

EXECUTIVE ORDER NO. 145

[repealed by Executive Order 227B]

To adopt the National Civil Aviation Security Program

WHEREAS, the Republic of Palau needs a security program for the international airport;
and

WHEREAS, a National Civil Aviation Security Program has been developed by the Republic in consultation with members of the Federal Aviation Administration; and

WHEREAS, the Program is in the interests of the Republic;

NOW, THEREFORE, the attached National Civil Aviation Security Program is hereby adopted.

IN WITNESS WHEREOF, I have set my hand and affixed my official seal on this 28th day of August 1995.

Kuniwo Nakamura
President
Republic of Palau

**THE REPUBLIC OF PALAU
NATIONAL CIVIL AVIATION SECURITY
PROGRAM**

Executive Order #: 145

Date: 8/30/95

Approved:

Kuniwo Nakamura
President
Republic of Palau

I. PROGRAMME OBJECTIVE

1. The objective of this national civil aviation security (AVSEC) programme is to protect the safety, regularity and efficiency of international civil aviation in the Republic of Palau by providing, through regulations, practices and procedures, the necessary safeguards against acts of unlawful interference. The Palau National AVSEC Programme aims at maintaining the security of national and foreign operators providing services from The Republic of Palau as well as of civil airports in The Republic of Palau supporting international flights.
2. This programme is designed to meet the international Standards and Recommended Practices contained in Annex 17 to the Convention on International Civil Aviation, as well as related aviation security provisions found in Annexes 2, 6, 9, 10, 11, 13 and 14.

II. DEFINITIONS

Following terms shall be defined and used in accordance with the meanings and usages given therein:

Appropriate authority for security - The authority designated by a State within its administration to be responsible for the development, implementation and maintenance of the national civil aviation security programme.

Acts of unlawful interference - An act of:

- a) violence against a person on board 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;
- f) unlawfully and intentionally using any device, substance or weapon:

- i) performing an act of violence against a person at an airport serving 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 international civil aviation or aircraft not in service located thereon or disrupting the services of the airport; if any such act endangers or is likely to endanger safety at that airport.

Aircraft - Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft maintenance area - All the ground space and facilities provided for aircraft maintenance. It includes aprons, hangars, buildings and workshops, vehicle parts and roads associated therewith.

Aircraft stand - A designated area on an apron intended to be used for parking an aircraft.

Air side - The movement area of an airport, adjacent terrain and buildings or portions thereof. access to which is controlled.

Air-side waiting area - Space between the departures concourse and air-side exits from the passenger buildings.

Apron - A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, refueling, parking or maintenance.

Apron passenger vehicle - Any vehicle used to convey passengers between aircraft and passenger buildings.

Baggage - Property of passengers or crew carried on an aircraft by agreement with airline operator.

Baggage container - A receptacle in which baggage is loaded for conveyance in an aircraft.

Baggage sorting area - Space in which departure baggage is sorted into flight loads.

Baggage storage area - Space in which checked/hold baggage is stored pending transport to aircraft and space in which mishandled baggage may be held until forwarded, claimed or otherwise disposed of.

Bomb alert - A status of alert, put in place by competent authorities to activate an intervention plan intended to counter the possible consequences arising from a communicated threat, anonymous or otherwise, or arising from the discovery of a suspect device or other suspect item on an aircraft, at an airport or in any civil aviation facilities.

Bomb threat - A communicated threat, anonymous or otherwise, which suggests, or infers, whether true or false that the safety of an aircraft in flight or on the ground, or any airport or civil aviation facility or any person may be in danger from an explosive or other item or device.

Cargo - Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.

Cargo area - All the ground space and facilities provided for cargo handling. It includes aprons, cargo buildings and warehouses, vehicle parks and roads associated therewith.

Cargo building - A building through which cargo passes between air and ground transport and in which processing facilities are located, or in which cargo is stored pending transfer to air or ground transport.

