

**THE CIVIL AVIATION SECURITY REGULATIONS
2019**

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THE CIVIL AVIATION SECURITY REGULATIONS, 2019

1. Short Title

(1) Pursuant to Article 2 *bis* of Law 15 of 2002 as Amended (2018), the President of the Civil Aviation Authority (QCAA) hereby makes the following Regulations.

(2) These Regulations may be cited as the Civil Aviation Security Regulations, 2019.

PART I INTERPRETATION

2. Interpretation

(1) For the purpose of these Regulations:

“act of unlawful interference” means an act which seeks to or jeopardizes the safety of civil aviation and air transport such as:

- (a) unlawful seizure of an aircraft in flight or on the ground;
- (b) hostage taking on board an aircraft or at an airport;
- (c) forcible intrusions on board an aircraft at an airport or at the premises of an aeronautical facility;
- (d) introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes; or
- (e) communication of false information so as to jeopardize the safety of aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or at the premises of a civil aviation facility;

In addition, for the purposes of these Regulations, it shall include any act mentioned in Chapter 14 of Qatar Law 15 (as Amended);

“aerial work” means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying observation and patrol, search and rescue, aerial advertisement, etc.

“airport” is a defined area in land or water associated with buildings, installations and equipment which is either wholly or partly used for take-off, landing and surface movement of aircraft. For the purposes of these regulations, the following additional interpretations apply:

(a) International airport means any airport with international commercial air transport operations offered by national and foreign aircraft operators;

“airport operator” means the holder of an approval from the Authority to manage and operate that airport;

“airport tenant” means any enterprise that is resident at an airport and offers services and products at that airport;

“aircraft operator” means a national aircraft operator and a foreign aircraft operator;

“Aircraft Operators Security Programme” means the written security programme developed by aircraft operators which is approved by the Authority;

“aircraft security check” means an inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purposes of discovering suspicious objects, weapons explosives or other dangerous devices.

“aircraft security search” means a thorough inspection of the interior and exterior of the aircraft for the purposes of discovering suspicious objects, weapons or other dangerous devices, articles and substances.

“Airport Security Programme” means the written security programme developed by an airport operator which is approved by the Authority;

“airside” means the movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.

“Airport Authority” means the entity granted approval by the Authority for the management and operation of an airport;

“audit” shall mean any procedure or process used for compliance monitoring undertaken at national level. It covers security audits, inspections, surveys, tests and investigations;

“auditor” shall mean any person conducting audits and/or inspections at national level;

“Authority” means the Qatar Civil Aviation Authority (QCAA), as specified to ICAO as the body responsible for the coordination of the development, implementation, and maintenance of the National Civil Aviation Security Programme

“ aviation security officer” means:

- (a) a person who is trained in accordance with the security training requirements of the appropriate approved Security Programme and who has been appointed as an aviation security officer by the programme holder; and

(b) any member of the Qatar Ministry of Interior when assigned airport security duties;

“aviation security screening officer” means a person who by virtue of his/her recruitment and training has been employed by the Ministry of Interior or Security programme holder to carry out aviation security screening duties, and who has been certified as such by the Authority;

“background check” means a check of a person’s identity and previous experience, including any criminal history, as part of an assessment of an individual’s suitability to implement a security control and/or for unescorted access to a security restricted area;

“cargo” means any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.

“carry-on baggage” means luggage and personal belongings to which a person will have access while on board an aircraft;

“catering stores” means all items, other than catering supplies, associated with passenger in-flight services, that includes newspapers, magazines, headphones, audio and video tapes, pillows and blankets, amenity kits;

“catering supplies” means food, beverages, other dry stores and associated equipment used on board an aircraft;

“President” shall mean the President of the Qatar Civil Aviation Authority;

“checked baggage” means luggage and personal belongings accepted for transportation by an aircraft operator which is loaded into the hold of the aircraft, and to which a person will not have access while on board an aircraft;

“commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

“corporate aviation” means the non-commercial operation or use of an aircraft by an entity for the carriage of passengers and or goods flown by a professional pilot employed to fly the aircraft.

“dangerous goods” means articles or substances which are capable of posing significant risk to health, safety or property when transported by air, and which are classified according to the International Civil Aviation Organization Technical Instructions for the Safe Transport of Goods by Air;

“deficiency” shall mean failure to comply with aviation security requirements;

“escort” means to accompany or supervise an individual who does not have unescorted access to areas restricted for security purposes, as identified in the Airport Security Programme;

“firearm” has the meaning given to it in appropriate Qatar legislation;

“foreign air operator” means an aircraft operator who conducts international commercial air transport operations under the terms of an air operator certificate issued by a State other than Qatar;

“flight catering operator” means any enterprise that provides catering supplies for consumption on board an aircraft in flight engaged in the carriage of passengers;

“general aviation” means an aircraft operation other than a commercial air transport operation or an aerial work operation;

