate the status as [F137UK-ACC3], RA3 or KC3 of the operator or entity in the F138... database on supply chain security; or
(b) request the appropriate authority responsible for the designation to deactivate the status as [F139UK-ACC3], RA3 or KC3 of the operator or entity in the F140... database on supply chain security.

Textual Amendments

F137 Word in Annex point 6.8.6.1.2(a) substituted (31.12.2020) by The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 105(b)(i); 2020 c. 1, Sch. 5 para. 1(1)

F138 Word in Annex point 6.8.6.1.2(a) omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 105(b)(ii); 2020 c. 1, Sch. 5 para. 1(1)

F139 Word in Annex point 6.8.6.1.2(b) substituted (31.12.2020) by The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 105(b)(i); 2020 c. 1, Sch. 5 para. 1(1)

F140 Word in Annex point 6.8.6.1.2(b) omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 105(b)(ii); 2020 c. 1, Sch. 5 para. 1(1)

F141 ...

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Textual Amendments

F141 Words in Annex point 6.8.6.1.2 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **105(c)**; 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

F135 Word in Annex point 6.8.6.1.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **105(a)(i)**; 2020 c. 1, Sch. 5 para. 1(1)

F136 Words in Annex point 6.8.6.1.2 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **105(a)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)

3. An air carrier or entity whose status, respectively as an ^{F142}UK-ACC3], RA3 or KC3, has been deactivated in accordance with point 6.8.6.1.2 shall not be reinstated or included in the ^{F143}... database on supply chain security until an ^{F144}... aviation security re-designation in accordance with 6.8.1 or 6.8.4 has taken place.

Textual Amendments

F142 Word in Annex point 6.8.6.1.3 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **106(a)**; 2020 c. 1, Sch. 5 para. 1(1)

F143 Word in Annex point 6.8.6.1.3 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **106(b)**; 2020 c. 1, Sch. 5 para. 1(1)

F144 Word in Annex point 6.8.6.1.3 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **106(c)**; 2020 c. 1, Sch. 5 para. 1(1)

4. If an air carrier or an entity is no longer a holder of the ^{F145}UK-ACC3], RA3 or KC3 status, the appropriate ^{F146}authority] shall undertake appropriate action to satisfy ^{F147}itself] that other ^{F148}UK-ACC3s], RA3s and KC3s under ^{F149}its] responsibility, operating in the supply chain of the air carrier or entity that has lost the status, still comply with the requirements of Regulation (EC) No 300/2008.

Textual Amendments

F145 Word in Annex point 6.8.6.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **107(a)**; 2020 c. 1, Sch. 5 para. 1(1)

F146 Word in Annex point 6.8.6.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **107(b)**; 2020 c. 1, Sch. 5 para. 1(1)

F147 Word in Annex point 6.8.6.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **107(c)**; 2020 c. 1, Sch. 5 para. 1(1)

F148 Word in Annex point 6.8.6.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **107(d)**; 2020 c. 1, Sch. 5 para. 1(1)

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F149 Word in Annex point 6.8.6.1.4 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **107(e)**; 2020 c. 1, Sch. 5 para. 1(1)

6.8.6.2 Discontinuation

1. The appropriate authority that designated the [^{F150}UK-ACC3], the RA3 or the KC3, is responsible for removing the details thereof from the ‘^{F151}... database on supply chain security’:
 - (a) at the request of or in agreement with the air carrier or the entity; or
 - (b) where the [^{F152}UK-ACC3], the RA3 or the KC3 does not pursue relevant cargo operations and does not react to a request for comments or otherwise obstructs the assessment of risk to aviation.