Check-in - The process of reporting to an aircraft operator for acceptance on a particular flight.

Check-in position - The location of facilities at which check-in is carried out.

Courier service - An operation whereby shipments tendered by one or more shippers are transported as the baggage of a courier passenger on board as scheduled airline service under normal passenger checked baggage documentation.

Crew member - A person assigned by an operator to duty on an aircraft during flight time

Dangerous goods - Articles or substances which are capable of posing significant risk to health, safety or property when transported by air.

Departure concourse - The space between the check-in positions and the air-side waiting area.

Freight - See definition of CARGO.

General aviation - All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Identification cards - See "Permits".

Inadmissible person - a person who is or will be refused admission to a State by its authorities.

Integrated/consolidated cargo - A consignment of multi-packages which has been originated by more than one person each of whom has made an agreement for carriage by air with another person other than a scheduled air carrier.

Interline baggage - Baggage of passengers subject to transfer from the aircraft of one operator to the aircraft of another operator in the course of passenger's journey.

International Airport - Any airport designated by the Contracting State in whose territory it is situated as a airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

Known shipper - An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted by the appropriate authority in respect of cargo, courier and express parcels or mail.

Land side - that area of an airport and buildings to which the non-traveling public has free access.

Mail - Dispatches of correspondence and other objects tendered by and intended for delivery to postal administrations.

Mishandled baggage - Baggage involuntarily, or inadvertently, separated from passengers or crew.

Movement area - That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of maneuvering area and aprons(s).

Narcotics control - Measures to control the illicit movement of narcotics and psycho tropic substances by air.

Non-restricted area - Areas of an airport to which the public have access or to which access is otherwise unrestricted.

Off-airport processing facilities - A passenger or cargo transport link terminal at an urban population center at which processing facilities are provided.

Operator - A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Passenger area - All the ground space and facilities provided for passenger processing. It includes aprons, passenger buildings, vehicle parking and roads.

Passenger gangway - A mechanically operated, adjustable ramp to provide direct passenger access between aircraft and building or vehicles.

Permits - Cards or other documentation issued to individual persons employed on airports or who otherwise have need for authorized access to airports or to any restricted part(s) thereof, for the purposes of facilitating access and identifying the individual and includes vehicle documentation issued for similar purposes. Permits are sometimes referred to as airport identity cards or passes.

Pier - A corridor at, above or below ground level to connect aircraft stands to a passenger building.

Sabotage - An act or omission, indeed to cause malicious or wanton destruction of property, endangering or resulting in unlawful interference with international civil aviation and its facilities.

Screening - The application of technical or other means which are intended to detect weapons, explosive or other dangerous devices which may be used to commit an act of unlawful interference.

Security - A combination of measures and human and material resources intended to safeguard international civil aviation against acts of unlawful interference.

Security control - A means by which the introduction of weapons explosives or articles likely to be utilized to commit an act of unlawful interference

Security equipment - Devices of a specialized nature for use, individually or as a part of a system, in the prevention or detection of acts of unlawful interference with civil aviation and its facilities.

Security programme - Measures adopted to safeguard international civil aviation against acts of unlawful interference.

Security restricted area - Those area of an airport, building or facility into which access is restricted or controlled for security and safety purposes.

Small arms - A general description applied to all hand-held firearms.

State of Registry - A State on whose register the aircraft is entered.

Sterile area - That area between any passenger inspection/screening station and aircraft into which access is strictly controlled.

Stores - Articles of a readily consumable nature for use or sale on board an aircraft during flight, including commissary supplies.

Transfer passengers/baggage - Passengers/baggage making direct connections between two different flights.

Transit passengers - Passengers departing from an airport on the same flight as that on which they arrived.

Unaccompanied baggage - Baggage which is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs.

Unclaimed baggage - Baggage which arrives at an airport and is not claimed by a passenger .

Unidentified baggage - Baggage at an airport with or without a baggage tag which is not picked up by or identified with a passenger.

