

## ADVISORY INFORMATION 3/2023

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# **MALAYSIA'S STANDARD OF COMPLIANCE ON SECURITY SCANNERS AND TRAINED PERSONNEL IN ACCORDANCE WITH NCASP AND ICAO ANNEX & ITS BENEFITS FOR THE TRAVELLING PUBLIC**

## **1 Introduction**

- 1.1 The Civil Aviation Authority of Malaysia (CAAM) is a body incorporated under the Civil Aviation Authority of Malaysia Act 2017 [Act 788] to exercise its functions as the authority to regulate, among others, the safety and security of civil aviation, including the establishment of standards and their enforcement.
- 1.2 To promote uniformity and coordination between Contracting States in the effort to safeguard the civil aviation operation against the act of unlawful interference, such standards are adopted from the International Civil Aviation Organization (ICAO), an international agency formed under the ratification of the Chicago Convention which Malaysia is one of the Contracting States.
- 1.3 With the power vested under the Civil Aviation Act 1969 [Act 3] and Act 788, along with its regulations empowers CAAM, *inter alia* to ensure that all stakeholders under the civil aviation industry complied with the established standards as per 1.2.
- 1.4 This Advisory Information (AI) aims to provide an overview of Malaysia's standard of compliance for Security Screeners and other trained security personnel and how such compliance benefits the travelling public. Due to the prevailing laws revolving on the disclosure of information on aviation security, the information contained herein is solely based on the information that is made public.
- 1.5 The following Item 2 of this AI shall define Security Screeners and Trained Personnel. Further, Item 3 will aim to establish the standard of compliance for the aforementioned Security Screeners and Trained Personnel.

## **2 SECURITY SCREENERS & TRAINED PERSONNEL**

### **2.1 Security Screeners**

2.1.1 In this context, Security Screeners can be defined as any personnel clothed with authority to conduct functions under Part V – Screening and Security Controls of the Civil Aviation (Security) Regulations 2019 (CA(S)R 2019).

2.1.2 PART V provides, among others, for the Security Screeners to conduct the following:

2.1.2.1 Screening of person, baggage, cargo, mail and stores in accordance with the screening method and manner determined by the Chief Executive Officer;

2.1.2.2 Screening of person and vehicles prior to entering security restricted area;

2.1.2.3 To protect the screened passengers, baggage, cargo, mail and stores from any unauthorised interference from the time of screening until the departure of aircraft, in accordance with the NCASP and the relevant approved civil aviation security programme.

### **2.2 Trained Personnel**

2.2.1 Notwithstanding the Security Screeners in paragraph 2.2, Trained Personnel is in essence, any other personnel to execute any other security functions under PART V of the CA(S)R 2019 and under the following documents:

- a) National Civil Aviation Security Programme;
- b) National Civil Aviation Security Training Programme; and
- c) National Civil Aviation Security Quality Control Programme.
- d) (Collectively known as the National Security Programme)

## **3 STANDARD OF COMPLIANCE**

3.1 It is imperative to understand that worldwide coordination and uniformity is the key to safeguarding national civil aviation security, as generally established in paragraph 1.2.

- 3.2 An effective worldwide coordination means that all Contracting States are highly encouraged to establish ICAO's Aviation Security Oversight System to effectively monitor the implementation of the ICAO's Annex 17 Standard and Recommended Practices (SARPs). To this, the standard of compliance of Malaysia on the aspect of Security Personnel and Trained Personnel can be seen from the three (3) intertwined Critical Elements (CE) of the Aviation Security Oversight System namely:
- a) CE 2: Aviation Security Programmes and Regulations;
  - b) CE 4: Personnel Qualifications and Training; and
  - c) CE 6: Certification and Approval Obligations.
- 3.3 Adoption of SARPs with respect to personnel qualifications and training required for Security Screeners and Trained Personnel are implemented in the National Security Programmes in line with CE 2.
- 3.4 In accordance with CE 2 and CE 4, Malaysia under CAAM has established several requirements for an individual to be Security Screeners and Trained Personnel. They are expected to fulfil specific academic qualifications, pass a minimum age requirement and complete established minimum hours of training per the curriculum based on CAAM. Note that Security Screeners and each of the different Trained Personnel have different requirements to be fulfilled. These are adequately spelled out in the National Civil Aviation Security Training Programme, which in turn all stakeholders with aviation security responsibilities will adopt in their own Security Training Programme.
- 3.5 In the spirit of maintaining the CE of the Aviation Security Oversight System, CAAM under CE 6 and empowered under the CA(S)R 2019 and National Security Programme, is the sole authority in Certification and Approval Obligations.
- 3.6 Any application for Security Screeners and any other Trained Personnel that are required to be approved and/or certified by CAAM can only be considered after the initial requirements under paragraph 3.4 has been duly fulfilled. These requirements are strictly to be observed and mandatory in nature.
- 3.7 Due to the RESTRICTED classification on the National Security Programme, this information on training requirements could not be made available to the public. Stakeholders or relevant parties are duly advised to contact CAAM if this information is essential to be made known to them.

## **4 BENEFITS TO THE TRAVELLING PUBLIC**

- 4.1 Aviation security is dynamic in nature, and CAAM is committed to adopt the new and updated SARPs in a timely manner. This ensures that the national aviation security standards align with global security risks and threats. In effect, the Security Screeners and any other Trained Personnel are expected to adopt such a dynamic environment and be vigilant as they may be subjected to further requirements or additional training.

4.2 In conclusion, the stringent requirements on the Security Screeners and any other Trained Personnel are essential to equip them with the necessary skills and repertoire to execute their security functions effectively. As one of the significant transportation hubs in South East Asia, along with the re-opening border post COVID-19 pandemic, the Security Screeners and Trained Personnel are to work hand-in-hand to prevent any act of unlawful interference the civil aviation operation thus guaranteeing the security travelling public inbound and outbound alike.

A handwritten signature in black ink, appearing to read 'Norazman Bin Mahmud', with a large loop at the start and a horizontal line extending to the right.

**CAPTAIN NORAZMAN BIN MAHMUD**  
Chief Executive Officer  
*for* Civil Aviation Authority of Malaysia  
1<sup>st</sup> March 2023