Textual Amendments

F152 Word in Annex point 6.8.6.2.1(b) substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **108(b)**; 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

- F150** Word in Annex point 6.8.6.2.1 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **108(a)(i)**; 2020 c. 1, Sch. 5 para. 1(1)
- F151** Word in Annex point 6.8.6.2.1 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **108(a)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)

2. If an air carrier or an entity is no longer a holder of the [^{F153}UK-ACC3], RA3 or KC3 status, the appropriate [^{F154}authority] shall undertake appropriate action to satisfy [^{F155}:itself] that other [^{F156}UK-ACC3s], RA3s and KC3s under [^{F157}:its] responsibility, operating in the supply chain of the air carrier or entity that has been discontinued, still comply with the requirements of Regulation (EC) No 300/2008.]

Textual Amendments

- F153** Word in Annex point 6.8.6.2.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **109(a)**; 2020 c. 1, Sch. 5 para. 1(1)
- F154** Word in Annex point 6.8.6.2.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **109(b)**; 2020 c. 1, Sch. 5 para. 1(1)
- F155** Word in Annex point 6.8.6.2.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **109(c)**; 2020 c. 1, Sch. 5 para. 1(1)
- F156** Word in Annex point 6.8.6.2.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **109(d)**; 2020 c. 1, Sch. 5 para. 1(1)

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

F157 Word in Annex point 6.8.6.2.2 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **109(e)**; 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

F129 Word in Annex point 6.8.6 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **103**; 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

F82 Words in Annex point 6.8 substituted (31.12.2020) by [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **81**; 2020 c. 1, Sch. 5 para. 1(1)

ATTACHMENT 6-A

DECLARATION OF COMMITMENTS — REGULATED AGENT

In accordance with Regulation (EC) No 300/2008 of the European Parliament and of the Council⁽²⁾ on ^{F158}... rules in the field of civil aviation security and its implementing acts,

Textual Amendments

F158 Word in Annex Ch. 6 Attachment 6-A omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **110(a)**; 2020 c. 1, Sch. 5 para. 1(1)

I declare that,

- to the best of my knowledge, the information contained in the company's security programme is true and accurate,
- the practices and procedures set out in this security programme will be implemented and maintained at all sites covered by the programme,
- this security programme will be adjusted and adapted to comply with all future relevant changes to ^{F159}... legislation, unless [name of company] informs [name of appropriate authority] that it no longer wishes to trade as a regulated agent,
- [name of company] will inform [name of appropriate authority] in writing of:
 - (a) minor changes to its security programme, such as company name, person responsible for security or contact details, change of person requiring access to the ^{F159}... database on supply chain security', promptly and at least within 10 working days; and
 - (b) major planned changes, such as new screening procedures, major building works which might affect its compliance with relevant ^{F159}... legislation or change of site/address, at least 15 working days prior to their commencement/the planned change,
- in order to ensure compliance with relevant ^{F159}... legislation, [name of company] will cooperate fully with all inspections, as required, and provide access to all documents, as requested by inspectors,
- [name of company] will inform [name of appropriate authority] of any serious security breaches and of any suspicious circumstances which may be relevant to air cargo/air mail security, in particular any attempt to conceal prohibited articles in consignments,

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- [name of company] will ensure that all relevant staff receive training in accordance with Chapter 11 of the Annex to Implementing Regulation (EU) 2015/1998 and are aware of their security responsibilities under the company's security programme; and
- [name of company] will inform [name of appropriate authority] if:
 - (a) it ceases trading;
 - (b) it no longer deals with air cargo/air mail; or
 - (c) it can no longer meet the requirements of the relevant ^{F159} ... legislation.

Textual Amendments

F159 Word in Annex Ch. 6 Attachment 6-A omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **110(b)**; 2020 c. 1, Sch. 5 para. 1(1)

I shall accept full responsibility for this declaration.

Name:

Position in company:

Date:

Signature:

ATTACHMENT 6-B

GUIDANCE FOR KNOWN CONSIGNORS

This guidance will help you to assess your existing security arrangements against the required criteria for known consignors as described in Regulation (EC) No 300/2008 of the European Parliament and of the Council⁽³⁾ and its implementing acts. This should enable you to ensure that you meet the requirements before arranging an official on-site validation visit.