“goods” means personal belongings, baggage, cargo, mail, article, thing or conveyance that may be taken or placed on board an aircraft or taken into a restricted area;

“incendiary device” means an object, other than a match or pocket lighter, that is fabricated with combustible materials and when ignited may cause fire damage to property or inflict burn injuries on individuals;

“In-Flight Security Officer” means a person who is employed and trained by the Government of Qatar, or by the Government of another State, to travel on an aircraft with the purpose of protecting that aircraft and its occupants against acts of unlawful interference. This excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft, such as personal bodyguards;

“inspection” shall mean an examination of the implementation of one or more aspects of security measures and procedures in order to determine how effectively they are being carried out;

“investigation” shall mean an examination of a security incident and an explanation of its cause in order to avoid recurrence and to consider possible legal action;

“known consignor” means an entity that manufactures, constructs, assembles or packages goods as a consignment for transport by air;

“national aircraft operator” means an aircraft operator operating under the authority of an air operators certificate issued by the Qatar Civil Aviation Authority;

“person in custody” means a person who is for the time being under the control of a law enforcement officer;

“personal search” means a search of the clothing of a person and personal belongings for prohibited items by a designated aviation security officer, an aviation security screening officer or a member of the Qatar Ministry of Interior;

“quality control programme” shall mean the National Civil Aviation Security Quality Control Programme;

“record” includes any writing, drawing, map, tape, film, photograph, or other means by which information is preserved;

“regulated agent” means an agent, freight forwarder or any other entity who conducts business with an aircraft operator and provides security controls that are accepted or authorized by the Authority in respect of cargo, courier and express parcels or mail;

“restricted area” means any area of an airport that is identified as an area to which access is restricted to authorized persons;

“restricted area permit” means a document issued by the designated airport permit issuing authority, that entitles the holder to have access to a specific restricted area of an airport during a specified period;

“screening” means the application of technical or other means which are intended to detect weapons, explosives or other prohibited items which have been designated as dangerous to aviation security;

“screening staff” includes an aviation security screening officer;

“security programme” means an Airport Operator Security Programme, National Aircraft Operator Security Programme, Foreign Aircraft Operator Security Programme, Flight Catering Operator Security Programme, Tenant Restricted Area Security Programme and a Regulated Agent Security Programme, where applicable;

“security audit” shall mean an in-depth examination of all aspects of security measures and procedures in order to determine if they are being implemented on a continual basis and to a consistent standard;

“security directive” means a formal written notification from the President of QCAA requiring the recipient to take such security measures as are specified within the directive;

“security incident” shall mean an occurrence with negative implications for the security and safety of persons and property;

“security restricted area” means those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied

“survey” shall mean an evaluation of operations in order to determine security needs. This includes the identification of vulnerabilities which could be exploited to carry out an act of unlawful interference, despite the implementation of security measures and procedures, and the recommendation of compensatory protective measures commensurate with the threat to address any identified risk;

“Technical Instructions” means the International Civil Aviation Organization Instructions for the transport of Dangerous Goods by air;

“tenant restricted area” means any area at, or connected to, an airport that has been declared as such in accordance with the appropriate Airport (Restricted Area) Regulations;

“test” shall mean a trial of aviation security measures, where the Authority introduces or simulates intent to commit an unlawful act for the purpose of examining the efficiency and implementation of existing security measures.

“transit passenger” means a passenger departing from an airport on the same flight on which he/she arrived;

“transfer passenger” means a passenger making direct connection between two different flights; and

“weapon” means anything designed, used or capable of inflicting harm and includes a firearm.

3. Applicability

(1) These Regulations apply to:

- (a) the operator of Hamad International Airport (HIA);
- (b) MOI Airport Security Department;
- (c) staff of national aircraft operators;
- (d) staff of foreign aircraft operators;
- (e) airport tenants and/or operators of Tenant Restricted Areas at Hamad International Airport;

- (f) any person within the boundaries of Hamad International Airport;
- (g) any person who offers goods for transport by air;
- (h) any person who provides a service to an aircraft or airport operator;
- (i) any person on board an aircraft inbound to Doha or outbound from Doha; and
- (j) all staff having access to Hamad International Airport.

PART II
NATIONAL ORGANISATION

4. Authority and National Civil Aviation Security Programme

(1) The Qatar Civil Aviation Authority (QCAA) is designated as the Authority for aviation security within Qatar, as specified to the International Civil Aviation Organisation (ICAO), and is responsible for the development, maintenance, application, monitoring and enforcement of the National Civil Aviation Security Programme (NCASP) in accordance with Article 11 of Law # 15 of 2002 as Amended (2018).

(2) The Authority shall establish a written National Civil Aviation Security Programme (NCASP) developed in accordance with Article 11 *bis* of Law # 15 of 2002 as Amended (2018).

(3) The NCASP is the repository of national policy of the Government of Qatar in the discharge of its responsibilities to apply the Standards and Recommended Practices of ICAO Annexes with regard to civil aviation security measures implemented within Qatar and on Qatar registered aircraft, and shall specify the agencies responsible for the implementation of that policy.

