

CIVIL AVIATION ACT, 1977
(NO. 13 OF 1977)

REGULATIONS

(Made under section 10)

THE TANZANIA CIVIL AVIATION SECURITY REGULATIONS, 2002

PART I

PRELIMINARY

Citations

1. These Regulations may be cited as the Tanzania Civil Aviation Security Regulations, 2002.

Interpretation

2. (1) In these Regulations unless the context requires otherwise:

"Act" means the Civil Aviation Act, 1977.

"act of unlawful interference " means an act of-

- (a) violence against a person on board of an aircraft in flight if that act is likely to endanger the safety of that aircraft;
- (b) destroying an aircraft in service or causing damage to such an aircraft which renders it incapable of flight or which is likely to endanger its safety in flight;
- (c) placing or causing to be placed on an aircraft in service, by any means whatsoever, a device or substance which is likely to destroy that aircraft, or causing damage to it which renders it incapable of flight, or causing damage to it which is likely to endanger its safety in flight;
- (d) destroying or damaging air navigation facilities or interfering with their operation, if any such act is likely to endanger the safety of aircraft in flight;
- (e) communicating information which is known to be false, thereby endangering the safety of an aircraft in flight; or
- (f) unlawfully and intentionally using any device, substance or weapon;
 - (i) performing an act of violence against a person at an airport serving domestic and international civil aviation which causes or is likely to cause serious injury or death;

- (ii) destroying or seriously damaging the facilities of an airport serving domestic or and international civil aviation or an aircraft not in service located therein or disrupting the services of the airport;

if any such act endangers or is likely to endanger safety at that airport;

"aerodrome" and "airport" means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for arrival, departure and surface movement of aircraft;

"airport operator or airport administration" includes an individual, organization or enterprise for the time being responsible for the administration and operation of an aerodrome and in case of the Government aerodrome, the officer in charge thereof;

"aircraft operator" includes an individual, or airline, organisation or enterprise engaged in or offering to engage in aircraft operation or providing services to the aircraft or passengers at an aerodrome

"air side " means the movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled;

"background check" means a check of a person's identity and previous experience, including any criminal history, as part of the assessment of an individual's suitability for unescorted access to a security restricted area

"cargo" means any property carried on an aircraft other than, stores and accompanied or mishandled baggage;

"Director General" means the Director General of Tanzania Civil Aviation Authority;

"human performance" means human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations.

"land side " means an area of an aerodrome and buildings thereon to which the non-travelling public has free access;

"Regulated agent" means an agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the Director General in respect of cargo, courier and express cargo or mail.

"screening" means the application of technical or other means which are intended to detect weapons, explosives or other dangerous devices which may be used to commit an act of unlawful interference;

"security" means a combination of measures and human and material resources intended to safeguard international and domestic civil aviation against acts of unlawful interference;

"security control" is a means by which the introduction of weapons, explosives or articles likely to be utilized to commit an act of unlawful interference can be prevented;

"security restricted area " means air side areas of an airport into which access is controlled to ensure security of civil aviation. Such areas will normally include, *inter alia*, all passenger departure areas between the screening checkpoint and the aircraft, the

ramp, baggage make-up areas, cargo sheds, mail centres, airside catering and aircraft clearing premises.

"United Republic" means the United Republic of Tanzania

PART II

ORGANISATION

Authority to Regulate Security Operations

3. (1) The Director General shall be the authority for aviation security matters in the United Republic, and, in exercising the control and management of matters relating to civil aviation, the Director General shall regulate security operations of airports, aircraft, regulated agents and air caterers, as the case may be, for the purpose of protecting passengers, crew members, airport, and other aviation facilities, preventing unlawful interference against civil aviation and assuring that appropriate action is taken when interference occurs or is likely to occur.
- (2) The Director General shall define and allocate tasks and coordinate activities between the Ministries, departments, agencies, and other organisations of the United Republic concerned with or responsible for various aspects of the national civil aviation security programme.
- (3) The Director General or any authorised person shall arrange for surveys to identify security needs, arrange for inspection or inspect of/the implementation of security controls, and arrange tests of security controls to assess their effectiveness at airports or aircraft in the United Republic.
- (4) The Director General or any person authorised by him shall survey, inspect and test the aviation security operations of airports and aircraft operators, regulated agents and air caterers, catering supplies and operators' stores and supplier intended for carriage on passenger flights.