It is important that the validator is able to talk to the right people during the validation visit (e.g. person responsible for security and person responsible for recruitment of staff). An EU checklist will be used to record the validator's assessments. Once the validation checklist is completed, the information contained in the checklist will be handled as classified information.

Please note that questions on the ^{F160} ... checklist are of two types: (1) those where a negative response will automatically mean that you cannot be accepted as a known consignor and (2) those which will be used to build up a general picture of your security provisions to allow the validator to reach an overall conclusion. The areas where a 'fail' will automatically be recorded are indicated by the requirements indicated in bold type below. If there is a 'fail' on the requirements indicated in bold **type**, the reasons will be given to you and advice on adjustments needed to pass.

Textual Amendments

F160 Word in Annex Ch. 6 Attachment 6-B omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **111(b)**; 2020 c. 1, Sch. 5 para. 1(1)

F161 ...

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F161 Words in Annex Ch. 6 Attachment 6-B omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **111(c)**; 2020 c. 1, Sch. 5 para. 1(1)

Introduction

The cargo must be originated by your company on the site to be inspected. This covers manufacture on the site and pick and pack operations where the items are not identifiable as air cargo until they are selected to meet an order. (See also Note.)

You will have to **determine where a consignment of cargo/mail becomes identifiable as air cargo/air mail** and demonstrate that you have the relevant measures in place to protect it from unauthorised interference or tampering. This will include details concerning the production, packing, storage and/or despatch.

Organisation and responsibilities

You will be required to provide details about your organisation (name, VAT or Chamber of Commerce number or Corporate registration number if applicable, ^{F162}...), address of the site to be validated and main address of organisation (if different from the site to be validated). The date of the previous validation visit and last unique alphanumeric identifier (if applicable) are required, as well as of the nature of the business, the approximate number of employees on site, name and title of the person responsible for air cargo/air mail security and contact details.

Textual Amendments

F162 Words in Annex Ch. 6 Attachment 6-B omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **111(d)**; 2020 c. 1, Sch. 5 para. 1(1)

Staff recruitment procedure

You will be required to provide details of your recruitment procedures for all staff (permanent, temporary or agency staff, drivers) with access to identifiable air cargo/air mail. The recruitment procedure shall include a **pre-employment check or a background check** in accordance with point 11.1 of the Annex to Implementing Regulation (EU) 2015/1998. The on-site validation visit will involve an interview with the person responsible for the recruitment of staff. He/she will need to present evidence (e.g. blank forms) to substantiate the company procedures. This recruitment procedure shall apply to staff recruited after 29 April 2010.

Staff security training procedure

You will need to demonstrate that **all staff** (permanent, temporary or agency staff, drivers) **with access to air cargo/air mail have received the appropriate training on security awareness matters**. This training shall take place in accordance with point 11.2.7 of the Annex to Implementing Regulation (EU) 2015/1998. Individual training records should be kept on file. **In addition, you will be required to show that all relevant staff implementing security controls have received training or recurrent training in accordance with Chapter 11 of the Annex to Implementing Regulation (EU) 2015/1998.**

Physical security

You will be required to demonstrate how your site is protected (e.g. a physical fence or barrier) and that relevant access control procedures are in place. Where applicable, you will be required to provide details of any possible alarm- and/or CCTV system. **It is essential that access to the area where air cargo/air mail is processed or stored, is controlled.** All doors, windows and other points of access to air cargo/air mail need to be secured or subject to access control.

Production (where applicable)

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

You will need to demonstrate that access to the production area is controlled and the production process supervised. If the product can be identified as air cargo/air mail in the course of production then you will have to show **that measures are taken to protect air cargo/air mail from unauthorised interference or tampering at this stage.**

Packing (where applicable)

You will need to demonstrate that access to the packing area is controlled and the packing process supervised. If the product can be identified as air cargo/air mail in the course of packing then you will have to show **that measures are taken to protect air cargo/air mail from unauthorised interference or tampering at this stage.**

You will be required to provide details of your packing process and show that all finished goods are checked prior to packing.