(4) Any person, assigned responsibility for a specific function or task within the NCASP who fails to carry out that function or task, to the standard specified in the NCASP commits an offence under these Regulations, and shall be liable.

PART III
SECURITY PROGRAMMES

5. General Conditions for Security Programme

(1) A Civil Aviation Authority approved airport operator shall not operate the designated airport unless he implements an Airport Security Programme that has been approved by the Qatar Civil Aviation Authority.

(2) An aircraft operator shall not operate a Qatar registered aircraft within Qatar or internationally unless he implements an Aircraft Operator Security Programme that has been approved by the Qatar Civil Aviation Authority.

(3) A foreign aircraft operator shall not operate in Qatar unless these operations are governed by an Aircraft Operator Security Programme that has been accepted by the Qatar Civil Aviation Authority.

(4) A person shall not operate an enterprise or an organization whose purpose is the movement of cargo by air, unless he implements a Cargo Operator Security Programme that has been approved by the Qatar Civil Aviation Authority.

(5) A person shall not operate an enterprise or an organization whose purpose is the provision of catering supplies and stores for use in air transport unless he implements a Flight Catering Operator Security Programme that has been approved by the Qatar Civil Aviation Authority.

(6) A person shall not operate an enterprise or an organization which provides a service at, or connected with, any international airport within Qatar unless he implements an Aviation Service Provider Security Programme or Tenant Restricted Area Security Programme that has been approved by the Qatar Civil Aviation Authority.

(7) Where a person wishes his proposed security programme under this Regulation to be approved by the Authority he shall:

- (a) submit such security programme in writing at least sixty (60) days before the intended date of operations; and
- (b) meet the requirements of these Regulations.

(8) A security programme approved by the Qatar Civil Aviation Authority shall be designed to safeguard against acts of unlawful interference and shall be in such form, manner and content as specified by the Qatar Civil Aviation Authority, and subject to any conditions imposed by the Qatar Civil Aviation Authority

6. Approval of Security Programmes

- (1) Where the President is satisfied that a security programme submitted under Regulation 5, meets the requirements of these Regulations and does not conflict with the Qatar NCASP, he may approve, in the case of a national entity, or accept, in the case of a foreign aircraft operator, such security programme.
- (2) Where the President determines that a security programme submitted under Regulation 5 requires modification he may direct the applicant to modify and re-submit the security programme for the approval of the Authority.
- (3) Where the President is satisfied that the submitted security programme does not meet the requirements of these Regulations and is in conflict with the Qatar NCASP, then such Security Programme will not be approved and the programme holder, if he continues operations, commits an offence against these Regulations.

7. Modifications to Operational Particulars Affecting Security

- (1) Where a security programme has been approved or accepted by the Authority (hereinafter referred to as “an approved Security Programme”), the programme holder shall follow the procedures under subsection (2), whenever he determines that a material change in any of the particulars of that approved Security Programme has occurred that could have an impact on the standard of security applied.
- (2) Whenever a condition described in subsection (1), occurs the programme holder shall:
 - (a) immediately notify the President of the changed condition, and identify each interim measure being taken to maintain adequate security until approval is granted for an appropriate amendment to his approved Security Programme; and
 - (b) within thirty days after notifying the President in accordance with paragraph (a), submit for approval in accordance with Regulation 21, an amendment to his Security Programme to bring it into compliance with these Regulations.

8. Amendment of Approved Security Programmes

(1) Where a programme holder wishes to amend or revise his approved Security Programme, he shall submit the request for such approval or revision to the Authority as soon as possible, and before the proposed effective date of intended implementation of the amended approved Security Programme.

(2) When the President is satisfied that the proposed amendment or revision to the approved Security Programme provides the level of security required by these Regulations, he may approve the amended approved Security Programme.

9. Standards for Security Oversight of Programmes

(1) Any holder of an approved Security Programme to which these Regulations apply, shall ensure that:

- (a) a person authorized to perform a security related function on his behalf has knowledge of:
 - (i) the relevant provisions of these Regulations, applicable Security Directives and information circulars promulgated; and
 - (ii) elements of the approved Security Programme required for the performance of his or her functions;

PART IV
AIRPORT SECURITY

10. Airport Operator Responsibilities

(1) An airport operator shall, prior to the implementation of any renovation and expansion works to his airport or the construction of additional airport facilities at the same location, submit to the Authority a revision of the measures contained in his approved security programme, which are designed to safeguard against acts of unlawful interference which may arise until the renovation or expansion is completed.

(2) Where a foreign aircraft operator uses the facilities of a Qatar airport, the President may, upon application from the foreign air operator's Appropriate Authority for security, give approval for the conduct of quality control activities, including inspections, by that Appropriate Authority of such foreign air operator in order to assess the adequacy of the security measures in place governing the activities of that foreign aircraft operator. An airport operator and national aircraft operator shall cooperate with the foreign Appropriate Authority as required by the President in this assessment.