National Civil Aviation Security Programme

4. (1) The Director General shall establish and implement a written national civil aviation security programme to safeguard domestic and international civil aviation operations against acts of unlawful interference, through regulations, practices and procedure which take into account the safety, regularity and efficiency of flights.
- (2) The Director General shall make available to airports and aircraft operators operating in the United Republic and other entities concerned a written version of the appropriate part of the national civil aviation security programme.
- (3) The Director General shall ensure airports and aircraft operators; regulated agents and air caterers develop and implement training programmes to ensure the effectiveness of the national civil aviation security programme. The training programmes shall include training of civil aviation security personnel in human performance.

National Civil Aviation Security Committee

5. (1) There shall be a National Civil Aviation Security Committee for the purpose of coordinating the security activities between the Ministries, departments, agencies and other organisations of the United Republic, airports and aircraft operators and other entities concerned with, or responsible for, the implementation of various aspects of the national civil aviation security programme.
- (2) The National Civil Aviation Security Committee shall consist of membership appointed by the Minister responsible for civil aviation in the United Republic, and drawn from the Tanzania Civil Aviation Authority, Ministry responsible for aviation in the Revolution Government of Zanzibar, State security, army, Police, Immigration, Protocol Division of Ministry of Affairs, Communication Commission and Customs.

Airport and Aircraft Operator Security Programmes

6. (1) Every airport serving domestic and international civil aviation shall establish and implement a written airport security programme appropriate to meet the requirement of the national civil aviation security programme. The Director General shall approve the programme.
- (2) Aircraft operator providing service from the United Republic shall establish and implement an approved written aircraft operator's security programme consistent with the national civil aviation security programme. As a minimum the operators security programme shall provide for the following: -
 - (a) Security measures to protect checked baggage, cargo, mail and stores,
 - (b) Prevention of unauthorised access to aircraft,
 - (c) Protection of flight document,
 - (d) Measures and procedures to ensure safety on board the aircraft when passengers are to be carried who are obliged to travel because they have been the subject of judicial or administrative proceedings,
 - (e) Response procedures for crew members and other staff to occurrences and threats.

Airport Security Committee

7. (1) Every airport serving domestic and international civil aviation shall establish an airport security committee that shall be responsible for coordinating the implementation of security controls and procedures as specified in the airport security programme;
- (2) The airport security committee shall consist members from the airport administration, airport security, Civil Aviation, Police, Immigration, explosive expert, Intelligence, Fire and rescue services and Customs; who will be appointed by the Chairman of the National Civil Aviation Security Committee. The appointments shall be by virtue of the position one is holding and by the name of a person.

PART 111**PREVENTIVE SECURITY MEASURES****Airport Security**

8. (1) For the purpose of protecting passengers, crew members, aircraft, airports and their aviation facilities, preventing acts of unlawful interference with civil aviation and assuring that appropriate action is taken when unlawful interference occurs or is likely to occur, any airport operator shall maintain and carry out security measures at the aerodromes.
- (2) Every airport serving domestic and international civil aviation shall be responsible for the security of its facilities and equipment and therefore shall:
- (a) institute measures to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference, the carriage or bearing of which is not authorised, from being introduced, by any means whatsoever, on board an aircraft engaged in civil aviation;
 - (b) develop an emergency plan and make resources available to safeguard civil aviation, against unlawful interference. The contingency plans shall be practiced and exercised on a regular basis;
 - (c) ensure that the architectural and infrastructure – related requirements necessary for the optimum implementation of civil aviation security measures are integrated into the design and construction of new facilities and alterations to existing facilities at airport;
 - (d) ensure that persons engaged to implement security controls are subject to background checks and selection procedures, are capable of fulfilling their duties and are adequately trained;
 - (e) ensure that originating passengers and cabin baggage are screened prior to boarding an aircraft engaged in domestic and international civil aviation operations;
 - (f) ensure that transfer and transit passengers and their cabin baggage are subjected to adequate security controls to prevent unauthorised articles from being taken on board aircraft engaged in domestic and international civil aviation operations.
 - (g) ensure that there is no possibility of mixing or contact between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving domestic and international civil aviation have been passed; if mixing or contact does take place, the passengers concerned and their cabin baggage shall be re-screened before boarding an aircraft;
 - (h) establish storage areas where mishandled baggage may be held until forwarded, claimed or disposed of;
 - (i) establish security restricted areas, procedures and implement persons and vehicle identification systems;