You will need to describe the finished outer packing and demonstrate that it is robust. You also have to demonstrate how the finished outer packing is made tamper evident, for example by the use of numbered seals, security tape, special stamps or cardboard boxes fixed by a tape. You also need to show that you hold those under secure conditions when not in use and control their issue.

Storage (where applicable)

You will need to demonstrate that access to the storage area is controlled. If the product can be identified as air cargo/air mail while being stored then you will have to show **that measures are taken to protect air cargo/air mail from unauthorised interference or tampering at this stage.**

Finally, **you will have to demonstrate that finished and packed air cargo/air mail is checked before despatch.**

Despatch (where applicable)

You will need to demonstrate that access to the despatch area is controlled. If the product can be identified as air cargo/air mail in the course of despatch then you will have to show **that measures are taken to protect air cargo/air mail from unauthorised interference or tampering at this stage.**

Transportation

You will have to provide details concerning the method of transportation of cargo/mail to the regulated agent.

If you use your own transport, you will have to demonstrate that your drivers have been trained to the required level. **If a contractor is used by your company, you will have to ensure that a) the air cargo/air mail is sealed or packed by you so as to ensure that any tampering would be evident and b) the haulier declaration as contained in Attachment 6-E of the Annex to Implementing Regulation (EU) 2015/1998 has been signed by the haulier.**

If you are responsible for the transportation of air cargo/air mail, you will have to show that the means of transport **are securable**, either through the use of seals, if practicable, or any other method. Where numbered seals are used, you will have to demonstrate that access to the seals is controlled and numbers are recorded; if other methods are used you will have to show how cargo/mail is made tamper evident and/or kept secure. In addition you will need to show that there are measures in place to verify the identity of the drivers of vehicles collecting your air cargo/air mail. You will also need to show that you ensure that cargo/mail is secure when it leaves the premises. **You will have to demonstrate that air cargo/air mail is protected from unauthorised interference during transportation.**

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

You will not have to provide evidence about driver training or a copy of the haulier declaration where a regulated agent has made the transport arrangements for collecting air cargo/air mail from your premises.

Consignor's responsibilities

You will need to declare that you will accept unannounced inspections by the appropriate authority's inspectors for the purpose of monitoring these standards.

You will also need to declare to provide [name of appropriate authority] with the relevant details promptly but at least within 10 working days if:

- (a) **the overall responsibility for security is assigned to anyone other than the person named**
- (b) **there are any other changes to premises or procedures likely to significantly impact on security**
- (c) **your company ceases trading, no longer deals with air cargo/air mail or can no longer meet the requirements of the relevant ^{F163} ... legislation.**

Textual Amendments

F163 Word in Annex Ch. 6 Attachment 6-B omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **111(a)(e)**; 2020 c. 1, Sch. 5 para. 1(1)

Finally, you will need to declare to maintain standards of security until the subsequent on-site validation visit and/or inspection.

You will then be required to accept full responsibility for the declaration and to sign the validation document.

NOTES:

Explosive and incendiary devices

Assembled explosive and incendiary devices may be carried in consignments of cargo if the requirements of all safety rules are met in full.

Consignments from other sources

A known consignor may pass consignments which it has not itself originated to a regulated agent, provided that:

- (a) they are separated from consignments which it has originated; and
- (b) the origin is clearly indicated on the consignment or on accompanying documentation.

All such consignments must be screened before they are loaded on to an aircraft.

ATTACHMENT 6-C

VALIDATION CHECKLIST FOR KNOWN CONSIGNORS

Completion notes:

When completing this form please note that:

- Items marked '(*)' are required data and **MUST** be completed.
- If the answer to any question in **bold type** is **NO**, the validation **MUST** be assessed as a **FAIL**. This does not apply where the questions do not apply.
- The overall assessment can only be assessed as a **PASS** after the consignor has signed the declaration of commitments on the last page.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

- The original declaration of commitments must be retained by or made available to the appropriate authority until the validation expires. A copy of the declaration should also be given to the consignor.