(3) Where a national aircraft operator operates services to another State, and the Appropriate Authority of that State, requests permission for an inspection of the security measures in place at the airport as part of any Last Port of Call measures for direct flights to that State, the President may approve such an inspection in order to assess the adequacy of the security measures in place governing the activities of that national aircraft operator's operations to that State. An airport operator shall cooperate with the foreign Appropriate Authority as required by the President in this assessment.

(3) An airport operator shall keep at the airport a current scale map of the airport that identifies the restricted areas in accordance with the appropriate Airport (Restricted Area) Regulations, showing the security barriers and restricted area access points.

11. Airport Security Committee

(1) An Airport Security Committee shall be established for each international airport within Qatar to ensure the implementation of any national civil aviation security initiatives that may be required by the Authority from time to time.

(2) An Airport Security Committee established under subsection (1), shall be chaired by, and be comprised of, those representatives stipulated respectively within the NCASP and the Airport Security Programme approved by the President.

12. Airport Security Officer

(1) An airport operator shall designate, in his approved Airport Security Programme, an officer in his organization as the Airport Security Officer, who shall be held responsible for the coordination of all aviation security policies, procedures and preventive measures applied at a designated airport.

(2) An Airport Security Officer shall serve as the primary contact of the airport operator for security-related activities and communications with the President, as set forth in the approved Airport Security Programme.

13. Aviation Security Officers and Aviation Security Screening Officers

(1) An airport operator, or any other entity approved by the President for the purpose of performing aviation security functions, shall provide aviation security officers and aviation security screening officers, in the number and in a manner adequate to support any approved Security Programme.

(2) An airport operator, or other approved entity, shall ensure that an aviation security officer or aviation security screening officer employed by him:

- (a) is readily identifiable by uniform and displays or carries a badge or other identification of his authority while assigned to duty; and
- (b) has completed a training programme that meets the requirements in subsection (6).

(3) An airport operator, or other approved entity, shall ensure that an aviation security officer or aviation security screening officer employed by him:

- (a) is authorized to carry out the duties and functions assigned to him/her; and
- (b) conducts security duties in accordance with the applicable provisions of these Regulations and any other conditions stipulated by the President.

(4) An aviation security officer or aviation security screening officer shall, while on duty at an airport, have the authority to detain until the arrival of an MOI Police Officer, any person, whom he/she believes has committed:

- (a) a crime committed in his/her presence; or
- (b) an offence against any of these Regulations or the appropriate Airport (Restricted Area) Regulations in force.

(5) Any person at an airport, who obstructs, insults, intimidates or performs any act of violence against an aviation security officer or aviation security screening officer, while that officer is on duty at an airport, shall commit an offence and be liable.

(6) The training programme required by subsection (2)(b), shall provide training in the subjects specified within the approved Security Programme and meet the training standards specified by the Authority in the NCASP.

14. Employer Responsibility

(1) An airport operator, or other entity approved by the President for the purpose of performing aviation security functions, shall not employ any person as an aviation security officer or aviation security screening officer unless:

- (a) such person meets the requirements of these Regulations; and
- (b) such person has been trained in accordance with the requirements of these Regulations with respect to screening.

(2) An airport operator, or other entity approved by the President for the purpose of performing aviation security functions, shall ensure that:

- (a) initial and periodic background checks are performed in respect of each aviation security officer and aviation security screening officer; and
- (b) initial and recurrent training on aviation security is received by each aviation security officer and aviation security screening officer in his employ.

(3) An airport operator, or other entity approved by the President for the purpose of performing aviation security functions, shall keep an accurate record of the initial and periodic background check, experience and training of an aviation security officer and aviation security screening officer in his employ and such record shall be retained for the duration of his employment and thereafter for a period of one year.

15. Support from Members of the MOI Police

(1) At each airport specified and authorised by the President, members of the MOI Police shall be deployed to provide an armed response capability to prevent the occurrence of acts of unlawful interference.

(2) The deployment of these members of the Police will be in accordance with the measures described within the appropriate approved security programme.

16. Security Incidents

(1) A programme holder shall immediately notify an aviation security officer, aviation security screening officer, or an MOI Police officer when there is:

- (a) the discovery of an unauthorized firearm other than an unloaded firearm allowed under the security programme of an aircraft operator;
- (b) the discovery, at the airport, or on board an aircraft, of an explosive substance or an incendiary device or a suspected explosive substance or suspected incendiary device;
- (c) refusal by a person to submit to the security screening required under these Regulations;
- (d) a report of unattended baggage located in his area of responsibility;
- (e) a report of suspicious packages, articles or goods in his area of responsibility; or
- (f) a specific threat against the airport comes to his attention.

(2) An airport operator, or other entity approved by the President for the purpose of performing aviation security functions, shall investigate any of the reported security incidents set out in subsection (1), and provide a report of the incident to the Authority in accordance with procedures set out in his approved Airport Operator Security Programme.