- (j) institute and implement adequate security controls, including background checks on persons other than passengers granted unescorted access to security restricted areas of the airport;
- (k) provide adequate supervision over the movement of persons and vehicles to and from the aircraft in order to prevent unauthorised access to aircraft;
- (l) make investigation and disposal, if necessary, of suspected sabotage devices or other potential hazards at airport;
- (m) employ and deploy suitable trained personnel to assist in dealing with suspected, or actual, cases of unlawful interference with civil aviation; and
- (n) ensure that the persons carrying out screening operations are certified according to the requirement of the Tanzania National Civil Aviation Security Programme

Regulated agent Security

9. For the purpose of protecting passengers, crew members, aircraft and airports and preventing acts of unlawful interference with civil aviation, every Regulated Agent operating in the United Republic shall:
- (a) establish measures to ensure that checked baggage is subjected to appropriate security controls prior to being loaded into an aircraft engaged in domestic and international civil aviation operations;
 - (b) establish measures to ensure that hold baggage intended for carriage on passenger flight is protected from unauthorised interference from the point it is checked in, whether at an airport or elsewhere, until it is placed on board an aircraft.

Passengers Screening

10. (1) The airport authority shall ensure the proper screening of all passengers and cargo for security purposes.
- (2) No person shall board an aircraft who has not, when requested by an airport security officer, submitted himself to an authorized search to be carried out on the goods that he took or had placed on board the aircraft.

Power to access and inspect

11. The Director General or any authorised person shall have the right of access at all reasonable times to any aerodrome, premises of the regulated agent or an aircraft on the Tanzanian territory, regardless of their place of registry, for the purpose of inspecting all security operations or to carry out safety and security audit and testing functions.

Aircraft operator

12. (1) (a) The operator of an aircraft shall establish and maintain a security programme, which enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference.
- (b) The operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to

passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

- (2) Aircraft operator providing service from the United Republic shall not transport the baggage of passengers who are not on board the aircraft unless that baggage is subjected to appropriate security controls that may include screening.
- (3) Aircraft operator providing service from the United Republic shall not accept consignments of cargo, courier and express parcels or mail for carriage on passenger flights unless the security of such consignments is accounted for by a regulated agent or such consignments are subjected to other security controls to meet the appropriate security controls.
- (4) (a) Aircraft operator registered in Tanzania and providing service from the United Republic shall:
 - (i) maintain and carry out, at an airport and on the aircraft and at any aviation facilities under his control, security measures that may be prescribed by the Director General or security measures necessary for the purpose of the prescription made;
 - (ii) ensure that consignments checked in as baggage by courier services for carriage on passenger aircraft engaged in domestic and international civil aviation operations are screened;
 - (iii) transport only hold baggage which is authorised for carriage in accordance with the requirement of the Tanzania Civil Aviation Security Programme; and
 - (iv) ensure that originating hold baggage intended is screened prior to being loaded into the aircraft.
- (b) An aircraft operator registered outside Tanzania that lands at or departs from an airport in Tanzania shall –
 - (i) establish, maintain and carry out, at an airport and on the aircraft and at any aviation facilities under his control, security measures that may be prescribed by the Director General or security measures necessary for the purpose of the prescriptions made;
 - (ii) ensure that all appropriate personnel are familiar, and comply, with the requirements of the Tanzania National Civil Aviation Security Programme;
 - (iii) establish, maintain and conduct approved training programmes which enable the operator's personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aircraft and to minimize the consequences of such events should they occur;
 - (iv) ensure that all aircraft carry a checklist of the procedures to be followed for that type in searching for concealed weapons, explosives or other dangerous devices.

- (5) Following an act of unlawful interference the pilot in command or airport administration as the case may be shall submit without delay, a written report of such an act to the Director General.

Control of special categories of passengers

13. (a) The aircraft operator and the pilot in command shall be informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, in order that appropriate security controls can be applied.
- (b) The pilot in command shall be notified the number of armed persons and their seat location in the aircraft.