PART 1

Organisation and responsibilities

1.1	Date of validation (*)	
	dd/mm/yyyy	
1.2	Date of previous validation and Unique Identifier where applicable	
	dd/mm/yyyy	
	UNI	
1.3	Name of organisation to be validated (*)	
	Name	
	VAT/Chamber of Commerce number/Corporate registration number (if applicable)	
1.4	F164 ...	
1.5	Address of site to be validated (*)	
	Number/Unit/Building	
	Street	
	Town	
	Postcode	
	Country	
1.6	Main address of organisation (if different from site to be validated, provided that it is in the same country)	
	Number/Unit/Building	
	Street	
	Town	
	Postcode	
	Country	
1.7	Nature of Business(es) — types of cargo processed	
1.8	Is the applicant responsible for:	
	(a) Production	
	(b) Packing	

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

(c)	Storage	
(d)	Dispatch	
(e)	Other, please specify	
1.9	Approximate number of employees on site	
1.10	Name and title of person responsible for air cargo/air mail security (*)	
	Name	
	Job title	
1.11	Contact telephone number	
	Tel. no.	
1.12	E-mail address (*)	
	E-mail	

Textual Amendments

F164 Words in Annex Ch. 6 Attachment 6-C Pt. 1 omitted (31.12.2020) by virtue of [The Aviation Security \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/547\)](#), regs. 1, **112(a)**; 2020 c. 1, Sch. 5 para. 1(1)

PART 2

Identifiable air cargo/air mail

Aim: To establish the point (or: place) where cargo/mail becomes identifiable as air cargo/air mail.

- 2.1 By inspection of the production, packing, storage, selection, despatch and any other relevant areas, ascertain where and how a consignment of air cargo/air mail becomes identifiable as such.

Describe:

NB: Detailed information should be given on the protection of identifiable air cargo/air mail from unauthorised interference or tampering in Parts 5 to 8.

PART 3

Staff recruitment and training

Aim: To ensure that all staff (permanent, temporary, agency staff, drivers) with access to identifiable air cargo/air mail have been subject to an appropriate pre-employment check and/or background check as well as trained in accordance with point 11.2.7 of the Annex to Implementing Regulation (EU) 2015/1998. In addition, to ensure that all staff implementing security controls in respect of supplies are trained in accordance with Chapter 11 of the Annex to Implementing Regulation (EU) 2015/1998.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

Whether or not 3.1 and 3.2 are questions in **bold type** (and thus where a *NO* answer must be assessed as a fail) depends on the applicable national rules of the State where the site is located. However, at least one of these two questions shall be in **bold type**, whereby it should also be allowed that where a background has been carried out, then a pre-employment check is no longer required. The person responsible for implementing security controls shall always have a background check.

3.1 **Is there a recruitment procedure for all staff with access to identifiable air cargo/air mail which includes a pre-employment check in accordance with point 11.1.4 of the Annex to Implementing Regulation (EU) 2015/1998? This applies to staff recruited after 29 April 2010.**

YES or NO	
If YES, which type	

3.2 **Does this recruitment procedure also include a background check, including a check on criminal records, in accordance with point 11.1.3 of the Annex to Implementing Regulation (EU) 2015/1998?**

This applies to staff recruited after 29 April 2010.