(3) An airport operator shall immediately notify the Authority when there is:

- a) an act of unlawful interference;
- b) a threat of an act of unlawful interference;
- c) unruly or disorderly behaviour of a passenger, a staff member, or a member of the public at an airport where such behaviour is likely to jeopardise the safety or security of the airport; and

- d) a breach, or potential breach, of any of the provisions of an approved security programme approved under these regulations.

17. Recording of Security Incidents

(1) An airport operator, or other entity approved by the President for the purpose of performing aviation security functions, shall ensure that a record is kept of every security incident at his airport.

(2) A record required to be kept under subsection (1), shall:

- (a) be kept for a minimum of ninety (90) days;
- (b) be made available to the Authority upon request; and
- (c) include the number:
 - (i) and type of weapons and incendiary devices discovered during any passenger screening process and the method of detection of each;
 - (ii) of acts and attempted acts of unlawful interference;
 - (iii) of bomb threats received, real and simulated bombs found and actual bombings at the airport; and
 - (iv) of detentions and arrests and the immediate disposition of each person detained or arrested.

18. Airport Tenant and Tenant Restricted Area Operator Responsibility

(1) An airport tenant restricted area operator, and any other tenants at airports to which these Regulations apply, shall develop security measures to manage access to the tenant restricted area, or other area, under his control in compliance with the approved TRA Security Programme or the approved Airport Security Programme.

(2) An airport tenant restricted area operator, or other tenant, shall ensure that his personnel receive appropriate airport security training, or security awareness training as appropriate, in accordance with the approved TRA Security Programme or Airport Security Programme, and in accordance with the terms and conditions of the National Civil Aviation Security Training Programme.

(3) An airport tenant restricted area operator, or other tenant, shall not use a person as an aviation security officer or an aviation security screening officer, unless the employment of such person has been approved by the President.

19. Other Applicable Regulations

(1) An airport operator, or other entity approved by the President for the purpose of performing aviation security functions, may draft, amend, and implement Regulations for the approval of the President, to;

(a) control operational activity at Hamad International Airport. These Regulations shall be known as the HIA Airport User regulations; and

(b) control access to the security restricted areas of Hamad International Airport. These Regulations shall be known as the HIA Restricted Areas Regulations.

PART V
SCREENING OF PERSONS AND GOODS

20. Authority for Screening

(1) The President shall specify in the NCASP the entity or entities responsible for the conduct of screening at an airport to which these Regulations apply.

21. Use of Screening Equipment

(1) The appropriate approved Security Programmes shall contain details on the location and use of all screening equipment.

22. Requirement for Screening

(1) Every person entering a security restricted area at any airport to which these regulations apply, is required to be screened, including any carry-on baggage, goods or other articles in their possession.

(2) An entity approved by the Authority to carry out screening functions must ensure that any person who acts for it or on its behalf meets the minimum standards set out by the Authority, as amended from time to time.

(3) A person who must be screened under subsection (1) must not circumvent a screening of their person or goods, or other things in their possession, or a vehicle under their care or control, or assist another person who must be screened, in circumventing a screening of that person or goods or a vehicle under that person's care or control.

(4) Notwithstanding subsection (1), the President may, in writing, exempt such persons as he deems appropriate from the requirement to be screened. Any exemption made under this regulation shall be promulgated in the appropriate approved security programme.

23. Refusal of Screening

(1) Subject to the screening exemption provisions of the NCASP, any person who refuses to allow themselves and their carry-on baggage, goods or other articles in their possession to be screened will be denied access to the security restricted area of an airport to which these regulations apply.

(2) Where, after entering a security restricted area, a person who is required by an aviation security officer or aviation security screening officer, to submit to screening of his person, goods, or vehicle refuses such a search, the aviation security officer or aviation security screening officer shall order such person to leave the security restricted area and remove the goods, or vehicle his possession from the security restricted area.

(3) Where, after having boarded an aircraft, a passenger is required by an aviation security officer or aviation security screening officer to submit to the screening of his person, or of the goods that he carried or had placed on board the aircraft and he refuses such a screening, the aviation security officer or aviation security screening officer shall order such person to disembark the aircraft and remove the carry-on baggage, items or checked baggage of such person.

PART VI
CARRIAGE OF WEAPONS

24. Carriage of Weapons on Board Aircraft

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

(2) Subsection (1), shall not apply to in-flight security officers who are on board under the terms of, and in compliance with, the NCASP.

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

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

(5) For the purpose of this regulation, “a loaded firearm” means a firearm, which has inserted in it a live round of ammunition, cartridge, in the chamber or in a clip, magazine or cylinder.

(6) An aircraft operator shall not knowingly permit any person to transport, nor may any person transport or tender for transport, any unloaded firearm in checked baggage on board an aircraft unless:

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

(7) Where a firearm to be transported in checked baggage but is not secured in such checked baggage it shall be carried in the hold of the aircraft, in a container that the aircraft operator considers appropriate for air transportation.