Control of Arms

14. (1) The Airport operator shall ensure that no person carry firearms, explosives or inflammable materials within the airport premises without a written permission of the airport administration.
- (2) The Airport operator shall ensure that tenants whose concession or facilities forms a part of the land/airside line or through which access can be responsible for control of access through their facility, operate business in compliance with the airport security regulations. In this regulation, "tenants" include individuals or businesses granted a license or other legal permit by the airport administration to conduct business operations at the airport. They include concessionaires, cargo handlers, caterers, tour operators, taxi and bus operators, maintenance facilities and fuel companies.
- (3) The Airport operator shall ensure that no person takes any photograph or make any cinematograph film within the airport where it is restricted except with the permission of the airport administration and subject to any such conditions that the airport administration may impose.
- (4) The Airport operator shall ensure that no person leave luggage (personal belongings) at an airport unattended.

Authorised Carriage Of Weapons (In The Cabin Compartment And In Inaccessible Area)

15. (1) Notwithstanding any other written law in force, the Director General may approve the carriage of weapons on board aircraft, by law enforcement officers and other authorised persons, acting in the performance of their duties.
- (2) The authority responsible for the review and approval of requests for the carriage of weapons by individuals in the cabin compartment is the Director General and the concerned aircraft operator and according to any conditions to which such aircraft operator may issue.
- (3) Where an aircraft operator accepts the carriage of weapons removed from passengers, the aircraft shall have provision for stowing such weapons so that they are inaccessible to any passengers during flight time, and in the case of a firearm, it is not loaded.
- (4) The Director General may consider requests by any other State to allow the travel of armed personnel on board aircraft of operator of the requesting State. Only after agreement by the Director General and the State involved such travel shall be allowed.

PART 1V**MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE****Response to acts of unlawful interference**

16. The Director General shall:

- (a) take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference until their journey is continued;
- (b) collect all pertinent information on the flight which is the subject of an act of unlawful interference and transmit that information to all other States responsible for the Air Traffic Services units concerned, including those at the airport of known or presumed destination, so that timely and appropriate safeguarding action may be taken en route and at the aircraft's known, likely or possible destination;
- (c) provide such assistance to an aircraft subjected to an act of unlawful seizure, including the provision of navigation aids, air traffic services and permission to land as may be necessitated by the circumstances;
- (d) notify the State of Registry of an aircraft and the State of the Operator of the landing aircraft subjected to an act of unlawful interference and shall similarly transmit by the most expeditious means all other relevant information to:
 - (i) the two above States;
 - (ii) each State whose citizens suffered fatalities or injuries;
 - (iii) each State whose citizens were detained as hostages;
 - (iv) each Contracting State whose citizens are known to be on board the aircraft; and
 - (v) the International Civil Aviation Organisation.

PART V**GENERAL****Assault and other acts endangering safety or jeopardising good order and discipline on board a civil aircraft**

17. (1) A person shall not commit:

- (a) an act of battery, sexual assault or child molestation on board a civil aircraft.
- (b) any of the following acts, if such act is likely to endanger the safety of the aircraft or of any person on board, or if such act jeopardizes the good order and discipline on board the aircraft:
 - (i) assault, intimidation or threat, whether physical or verbal, against another person,
 - (ii) intentionally causing damage to, or destruction of, property;

- (iii) Assault and other acts of interference against crew members on board a civil aircraft.
- (2) No person shall while in an aircraft:
- (a) intentionally interfere with the performance by a member of the crew of the aircraft of his duties.
 - (b) assault, intimidate or threaten, whether physically or verbally, against a crew member, so as to interfere with the performance of his duties or lessens his ability to perform those duties.
 - (c) Refuse to follow a lawful instruction given by the pilot in command, or on behalf of the pilot in command by a crew member, for the purpose of securing the safety of the aircraft and of persons or property carried thereon, or the safety and security, efficiency or regularity of air navigation.
- (3) The aircraft operator shall be responsible for the security of their aircraft. Special protection shall be offered if requested to/from the airport administration at a fee determined by the airport administration.

Integration of security in airport building

18. In order to integrate the needs of aviation security in airport building configuration, the Director General shall be consulted in advance of any planned remodelling or expansion of airport control system and equipment of existing airport facilities or the planning of new airport facilities to ensure security considerations are properly addressed.