YES or NO	
If YES, which type	

3.3 **Does the appointment process for the named person responsible for the application and supervision of the implementation of security controls at the site include a requirement for a background check, including a check on criminal records in accordance with point 11.1.3 of the Annex to Implementing Regulation (EU) 2015/1998?**

YES or NO	
If YES, describe	

3.4 **Do staff with access to identifiable air cargo/air mail receive security awareness training in accordance with point 11.2.7 of the Annex to Implementing Regulation (EU) 2015/1998 before being given access to identifiable air cargo/air mail? Do staff implementing security controls in respect of supplies receive training in accordance with Chapter 11 of the Annex to Implementing Regulation (EU) 2015/1998?**

YES or NO	
If YES, describe	

3.5 **Do staff (as referred to above) receive refresher training in accordance with the frequency established for this training?**

YES or NO	
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3.6 **Assessment — Are the measures sufficient to ensure that all staff with access to identifiable air cargo/air mail and staff implementing security controls have been properly recruited and trained in accordance with Chapter 11 of the Annex to Implementing Regulation (EU) 2015/1998?**

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

YES or NO	
If NO, specify reasons	

PART 4

Physical security

Aim: To establish if there is a level of (physical) security on the site or at the premises sufficient to protect identifiable air cargo/air mail from unauthorised interference.

4.1	Is the site protected by a physical fence or barrier?
YES or NO	
4.2	Are all the access points to the site subject to access control?
YES or NO	
4.3	If YES, are the access points...?
	Staffed
	Manual
	Automatic
	Electronic
	Other, specify
4.4	Is the building of sound construction?
YES or NO	
4.5	Does the building have an effective alarm system?
YES or NO	
4.6	Does the building have an effective CCTV system?
YES or NO	
4.7	If yes, are the images of the CCTV recorded?
YES or NO	
4.8	Are all doors, windows and other points of access to identifiable air cargo/air mail secure or subject to access control?
YES or NO	
4.9	If no, specify reasons

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

4.10 **Assessment: Are the measures taken by the organisation sufficient to prevent unauthorised access to those parts of the site and premises where identifiable air cargo/air mail is processed or stored?**

YES or NO	
If NO, specify reasons	

PART 5

Production

Aim: To protect identifiable air cargo/air mail from unauthorised interference or tampering.

Answer these questions where the product could be identified as air cargo/air mail in the course of the production process.

5.1 Is access controlled to the production area?

YES or NO	
-----------	--

5.2 If YES, how?

5.3 Is the production process supervised?

YES or NO	
-----------	--

5.4 If YES, how?

5.5 Are controls in place to prevent tampering at the stage of production?

YES or NO	
-----------	--

If YES, describe

5.6 **Assessment: Are measures taken by the organisation sufficient to protect identifiable air cargo/air mail from unauthorised interference or tampering during production?**

YES or NO	
If NO, specify reasons	

PART 6

Packing

Aim: To protect identifiable air cargo/air mail from unauthorised interference or tampering.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

Answer these questions where the product could be identified as air cargo/air mail in the course of the packing process.

6.1 Is the packing process supervised?

YES or NO

6.2 If YES, how?

6.3 Please describe the finished outer packaging:

(a) Is the finished outer packaging robust?

YES or NO

Describe:

(b) Is the finished outer packaging tamper evident?

YES or NO

Describe:

6.4 (a) Are numbered seals, security tape, special stamps or cardboard boxes fixed by a tape used to make air cargo/air mail tamper evident?

YES or NO

If YES:

6.4 (b) Are the seals, security tape or special stamps held under secure conditions when not in use?

YES or NO

Describe:

6.4 (c) Is the issue of numbered seals, security tape, and/or stamps controlled?

YES or NO

Describe:

6.5 If the answer to 6.4 (a) is YES, how is this controlled?

6.6 **Assessment: Are the packing procedures sufficient to protect identifiable air cargo/air mail from unauthorised interference and/or tampering?**

YES or NO

If NO, specify reasons

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

PART 7

Storage

Aim: To protect identifiable air cargo/air mail from unauthorised interference or tampering.

Answer these questions where the product could be identified as air cargo/air mail in the course of the storage process.