25. Carriage of Weapons within Airport

(1) A person shall not sell or offer for sale in a security restricted area a weapon, a model or replica of a weapon, an explosive substance or an incendiary device.

(2) Subject to Law 14 of 1999 (as Amended) and Article (20) of Law 15 of 2002 (as Amended), a person may carry or have access to an unloaded firearm at an airport for the purposes of transporting it by air as checked baggage or accepted cargo that is packed in accordance with the airlines instructions and it complies with the provisions of the NCASP concerning the carriage of weapons.

(3) A person may tender, to an air carrier for subsequent acceptance and transportation, baggage or cargo that contains an unloaded firearm if the person declares to the carrier that the firearm is unloaded.

PART VII
AIRCRAFT OPERATOR SECURITY

26. Aircraft Operator Security Programme

(1) A national aircraft operator having an approved Aircraft Operator Security Programme shall:

- (a) lodge for retention a complete copy with the Authority;
- (b) maintain one complete copy of his approved Aircraft Operator Security Programme at his principal business office;
- (c) maintain access to a complete copy of his approved Aircraft Operator Security Programme at each designated airport that the national aircraft operator operates to;
- (d) make the documents under paragraphs (b) and (c), available for inspection upon request by the President; and
- (e) restrict the distribution, disclosure, and availability of sensitive security information only to persons who by their defined roles in the programme require to have such information for the performance of their function.

(2) A foreign aircraft operator having an accepted Aircraft Operator Security Programme shall:

- (a) lodge for retention a complete copy with the Authority;
- (b) maintain one complete copy of his accepted Aircraft Operator Security Programme at his Doha station.

27. Screening of Passengers and Property

(1) An air carrier must only transport a person or goods that have been screened in accordance with Regulation 22.

(2) A national aircraft operator shall ensure that at all airports within their network screening is conducted in accordance with their approved AOSP.

(3) Subject to the screening exemptions contained within the NCASP, a national aircraft operator shall refuse to transport:

- (a) any person who does not consent to an authorized search of his person when required to do so by the aircraft operator or person authorized to conduct such searches on his behalf; and
- (b) any property of any person who does not consent to a search or inspection of that property in accordance with the screening system prescribed by subsection (1).

(4) A foreign aircraft operator shall not conduct a flight within Qatar with a passenger on board who refuses to submit to a screening, required under these Regulations or while the carry on or checked baggage of such person is on board his aircraft.

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

(6) Notwithstanding subsection (1), the President may, in writing, exempt such persons as he deems appropriate from the requirements to be screened. Any exemption made under this regulation shall be contained within the NCASP or promulgated by specific Security Directive.

28. Reporting of Security Incidents

(1) An aircraft operator shall immediately notify the Authority when there is:

- a) an act of unlawful interference;
- b) a threat of an act of unlawful interference;
- c) unruly behaviour on the part of a passenger on board an aircraft; and
- d) a breach, or potential breach, of any of the provisions of an approved security programme approved under these regulations.

PART VIII
CARGO SECURITY

29. Security Controls over Cargo

(1) An aircraft operator shall only accept consignments of cargo, courier and express parcels or mail for carriage in accordance with the requirements of the NCASP.

30. Screening of Cargo

(1) An aircraft operator accepting goods from a consignor, or any authorised representative of the consignor, that is not a Regulated Agent or a Known Consignor approved by the Authority, must conduct screening of those goods to determine that they do not contain any unauthorised weapons, explosives or other dangerous devices, prior to them being carried on any aircraft.

31. Regulated Agents

(1) Any entity wishing to become a Regulated Agent must apply in writing to the Authority for the granting of such status.

(2) This application shall contain a submission of a Regulated Agent Security Programme. The programme shall describe the methods and procedures which are to be followed by the agent in order to comply with the Qatar National Civil Aviation Security Programme.

(3) The programme shall also describe how compliance with these methods and procedures is to be monitored by the agent itself.

(4) The applicant should also submit a written declaration of its commitment to maintain the standards of security set out in its programme and to notify the Authority promptly of any changes in its programme.

(5) This application and security programme shall be signed by the legal representative of the Regulated Agent or by the person responsible for security.

(6) A Regulated Agent Security Programme approved by the Qatar Civil Aviation Authority shall be designed to safeguard against acts of unlawful interference and shall be in such form, manner and content as specified by the Qatar Civil Aviation Authority, and subject to any conditions imposed by the Qatar Civil Aviation Authority.

32. Known Consignors

(1) Any entity wishing to be given the status of Known Consignor must apply in writing to the Authority for the granting of such status.

(2) This application shall contain a submission of a Known Consignor Security Programme (KCSP). The KCSP shall describe the methods and procedures which are to be followed by the entity in order to comply with the Qatar NCASP.

(3) The KCSP shall also describe how compliance with these methods and procedures is to be monitored by the entity itself.