Notification of appropriate authority of another State

19. (1) In the course of collecting and/or assessing threat information, the Director General shall have the authority of notifying appropriate Authorities in another State as soon as practicable if the United Republic becomes aware of a credible threat directed against the civil aviation interests of that State.
- (2). The Director General shall have the authority to notify the International Civil Aviation Organisation (ICAO) on acts of unlawful interference against civil aviation occurred in the United Republic and shall provide such report in written form.

Restricted Areas

20. For the purpose of Regulation 7 of these regulations, the airport operators shall ensure that the airports have conspicuous physical barriers indicating the airport boundary and posted signs bearing the warning to prevent trespassing.

Designation of restricted areas

21. The Director General in conjunction with the airport administration/operator and others concerned shall identify areas where operations vital to the continued safe operation of civil aviation in the United Republic are carried out and to designate these areas as restricted areas: Areas designated shall be:
- (1) protected through a combination of physical and personnel protective measures to prevent unauthorised access to them;

- (2) separated from public or non-restricted areas by an appropriate physical barrier;
- (3) inspected at regular intervals;
- (4) authorised access to restricted areas at each international and domestic airport of other designated off-airport facilities shall be controlled through the issue of restricted area permit system;
- (5) designated authorities responsible for controlling access to restricted areas shall specify the recognised places of entry through the restricted area barrier and ensure that such have adequate physical protection, of at least the same quality as the barrier itself or is enough to prevent an authorised access;
- (6) All restricted area and access points shall bear a signboard indicating the type of restriction.

Contingency plans

- 22.** Every airport administration shall develop and maintain contingency plans. The plans shall be consolidated into a single document; the Airport emergency plan; and conduct simulated exercises at least twice a year to test their response and decision-making capability, iron out any information flow problems and any other problems.

Appropriate Authority

- 23.** The Director General shall be the appropriate authority responsible in United Republic for carrying out the functions of the Tanzania Civil Aviation Authority and enforcement of the Tanzania Civil Aviation Security Regulation 2002.

Mandatory Reporting

- 24.** (1) Subject to the provisions of this regulation, every person who is the aircraft operator or pilot in command or the aerodrome operator or air navigation service provider shall make a report to the Director General of any act of unlawful interference such as sabotage and threats, hijacks, incidents and unruly passengers that has occurred or that its occurrence is imminent which is of such a description prescribed in paragraph (2) of this regulation.
- (2) For the purpose of paragraph (1) of this regulation, the following acts of unlawful interference are hereby prescribed, that is to say those:
- (a) Violence against a person on board of an aircraft in flight if that act is likely to endanger the safety of that aircraft;
 - (b) Destroying an aircraft in service or causing damage to such an aircraft which renders it incapable of flight or which is likely to endanger its safety in flight;
 - (c) Placing or causing to be placed on an aircraft in service, by any means whatsoever, a device or substance which is likely to destroy that aircraft, or causing damage to it which renders it incapable of flight, or causing damage to it which is likely to endanger its safety in flight.

- (d) Destroying or damaging air navigation facilities or interfering with their operation, if any such act is likely to endanger the safety of aircraft in flight;
- (e) Communicating information which is known to be false, thereby endangering the safety of an aircraft in flight; or
- (f) Unlawfully and intentionally using any device, substance or weapon:
 - (i) Performing an act of violence against a person at an airport serving Domestic and international Civil Aviation which causes or is likely to cause serious injury or death;
 - (ii) Destroying or seriously damaging the facilities of an airport serving domestic or and international civil aviation or an aircraft not in service located therein or disrupting the services of the airport

Penalties

- 25.** Any person who contravenes or fails to comply with any of the Provisions of these Regulations shall be guilty of an offence and shall be liable to a fine of not less than ----- or in the case of the second or subsequent offence, to a fine not less than ----- or, in default of payment thereof, to imprisonment for a term not less than ----- or to such both fine and imprisonment, and shall where the context permits, be ordered to pay compensation of an amount determined by the court to the person in respect of whom the offence was committed for injuries to that person..