Vulnerable point - Any facility on or connected with an airport, which, if damaged or destroyed would seriously impair the functioning of the airport.

III. LEGISLATION

A. International Conventions

1. The Republic of Palau is a signatory to the Chicago, Tokyo, The Hague and Montreal Conventions, the Montreal Supplementary Protocol and the Convention on the Marking of Plastic Explosives for the Purpose of Detection (as appropriate).
2. The terms and provisions of these Conventions are given legal force in The Republic of Palau by virtue of:
 - a) Compact with the United States of America.
 - b) Compact with the United States of America.
 - c) Compact with the United States of America.
 - d) Compact with the United States of America.
 - e) Compact with the United States of America.

Note: (Replace the Compact with the appropriate legislation for each conventions as they become available)

B. National Legislation

1. The Palau National AVSEC Programme of The Republic of Palau is given legal force by virtue of

Executive Order #_____, which adopts the Palau National AVSEC Programme. (The number of the Executive Order which adopts this program will be entered here).
2. Other relevant national laws related to the implementation and enforcement of the Palau National AVSEC Programme include:

Executive Order # 127, Executive Order # 116, Airport Rules and Regulation (Public Law 3-30, Title 8 PNC), and the Compact of the Free Association.

IV. ALLOCATION OF RESPONSIBILITIES

A. Designated Appropriate Authority for AVSEC

1. The designated appropriate authority for civil aviation security in The Republic of Palau is The Minister of Commerce and Trade working in close cooperation with the Minister of Justice and the Bureau of Public Safety.
2. The AVSEC responsibilities of this authority include, but are not limited to:
 - (a) Develop, implement and maintain the Palau National AVSEC Programme of The Republic of Palau.
 - (b) Define and allocate the tasks for the implementation of the various aspects of the Palau National AVSEC Programme.
 - (c) Establish the means of co-ordinating activities between different organizations in The Republic of Palau concerned with or responsible for various aspects of the Palau National AVSEC Programme.
 - (d) Make available to airport management, airlines operating in its territory and others concerned a written version of the appropriate parts of the Palau National AVSEC Programme.
 - (e) Review and maintain the effectiveness of the Palau National AVSEC Programme, including re-evaluating security measures and procedures following an act of unlawful interference and taking action necessary to remedy weaknesses so as to prevent recurrence.
 - (f) Review and approve airline operator and international airport security programmes.
 - (g) Ensure that airport security services at international airports are provided with the necessary supporting facilities including office space, telecommunications equipment, appropriate security equipment, and training facilities.
 - (h) Develop and revise, as necessary, broad national policies relating to civil aviation security.
 - (i) Develop and issue comprehensive national regulations relating to civil aviation security.

- (j) Ensure that architectural and infrastructure-related requirements necessary for the optimum implementation of international AVSEC measures are integrated into the design and construction of new facilities and alterations to existing facilities at international airports in The Republic of Palau.
- (k) Develop and implement a national aviation security training programme and co-ordinate the development and approve aviation security training programmes by individual agencies and organizations.

B. Civil Aviation Authority (if different from IV.A)

Same authority as IV.A

C. Airport Administration

1. The Division of Transportation, Airport Branch is responsible for the management and operation of the Palau International Airport by virtue of Executive Order #116. The airport administration has responsibility for the establishment and implementation of security measures to prevent acts of unlawful interference at Palau International Airport.
2. The specific AVSEC responsibilities of the Division of Transportation, Airport Branch include, but are not limited to:
 - (a) Establish and maintain an Airport AVSEC Programme detailing the individual security measures in place at the airport ensuring compliance with the requirements of the national AVSEC security programme. Additional guidance on the development of airport AVSEC programmes can be found in Part 1 Section 3.6, and Appendix G of the Security Manual.
 - (b) Appoint an Airport Security Officer charged with co-ordinating the implementation of specific provisions of the Airport AVSEC Programme. Additional guidance on the activities and responsibilities of an airport security officer can be found in Part 1, Section 3.7 of the Security Manual.
 - (c) Ensure the establishment of an Airport AVSEC Committee in conformity with the requirements stipulated in the Palau National AVSEC Programme. Additional guidance on the establishment of airport security committees can be found in Part 1, Section 3.8 of the Security Manual.

