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AIC for Malaysia



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FLIGHT DECK & CABIN SECURITY AND SECURITY TRAINING FOR CREWMEMBERS

1 INTRODUCTION

1.1 The purpose of this AIC is to supplement the regulatory requirements in accordance with MCAR 1996, Regulations 49, (4), Regulations 198, AIC 3/99 and ICAO Annex 6 Part 1 Chapter 13 with regard to Flight Deck and Cabin Security and Security Training For Crew Members. This will enable crewmembers to act in the most appropriate manner to minimize the consequences of acts of unlawful interference to aviation and the need to secure the flight deck so as to deter, deny or delay access by any potential intruder.

2 FLIGHT DECK AND CABIN SECURITY

2.1 EFFECTIVITY

2.1.1 These requirements are applicable to all operators that comply with applicable airworthiness requirements or otherwise instructed.

2.2 COMPLIANCE

2.2.1 All Malaysian Air Operators operating commercial aircraft having passenger seating capacities of more than 30 and a maximum certificated take-off weight of 25,000 kg or more.

2.2.2 Any foreign registered aircraft that is leased to Malaysian operators and/or aircraft operating under 'Haj-flights' operations.

2.3 REQUIREMENTS

2.3.1 Flight deck door is to remain closed and locked at all times when aircraft is being operated including during taxi, take-off and landing.

2.3.2 Operators should prohibit possession of flight deck keys by those members of the crew not assigned to the flight deck.

2.3.3 Operators should establish procedures to address access control to the flight deck including the occupancy of jump seat.

2.3.4 Cabin crewmembers should be in attendance in cockpit whenever one operating technical crew leaves the cockpit (for 2 man operations)

2.3.5 Operators are to establish procedure when met with unusual passenger behaviours.

2.3.6 Operators should review alert procedures for flight deck intrusion that include restraint and removal of intruder from flight deck.

2.3.7 Operators are to provide such training that whenever possible, cabin crew should be responsible and able to address all cabin disturbances without the help of flight deck crewmembers.

3 AEROPLANE SEARCH PROCEDURE CHECKLIST

3.1 Operators are to ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane.

3.2 Operators shall establish procedures for Bomb Threat Management onboard.

4 SECURITY TRAINING FOR CREW MEMBERS

4.1 APPLICABILITY

4.1.1 The Security training is applicable to all crewmembers required to be carried on board Malaysian registered aircraft for the purpose of carrying duties in flight in the interest of safety.

4.2 TRAINING REQUIREMENTS

4.2.1 Operators should provide training to prepare cabin crew members to identify and understand the difference levels and types of threats to the safe passage of crew, passengers and aircraft.

4.2.2 Operators should design security training with possible implementation of defensive capabilities or specific self-defence to address identified threats to all crewmember.

4.2.3 Development of this training should use at a minimum the expertise of law enforcement organization and professionals familiar with hijacking situations.

4.2.4 Operators shall establish a flight deck and cabin search procedure to be followed in searching for a bomb in case of a suspected sabotage.

4.2.5 Operators shall provide a bomb search checklist on board their aircraft. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aircraft.

4.2.6 Operators shall establish procedure for Bomb Threat Management onboard.

4.3 TRAINING SYLLABUS

4.3.1 It is recommended that the following be introduced to the crew in the case of handling disruptive passenger or acts of terrorism.

- a. Psychology and Human Behaviour
- b. Basic self-defence
- c. Communication skills

5 REPORTING ACTS OF UNLAWFUL INTERFERENCE

5.1 Following an act of unlawful interference, the pilot-in-command shall submit, without delay, a report of such an act to DCA and/or the designated local authority.

6 IMPLEMENTATION

6.1 This circular is effective with immediate effect.

This information is published for the guidance and information of all concerned.

DATO' IR KOK SOO CHON

Director General

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