7.1	Is the finished and packed air cargo/air mail stored securely and checked for tampering?
YES or NO	
7.2	Assessment: Are the storage procedures sufficient to protect identifiable air cargo/air mail from unauthorised interference and/or tampering?
YES or NO	
If NO, specify reasons	

PART 8

Despatch

Aim: To protect identifiable air cargo/air mail from unauthorised interference or tampering.

Answer these questions where the product could be identified as air cargo/air mail in the course of the despatch process.

8.1	Is access controlled to the despatch area?
YES or NO	
8.2	If YES, how?
8.3	Who has access to the despatch area?
Employees?	
YES or NO	
Drivers?	
YES or NO	
Visitors?	
YES or NO	
Contractors?	
YES or NO	

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

8.4 Assessment: Is the protection sufficient to protect the air cargo/air mail from unauthorised interference or tampering in the despatch area?

YES or NO

If NO, specify reasons

PART 8A

Consignments from other sources

Aim: to establish the procedures for dealing with unsecured consignments.

Answer these questions only if consignments for carriage by air are being accepted from other companies.

8A.1 Does the company accept consignments of cargo intended for carriage by air from any other companies?

YES OR NO

8A.2 If YES, how are these kept separate from the company's own cargo and how are they identified to the regulated agent/haulier?

PART 9

Transportation

Aim: To protect identifiable air cargo/air mail from unauthorised interference or tampering.

9.1 How is the air cargo/air mail conveyed to the regulated agent?

(a) By, or on behalf of, the regulated agent?

YES or NO

(b) Consignor's own transport?

YES or NO

(c) Contractor used by the consignor?

YES or NO

**9.2 Where a contractor is used by the consignor:
— is the air cargo/air mail being sealed or packed before transportation so as to ensure that any tampering would be evident? and
— has the haulier declaration been signed by the haulier?**

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

YES or NO	
Only answer the following questions where 9.1(b) or 9.1(c) applies	
9.3	Is the cargo compartment of the transport vehicle securable?
YES or NO	
If YES, specify how...	
9.4 (a)	Where the cargo compartment of the transport vehicle is securable, are numbered seals used?
YES or NO	
(b)	Where numbered seals are used, is access to the seals controlled and the numbers recorded on issue?
YES or NO	
If YES, specify how...	
9.5	Where the cargo compartment of the transport vehicle is not securable, is the air cargo/air mail tamper evident?
YES or NO	
9.6	If YES, describe tamper evidence employed.
9.7	If NO, how is it kept secure?
9.8	Assessment: Are the measures sufficient to protect air cargo/air mail from unauthorised interference during transportation?
YES or NO	
If NO, specify reasons	

DECLARATION OF COMMITMENTS

I declare that:

- **I will accept unannounced inspections by the appropriate authority's inspectors for the purpose of monitoring these standards. If the inspector discovers any serious lapses in security, this could lead to the withdrawal of my status as known consignor.**
- **I will provide [name of appropriate authority] with the relevant details promptly but at least within 10 working days if:**
 - **the overall responsibility for security is assigned to anyone other than the person named at point 1.10;**
 - **there are any other changes to premises or procedures likely to significantly impact on security; and**
 - **the company ceases trading, no longer deals with air cargo/air mail or can no longer meet the requirements of the relevant ^{F165}... legislation.**
- **I will maintain standards of security until the subsequent on-site validation visit and/or inspection.**

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

I shall accept full responsibility for this declaration.

Textual Amendments

F165 Word in Annex Ch. 6 Attachment 6-C Pt. 9 omitted (31.12.2020) by virtue of The Aviation Security (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/547), regs. 1, 112(b); 2020 c. 1, Sch. 5 para. 1(1)

Signed

Position in company

Assessment (and notification)

Pass/Fail

Where the overall assessment is a fail, list below the areas where the signor fails to achieve the required standard of security or has a specific vulnerability. Also advice on the adjustments needed to achieve the required standard and thus to pass.

Signed

(Name of validator)

F166 ATTACHMENT 6-C2

.....