- (d) Ensure that the needs of aviation security are integrated into the design and construction of new facilities and alterations to existing facilities at the airport.

D. Airport Tenants

1. Each airport tenant whose concession or facility forms a part of the landside/airside line or through which access can be gained from landside to airside shall be responsible for control of access through their facility in compliance with the provisions and requirements included in the relevant airport security programme.

E. Airline Operators

1. Airline operators providing international service from The Republic of Palau shall implement an AVSEC programme appropriate to meet the requirements of this Palau National AVSEC Programme. A written copy of the operator's AVSEC programme shall be submitted to the Minister of Commerce and Trade for approval.
2. An operator's AVSEC programme shall specify the practices and procedures to be followed by the operator to protect passengers, crew, ground personnel, aircraft and facilities from acts of unlawful interference. Each operator's AVSEC programme shall include, at a minimum:
 - a) Objectives of the programme and responsibility for ensuring its implementation.
 - b) Organization of the operator's security functions and responsibilities, including the designation of the operator's chief security officer
 - c) Specific security measures including:
 - pre-flight security checks of aircraft
 - procedures for the screening of passengers and cabin baggage if this function is assigned to the operator
 - procedures to ensure that no weapons, explosives and other dangerous devices are left on board by disembarking passengers at transit stops
 - reconciliation of checked-in baggage with boarding passengers, including transit and transfer passengers.

- measures to protect cargo, courier and express parcels, mail, stores, catering supplies and checked baggage, including baggage checked in off-airport
 - treatment of passengers who have been the subject of judicial or administrative proceedings
 - procedures for the carriage of weapons in the cabin compartment and the aircraft hold
 - control of access to, and securing of, parked aircraft
- d) Contingency planning including:
- action and procedures in cases of hijackings, sabotage and bomb threats
 - in-flight procedures when a suspect item is found or believed to be on board an aircraft
 - evacuation and search of aircraft on the ground
 - special security measures to be enacted during periods of increased threat and/or for critical flights and routes.
- e) Measures to ensure the programme's effectiveness including adequate training of staff and the periodic testing and evaluation of the security programme.

F. Policing Authority

1. Bureau of Public Safety is responsible for the provision of police functions and activities in The Republic of Palau to protect civil aviation against acts of unlawful interference.
2. Specific responsibilities of the Bureau of Public Safety in the area of aviation security are as follows: (Note: revise or modify this list as appropriate)
 - a) Prevention and detection of crimes at civil aviation facilities.
 - b) Routine surveillance and patrol of all airport terminal areas.
 - c) Surveillance of arriving/departing passengers for persons who may pose a threat to civil aviation.

- d) Contingency planning with Minister of Commerce and Trade, Minister of Justice, Minister of Health, Minister of Administration, and the Minister of National Resource and Development for response to and control of acts of hijacking, sabotage, bomb or other threats, ground attacks and civil disorder.
- e) The provision of specialist response, including, but not limited to: anti-terrorist units, armed intervention, hostage negotiation and explosive device disposal.
- f) The provision of a rapid armed response capability to major incidents at Palau International Airport.
- g) Training of appropriate police personnel in aviation security practices and procedures pertinent to their operations.

G. Military

At the present time, there is no Military entity of the Republic of Palau.

H. Other Agencies

Other governmental and non-governmental agencies have responsibility for performing specific AVSEC functions:

- Ministry of State
- Ministry of Education
- Ministry of Cultural Affairs
- Ministry of Justice
- Ministry of Administration
- Ministry of National Resource and Development
- Ministry of Health
- All State Governors
- Mobile Oil (Memorandum of Understanding needed)
- Government of the United States (Bilateral Agreement needs to be developed)
- Air Carriers
- Airport Tenant Organizations
- PNCC
- PUC
- Other agencies or groups deemed appropriate and listed in the Airport Security Programme.