(4) The applicant should also submit a written declaration of its commitment to maintain the standards of security set out in its KCSP and to notify the Authority promptly of any changes in the KCSP.

(5) This application and KCSP shall be signed by the legal representative of the Known Consignor or by the person responsible for security.

(6) A Known Consignor Security Programme approved by the Qatar Civil Aviation Authority shall be designed to safeguard against acts of unlawful interference and shall be in such form, manner and content as specified by the Qatar Civil Aviation Authority, and subject to any conditions imposed by the Qatar Civil Aviation Authority.

PART IX
FLIGHT CATERING OPERATOR SECURITY

33. Aviation Security Responsibilities of a Flight Catering Operator

(1) A flight catering operator providing catering supplies for transport in an aircraft shall follow such procedures as are specified in his Flight Catering Operator Security Programme that has been approved by the President.

(2) A national aircraft operator shall not accept any catering supplies and stores, from a flight catering operator, for transport by aircraft unless the flight catering operator is in possession of an approved Flight Catering Operator Security Programme, approved by the President.

PART X
TENANT RESTRICTED AREA SECURITY

34. TRA Requirements

(1) A Tenant Restricted Area (TRA) operator at, or in connection with, any designated airport, will take such measures as required by the President to protect his TRA, and the airport associated with the TRA, to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorized, from being introduced, by any means whatsoever, on board an aircraft engaged in civil aviation.

(2) In carrying out the requirements of subsection (1), a TRA operator will comply with Regulation 5 of these regulations, the appropriate Airport (Restricted Area) Regulations in force, and the terms and conditions of his approved Tenant Restricted Area Operator Security Programme.

PART XI
QUALITY CONTROL

35. Objectives and Content of Quality Control Programme

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

(2) The NCASQCP shall be in such form and include such elements as are stipulated within the NCASP.

36. Compliance Monitoring

(1) The implementation of the NCASP shall be monitored and enforced by QCAA for compliance by all stakeholders.

(2) Monitoring shall be undertaken in accordance with the approved National Civil Aviation Security Quality Control Programme (NCASQCP), taking into consideration the threat level, type and nature of the operations, standard of implementation, and other factors and assessments which will necessitate more frequent monitoring.

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

(4) The President may in writing require any person who:

(a) is required to hold an aviation security programme; or

(b) operates, maintains, or services, or does any other act in respect of any aircraft, aeronautical product, aviation related service, air traffic service, or aeronautical procedure,

to undergo or carry out such inspections and audits and such monitoring as the President considers necessary in the interests of civil aviation security.

(5) For the purposes of any inspection, audit or monitoring carried out in respect of any person under subsection (4), the President may in writing require from that person such information as the President considers relevant to the inspection, audit or the monitoring.

37. Qualification Criteria for AVSEC Inspectors

(1) The QCAA shall ensure that AVSEC Inspectors performing functions on behalf of the Authority shall have appropriate qualifications, which shall include sufficient theoretical and practical experience in the relevant field.

(2) The AVSEC Inspectors shall have:

- (a) a good understanding of the NCASP and other relevant approved security programmes and how they are applied to the operations being examined;
- (b) where appropriate, knowledge of the more stringent measures as applicable in the location being examined;
- (c) a good working knowledge of security technologies and techniques;
- (d) a knowledge of audit and inspection principles, procedures and techniques;
- (e) a working knowledge of the operations being examined.

38. Power of Investigation

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

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

(2) If the President requires a holder of an approved security programme to undergo an investigation, the President must:

- (a) conclude the investigation as soon as practicable; and
- (b) inform the holder, in writing, of:
 - (i) the date on which the investigation will begin; and

- (ii) the results of the investigation, including:
 - (A) any recommendations arising out of the investigation; and
 - (B) the grounds for those recommendations.

39. Power to Suspend Security Programme

(1) The President may suspend any aviation security programme approved under these regulations or impose conditions in respect of any such security programme if he considers such action necessary in the interests of security, and if he:

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

40. General Power of Entry

(1) For the purpose of carrying out the functions, duties, or powers under these regulations, every person duly authorised by the President shall have right of access at any reasonable time to the following:

- (a) any aircraft, airport, building, or place; and
- (b) any document or record concerning any aircraft, aeronautical product, or aviation related service.

(2) Without limiting the power conferred by subsection (1) of this section, every person duly authorised by the President who has reasonable grounds to believe that:

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

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

(3) Every person who is authorised to have access to or to enter any aircraft, airport, building, or place under subsection (1) or subsection (2):

- (a) may require any person who is in possession of an aviation security programme, or of any certificate, book, manual, record, list, notice, or other document that is required to be kept under these regulations, to produce or surrender it; and
- (b) must, if a document is surrendered under paragraph (a), inform the relevant aviation document holders orally and as soon as practicable in writing, that the document has been surrendered.