Jurisdiction

- 26.** The United Republic shall have jurisdiction over any act constituting an offence under these regulations of the act took place on board:
- (a) any civil aircraft registered in the United Republic; or
 - (b) any civil aircraft leased without crew to a lessee whose principal place of business is in the United Republic or, if the lessee does not have a principal place of business, whose permanent residence is in the United Republic; or
 - (c) any civil aircraft on or over the territory of the United Republic; or (4) any other civil aircraft in flight outside the United Republic, if
 - (i) the next landing of the aircraft is in the United Republic; and (b) the pilot in command has:
 - (aa) delivered the suspected offender to the competent authorities pursuant to —
 - (bb) request the United Republic to prosecute the suspected offender; and
 - (cc) affirmed that no similar request has been or will be made by the pilot in command or the aircraft operator to any other Contracting State.

The terms “ in flight” as used in this section means - see penal code.

First Schedule**PART 1V- Regulations 15, 16,
PART V- 27(c). 35 (1)****Powers and responsibilities of the pilot in command.**

Subject to provisions of the provisions of these Regulations the pilot in command shall have the powers and responsibilities to:

- (1) protect safety of persons and property on board;
- (2) maintain good order and discipline on board;
- (3) restrain persons on board who may be a threat to safety;
- (4) disembark persons who may be a threat to safety;
- (5) search persons and baggage on an aircraft and take possession of items which could be used in connection with any unlawful interference;
- (6) notify authorities of the United Republic as soon as practicable and, before landing in the territory of the United Republic;
- (7) furnish the authorities of the United Republic with evidence and information regarding the incident that necessitated the restraint and/ or disembarkation of a passenger.

The local police shall accept delivery of persons disembarked for safety or security reasons.

It shall be an offence -

- (a) to manufacture and transport unmarked explosives
- (b) to possess unmarked explosives

Any unmarked explosives discovered shall be destroyed in accordance with procedures in the second schedule

Second Schedule**PART III - Regulation 8 (a), 12, 13****Appropriate Security Control**

Security controls consist of either active procedures to detect devices that may have been placed in cargo, or preventive security to stop devices being placed into cargo in the first place.

Active procedures could include the use of X-ray equipment, hand search, simulation chambers, explosive detectors, or dogs. In the context of this regulation, the term "air cargo" includes counter to counter items, transshipments, unaccompanied courier items, consolidations, postal mail, diplomatic mail, company stores, and unaccompanied baggage shipped as freight).

Third Schedule

PART II - Regulation 1(2), 3(1)

Coordination of Activities between different Organisations

1. The Director General shall establish the means of co-coordinating activities between different organisations in the United Republic concerned with or responsible for various aspects of the civil aviation security amongst various agencies of the State, airport administration, operators and other concerned organisations. These agencies include justice, foreign affairs, policing authority, postal, customs, immigration and intelligence.
2. (1) Airport Police Division or Tanzania Police Force Unit assigned to airports shall:
 - (a) prevent and detect crimes at civil aviation facilities
 - (b) provide specialist response, including, but not limited to: anti-terrorist units armed intervention, hostage negotiation and explosive device disposal in co-operation and co-ordination with the Tanzania Peoples Defence Forces
 - (c) provide rapid armed response capability to major incidence at all airports serving international and domestic civil aviation in co-operation and co-ordination with the Tanzania People's Defence Forces.
 - (d) arrest and detain and prosecute offenders infringing these regulations and any other law which safeguard safety and regularity of civil aviation
 - (e) liase with International Police (INTERPOL) in matters of aviation security internationally.
- (2) Tanzania Peoples' Defence Forces shall provide:
 - (a) Bomb detection and disposal services.
 - (b) Armed intervention in acts of hijacking and ground attacks.
 - (c) a rapid armed response capability to major incidents at all airports serving international and domestic civil aviation.
- (3) Customs and Excise Department of Tanzania Revenue Authority shall:
 - (a) provide security checks through thorough physical check and search functions of all baggage to protect civil aviation against acts of unlawful interference;
 - (b) prevent prohibited goods, restricted goods concealed or hidden in persons, baggage or the aircraft;
 - (c) survey arriving/departing passengers for persons who are known or suspected to be drug traffickers or smugglers.
- (4) The Immigration Services Department shall