V. CO-ORDINATION AND COMMUNICATIONS

A. National AVSEC Committee

1. A Palau National Aviation Security Committee was established on the date of adoption of the National Aviation Security Programme . Terms of reference of this committee are:
 - (a) Advise The Minister of Commerce and Trade regarding AVSEC measures necessary to meet threats to civil aviation and its facilities;
 - (b) Keep the implementation of such measures under constant review and make recommendations for change to these measures in response to new threat information, developments in AVSEC technology and techniques, and other factors;
 - (c) Ensure the co-ordination of AVSEC measures among departments, agencies and other organizations responsible for the implementation of the Palau National AVSEC Programme, subject to the form and extent of threats;
 - (d) Promote security considerations in the design of new airports or the expansion of existing facilities;
 - (e) In co-ordination with the Minister of Commerce and Trade, recommend for promulgation, and co-ordinate the implementation of changes in national AVSEC policies;
 - (g) Consider recommendations made by the Palau International Airport AVSEC Committee and where appropriate recommend changes to the Minister of Commerce and Trade; and
 - (h) Minister of Justice and the Director of the Bureau of Public Safety.
2. Membership of The Palau National Aviation Security Committee is decided by The President of the Republic of Palau. The current membership is listed in the committee's charter. In addition to permanent members of the committee, other individuals may be invited to attend meetings, on an ad hoc basis, to ensure that adequate operating technical expertise and experience are available during its deliberations.
3. Meetings shall be called by the Chairman when required but at least one time a year. Minutes for each meeting shall be kept and, after approval by the members, shall be circulated to the authorities concerned.

B. Palau International Airport AVSEC Committee

1. An Palau International Airport AVSEC Committee shall be established at each airport serving international civil aviation in The Republic of Palau. The primary purpose of the Airport AVSEC Committee shall be to provide advice on the development and to co-ordinate the implementation of security measures and procedures at the Palau International Airport.
2. A written charter of the Palau International Airport AVSEC Committee shall be included in the Palau International Airport AVSEC Programme. This charter shall include information on the composition of the committee, terms of reference, and operational details, including the number of meetings per year, chairmanship, and the drafting and distribution of minutes.

C. **Other Co-ordinating Bodies (if appropriate)**

D. **Press Relations**

All official media contact will be conducted through the Office of the President, Public Relations Officer.

E. **Communication/Co-operation with other States**

1. **Palau National AVSEC Programme**

On request, The Republic of Palau shall make available to other States a written version of the appropriate parts of the Palau National AVSEC Programme. As necessary, The Republic of Palau shall co-operate with other States in order to adapt the Palau National AVSEC Programme so as to achieve consistent practices and procedures between States and to enhance international aviation security generally.

2. **Special Security Measures**

Requests from another State for special security measures in respect of a specific flight or specified flights by operators of that State shall be met as far as is practical. These requests shall be submitted to The Minister of Commerce and Trade.

3. **Threat Information**

When, in the course of collecting and/or assessing threat information directed against civil aviation, The Republic of Palau becomes aware of a credible threat directed against the civil aviation interests of another State, The Republic of Palau shall notify appropriate authorities in this State as soon as practicable. The responsible authority for this notification process

is The Ministry of State.

4. AVSEC Training Programmes

The Republic of Palau shall, as necessary, co-operate with other States in the development and exchange of information concerning AVSEC training programmes.

5. Bilateral Agreements

Bilateral agreements on air services that include an aviation security clause have been entered into with the following States:

There are no Bilateral Agreements at the present time.