(4) Every person exercising the power of entry conferred by subsection (1) or subsection (2) shall carry a proof of identity and authority, issued by the President specifying:

- (a) The name and the office held by the person; and
- (b) That the person is authorised by the President to exercise the power conferred by subsections (1) and (2) to enter aircraft, airports, buildings, and places, and to carry out such inspection.

(5) Every person exercising the power of entry conferred by subsection (1) and (2) shall produce the proof of authority and evidence of identity:

- (a) If practicable on first entering the aircraft, airport, building, or place; and
- (b) Whenever subsequently reasonably required to do so.

41. Obstruction of Authorised Persons

(1) Any person commits an offence if that person obstructs or impedes any person who is duly authorised by the President and acting in the performance or exercise of any functions, duties, or powers conferred on him or her by these regulations, and is liable.

(2) Subsection (1) shall apply only where the person obstructed or impeded produces evidence of his or her authority.

42. Conduct of Security Tests

(1) The QCAA, in coordination with the MOI Airport Police, shall conduct regular scheduled tests of security systems, and personnel operating such systems, at Hamad International Airport to ensure they are operating according to approved policy and achieving the desired outcomes. The results of such tests will be analyzed in order to determine whether the system or personnel being tested is in compliance with approved procedures.

43. Failure to Comply with Inspection or Audit Request

(1) Any person commits an offence who, without reasonable excuse, fails to comply with any requirement of the President under subsection (4) of Regulation 36.

(2) Every person who commits an offence against subsection (1) is liable.

PART XII
SECURITY DIRECTIVES

44. Issue of Security Directives

(1) The President may, for the purpose of implementation of any of the approved Security Programmes required under these Regulations; issue a Security Directive to any person to whom subsection (2) applies requiring him to take such measures as are specified in the directive.

(2) This subsection applies to:

- (a) Hamad International Airport operator;
- (b) MOI Airport Security Department;
- (c) any national aircraft operator;
- (d) any foreign aircraft operator operating within Qatar;
- (e) any person who occupies any land forming part of an airport;
- (f) any person who is permitted to have access to a restricted area in an airport for the purposes of the activities of a business carried on by him;
- (g) any person who manages navigational or other aviation related facilities that are important to the continued operation of international civil aviation; and
- (h) any person who carries on a business:
 - (i) which involves handling of any article intended to be carried into an airport for any purpose;
 - (ii) which involves provision of service by personnel who have access to a restricted area; or
 - (iii) which, in the opinion of the Authority, otherwise impinges on the security of an airport.

(3) The President may, by a Security Directive:

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

(4) Any person who without reasonable excuse fails to comply with the requirements of a Security Directive issued to him commits an offence and is liable.

45. Requirements of Security Directives

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

(2) A security directive may:

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

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

(3) A security directive requiring any person not to cause or permit anything to be done shall be construed as requiring him to take all such steps as in any particular circumstances are practicable and necessary to prevent that thing from being done.

46. Implementation of Security Directives

- (1) Any person who receives a Security Directive shall:
 - (a) no later than twenty-four hours after delivery by the Authority or within the time prescribed in the security directive, acknowledge receipt of such security directive;
 - (b) within the time prescribed in such security directive, specify the method by which he has implemented or plans to implement the measures contained in the security directive; and
 - (c) ensure that information regarding the security directive and measures implemented in response to such security directive are distributed to specified personnel as prescribed in the security directive and to other personnel who require to have such information for the performance of their functions.
- (2) In the event that a person to whom a Security Directive has been issued, is unable to implement the measures contained in the Security Directive, received under subsection (1), he shall submit proposed alternative measures, to the President within the time frame for compliance prescribed in the Security Directive.
- (3) The President shall review alternative measures submitted by the person to whom a Security Directive has been issued, under subsection (2), and where he is satisfied that they meet the requirements of the Security Directive, he may approve such alternative measures.
- (4) The person to whom a Security Directive has been issued shall implement any alternative measures approved by the President under subsection (3).

PART XIII
MISCELLANEOUS

47. Protection of Sensitive Security Information

(1) For the purpose of these Regulations the procedures established in the NCASP for the control of classified material shall be followed.

48. Confidential Security Information

(1) A person shall not divulge any information classified as “Confidential”, as defined in the NCASP, without the express permission of the President.

49. False Statements, Entries or Unauthorized Reproduction

(1) A person shall not make, or cause to be made, any of the following:

- (a) a fraudulent or intentionally false statement in any Security Programme required to be developed and presented to the Authority for approval under these Regulations;
- (b) a fraudulent or intentionally false entry in any record or report that is kept, made or used to show compliance with these Regulations; and
- (c) a reproduction or alteration of any report, record, security programme, issued under these Regulations without the approval of the President.

50. Amendment of Regulations

(1) The President may, by decree, amend any of these Regulations.

PART XIV
OFFENCES & PENALTIES

5. Offences and Penalties

(1) In accordance with Law 15 of 2002 (as Amended), any person who contravenes any of these regulations shall be guilty of an offence and shall be liable.

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