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

- (1) [^{F1}Commission Regulation (EC) No 272/2009 of 2 April 2009 supplementing the common basic standards on civil aviation security laid down in the Annex to Regulation (EC) No 300/2008 of the European Parliament and of the Council (OJ L 91, 3.4.2009, p. 7).]
- (2) Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).
- (3) Regulation (EC) No 300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 (OJ L 97, 9.4.2008, p. 72).

Textual Amendments

- F1** Substituted by [Commission Implementing Regulation \(EU\) 2017/815 of 12 May 2017 amending Implementing Regulation \(EU\) 2015/1998 as regards clarification, harmonisation and simplification of certain specific aviation security measures \(Text with EEA relevance\)](#).

Changes to legislation:

There are outstanding changes not yet made to Commission Implementing Regulation (EU) 2015/1998. Any changes that have already been made to the legislation appear in the content and are referenced with annotations.

[View outstanding changes](#)

Changes and effects yet to be applied to :

- Annex Point 11.0.9 addition by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.2 Point (l) addition by [EUR 2019/103 Regulation](#)
- Annex Point 11.0.8 addition by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.8 addition by [EUR 2019/1583 Regulation](#)
- Annex Point 1.0.6 addition by [EUR 2019/1583 Regulation](#)
- Annex Point 1.7 addition by [EUR 2019/1583 Regulation](#)
- Annex point 6.3.1 omitted by [S.I. 2024/228 reg. 11\(2\)\(a\)](#)
- Annex point 6.4.1 omitted by [S.I. 2024/228 reg. 11\(2\)\(b\)](#)
- Annex Attachment 6-A omitted by [S.I. 2024/228 reg. 11\(2\)\(c\)](#)
- Annex Attachment 6-B omitted by [S.I. 2024/228 reg. 11\(2\)\(d\)](#)
- Annex Attachment 6-C omitted by [S.I. 2024/228 reg. 11\(2\)\(e\)](#)
- Annex point 8.1.3 omitted by [S.I. 2024/228 reg. 11\(2\)\(f\)](#)
- Annex Attachment 8-A omitted by [S.I. 2024/228 reg. 11\(2\)\(g\)](#)
- Annex Point 6.1.3 repeal by [EUR 2019/103 Regulation](#)
- Annex Point 1.2.3 replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.7 Point (a) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.6.2 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.2 Point (k) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.8 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.2 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.1 replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.7 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.6 Point (a) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.3 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.5.1 Point (a) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.10 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.6.3.5 Point (a) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.2.3.9 Point (b) replacement by [EUR 2019/103 Regulation](#)
- Annex Point 11.1.2 replacement by [EUR 2019/1583 Regulation](#)
- Annex point 12.0.1 words omitted by [S.I. 2019/547 reg. 125\(2\)](#) (This amendment not applied to legislation.gov.uk. Reg. 125(2) substituted immediately before IP completion day by S.I. 2020/798, regs. 1, 2(a))

Changes and effects yet to be applied to the whole legislation item and associated provisions

- Annex Ch. 6 omitted by [S.I. 2024/590 reg. 2\(2\)](#)
- Annex Ch. 8 omitted by [S.I. 2024/590 reg. 2\(2\)](#)
- Annex Ch. 12 omitted by [S.I. 2024/590 reg. 2\(2\)](#)
- Annex Ch. 7.0 Point 7.0 omitted by [S.I. 2024/590 reg. 2\(3\)\(a\)](#)
- Annex Ch. 7.0 Point 7.1.1 omitted by [S.I. 2024/590 reg. 2\(3\)\(b\)](#)
- Annex Ch. 9 Point 9.0.2(c) substituted by [S.I. 2024/590 reg. 2\(4\)\(a\)](#)
- Annex Ch. 9 Point 9.0.2(d) substituted by [S.I. 2024/590 reg. 2\(4\)\(b\)](#)