F. Communication with ICAO

1. The Republic of Palau shall specify to the International Civil Aviation Organization (ICAO) the designated appropriate authority for aviation security as noted in Section IV.A of this programme. If this authority changes, ICAO shall be notified of this change as soon as practicable.
2. The Republic of Palau shall provide to ICAO written reports on acts of unlawful interference against civil aviation, as specified in Section X.I of this programme.

VI. PROTECTION OF AIRPORTS, AIRCRAFT AND AIR NAVIGATION FACILITIES

A. Designation of Restricted Areas

1. It is the responsibility of The Minister of Commerce and Trade in conjunction with airport management and others concerned to identify areas where operations vital to the continued safe operation of civil aviation in The Republic of Palau are carried out, and to designate these areas as restricted areas.
2. The Minister of Commerce and Trade shall prepare and certify plans delineating the area and boundaries of any restricted area. As and when necessary, substitute or amended plans shall be prepared and certified by this authority.
3. Access to these designated restricted areas shall be controlled in accordance with the procedures stipulated in Section VI of the Palau National AVSEC Programme and the respective airport security

programmes, and in compliance with Executive Order #127.

4. Those areas designated as restricted areas at Palau International Airport are described in the Palau International Airport Security Programme(s).
5. Those areas that are outside the boundaries of Palau International Airport) that are designated as restricted areas, are as follows:
 - a) Radar site(if appropriate)
 - b) Navigational aids sites(e.g. ILS, VOR, NDB)(if appropriate)
 - c) VHF ground to air antennae (if appropriate)
 - d) Other, as appropriate

B. Protection of Restricted Areas

1. Areas designated as restricted areas within the Palau National AVSEC Programme are to be protected through a combination of physical and personnel protective measures to prevent unauthorized access to them.
2. Each designated restricted area shall be separated from public or non-restricted areas by an appropriate physical barrier that shall be inspected at irregular intervals. Guidance on barrier construction and dimensions can be found in Part 1, Chapter 4.10 of the Security Manual.
3. Authorized access to restricted areas at each international airport or other designated off-airport facilities shall be controlled through the use of a restricted area permit system. The Ministry of Commerce and Trade shall be responsible for the control and administration of the restricted area permit system.

C. Control of Access - General Requirements

1. Access to all restricted areas designated under the Palau National AVSEC Programme shall be limited to either:
 - a) bona fide passengers in possession of legitimate travel documents that have been accepted for international travel on an air carrier; or
 - b) staff in possession of an approved restricted area permit.
2. Restricted area permits issued to staff members for all designated restricted areas shall be issued subject to Executive Order #127 and in accordance with the rules and procedures laid out in The Palau International Airport Security Programme.

3. The following organizations are duly authorized to administer, produce and issue restricted area permits:

The Minister of Commerce and Trade or his designee for all restricted areas of The Palau International Airport:

4. Designated authorities responsible for controlling access to restricted areas shall ensure that physical barriers demarcating restricted areas are maintained in good working condition.
5. Designated authorities responsible for controlling access to restricted areas shall specify the recognized 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.

D. Control of Access - Persons

1. Passengers shall be allowed access to appropriate restricted areas that are designated for their use in the boarding procedure, provided they are in possession of, and produce for inspection:
 - a) authentic and valid travel documents together with any necessary visas. Such travel documents would for the most part be passports or identity documents issued by the country of citizenship but could also, where acceptable, be documents such as alien cards, crew member certificates, migrant travel documents and U.N. Laisser Passers issued by a different country or by an organization; and
 - b) an authentic boarding card issued by an air carrier. Ideally such boarding cards should bear the name of the registered passenger.
2. Staff will be allowed access to designated restricted areas in accordance with the restricted area permit system as stipulated in The Palau International Airport Security Programme.
3. Restricted area permit-issuing authorities shall ensure that:
 - a) all applications for restricted area permits are made in writing to an authorized officer by the employer on behalf of the employee;
 - b) written applications are verified by authorizing officers to ensure that sufficient justification exists for the issue of a permit;
 - c) written applications are security-verified by The Bureau of Public