- (a) detect improper, forged or ill gotten travel documents.
 - (b) prevent and detect travelling international terrorists, drug traffickers and other criminals.
 - (c) survey arriving/departing passengers for persons who may pose a threat to civil aviation.
- (5) The Tanzania Communications Commission as a national regulatory body for postal and telecommunications services shall:
- (a) provide discreet and special radio communications frequencies, during major aviation incidents such as hijacking and hostage negotiation;
 - (b) conduct regular surveys, studies and investigation about materials and equipment, which make the mail more secure;
 - (c) encourage the protection of mail committed to airlines; regulate procedures for receiving and delivering postal dispatches to airlines;
 - (d) ensure all postal and telecom licences include provisions related to civil aviation security i.e. the operators to ensure:
 - (e) Screening of all postal parcels, letters and other consignments intended to be transported by air;
 - (f) Protecting and guarding of those consignments until they are safely placed on aircraft;
 - (g) Co-coordinating with the bomb disposal unit or expert in case of detecting or discovering a suspect parcel or article which has escaped their detection during screening.
 - (h) Combat illegal drug traffic
- (6) The Tanzania Security Department in the area of Aviation Security shall:
- (a) Collect, collate and analyse international and national intelligence concerning civil aviation security.
 - (b) Co-operate, co-ordinate and communicate with the Tanzania Civil Aviation Authority concerning the level of the security threat internationally and nationally which may affect the security of civil aviation
 - (c) Perform vetting, background checks and clearance of persons applying for airport restricted areas pass and identification documents and those seeking employment in aviation security functions.
- (7) The Protocol Division of Foreign Affairs in the area of civil aviation security shall: -
- (a) Administer and control of VIP lounges at public airports and co-ordinate the control of VIP lounges with the Airport administration/operator at privately controlled airports.

- (b) Issue airport passes to diplomats and State high-ranking officials for the use of VIP lounges at public airports and co-ordinate for permit of use of the same at private controlled airports.

Fourth Schedule

PART II Regulation 2 (4)

Responsibility of Regulated Agents.

1. An operator shall not accept consignments of cargo, courier and express parcels or mail for carriage on passenger flights unless the security of such consignment is accounted for by the designated handling agent or such consignments are subjected to appropriate security controls.
2. All cargo, couriers and express parcels and mail intended for carriage on international and domestic passenger flights shall be subjected to appropriate security controls by aircraft operators and/or handling agents" designated by the Tanzania Civil Aviation Authority as "Regulated agent" prior to being placed on board an aircraft.
3. The aircraft operator shall remain responsible to ensure that the appropriate security measures have been carried out, by delegating some of that responsibility to regulated agent. In so doing the aircraft operator shall:
 - (a) decide on the level of security control to be applied to any given consignment;
 - (b) carry out appropriate security controls to the required level;
 - (c) protect the consignment from unlawful interference while it is the airline's custody;
 - (d) ensure that all consignment have been secured to an appropriate level before being placed in the aircraft; and
 - (e) ensure that all consignment placed on board the aircraft are recorded on the aircraft manifest.
4. The aircraft operator or the Regulated agent sub- contracted to act on behalf of who shall ensure that all consignments due to be loaded onto a particular aircraft are:
 - (a) delivered by an established employee of a handling agent;
 - (b) covered by valid documentation that had been checked for inconsistencies;
 - (c) covered by a valid consignment security declaration;
 - (d) checked to establish that there was no evidence of having been tampered with; and
 - (e) kept secure till delivered into the aircraft operator's charge; or
 - (f) were subjected to the appropriate level of security screening.
5. In the same way where the consignment are to be presented to handling agent by freight forwarder, postal authorities or Courier Company, the handling agent shall:

- (a) decide on the level of security control to be applied to any given consignment;
 - (b) carry out any screening or searching the required level;
 - (c) be satisfied that the level of screening is acceptable; and
 - (d) protect the consignment from unlawful interference which is in their custody, particularly after security clearance of cargo.
6. Where consignments are to be presented to an aircraft operator by freight forwarder, postal authorities or Courier Company, these shall ensure that all consignments have been:
- (a) delivered by an established employee of the agent;
 - (b) covered by valid shipping documentation that has been checked and fully describes the contents;
 - (c) covered by a valid consignment security declaration;
 - (d) checked to establish that there was no evidence of having been tampered with; and
 - (e) kept secure since acceptance; or
 - (f) reaccepted but subjected to the appropriate level of security screening.

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