Safety to ensure that undesirable persons are not issued a permit;

- d) restricted areas are sub-divided into zones with access granted to each zone on a need-to-go basis;
- e) each permit shall, at a minimum, contain:
 - i) a photograph of the holder or other means of personal identification
 - ii) expiration date
 - iii) restricted areas for which the permit is valid
 - iv) name of holder
 - v) organization
 - vi) height, weight, eye color, hair color
 - vii) Social Security Number
 - viii) birth date
 - ix) signature of the Minister of Commerce & Trade or designee.
- f) local regulations require the wearing of the permit in a visible manner on outer clothing at all times whilst entering or remaining in the restricted area, as described in the Palau International Airport Security Programme.

E. Control of Access - Vehicles

1. Organizations designated under the Palau National AVSEC Programme as authorizing agencies for the issue of restricted area permits shall include measures for the production, administration, issue and control of permits for the authorized access of vehicles to restricted areas.
2. The number of vehicle permits, as far as is practicable, shall be kept to a minimum so as to avoid a proliferation of vehicles airside in aircraft maneuvering areas.
3. Each vehicle permit shall be displayed in a prominent and visible position on the vehicle and shall contain, at a minimum, as described in the airport(s) security programme:
 - a) registration number of vehicle;
 - b) owner/operator logo of the vehicle;
 - c) validity period;
 - d) restricted areas for which permit is valid; and
 - e) access gates which the vehicle is allowed to use.

4. Each authorizing agency shall ensure that drivers of vehicles issued with restricted area vehicle permits are qualified to drive the appropriate class of vehicle and have been given instruction in all safety requirements for the operation of a vehicle airside.

F. Aircraft

1. **Responsibility**

Aircraft operators shall be responsible for the security of their aircraft.

2. **Normal Operating Conditions**

When aircraft are not in service and are left unattended, their doors shall be closed and boarding equipment (steps, airbridge, etc.) removed. Additional measures may include deploying personnel to monitor such aircraft.

Airline operators shall ensure that when aircraft enter service, pre-flight checks are undertaken to discover suspicious objects or anomalies that could conceal weapons, explosives or any other dangerous devices.

3. **Increased Threat Conditions**

For flights determined to be under an increased threat, airline operators shall take appropriate measures to ensure that disembarking passengers do not leave items on board the aircraft at transit stops.

When a well-founded suspicion exists that an aircraft may be the object of an act of unlawful interference:

- a) the airline operator shall be notified; and
- b) an inspection of the aircraft shall be conducted.

When a well-founded suspicion exists that an aircraft may be attacked while on the ground:

- a) appropriate airport authorities shall be notified as soon as possible; and
- b) appropriate measures to safeguard the aircraft shall be taken as specified in the Palau International Airport Contingency Plan.

G. Navigational and Other Vital Facilities

1. **NON-DIRECTIONAL BEACON (NDB)**
Secured by concrete building, perimeter fence, chain and padlock, and 24 hour security guards.
2. **DISTANCE MEASURING EQUIPMENT (DME)**
Secured by perimeter fence, chain and padlock, and 24 hours security guards.
3. **VISUAL APPROACH SIGNAL INDICATOR (VASI)**
Secured by perimeter fence, chain and padlock, and 24 hours security guards.
4. **ALL AIRPORT LIGHTS**
Secured by perimeter fence, chain and padlock, and 24 hours security guards.
5. **GENERATORS INCLUDING BACK UP**
Secured by perimeter fence, chain and padlock, and 24 hours security guards.
6. **COMMUNICATIONS EQUIPMENT (SAWR)**
Secured by housing, perimeter fence, and 24 hours security guards.
7. **AIR TRAFFIC COMMUNICATIONS**
Restrict frequency use and housed and projected.
8. **FUEL FARM**
Secured by housing, perimeter fence, and 24 hours security guards.
9. **CRASH FIRE RESCUE UNIT (CFR)**
Secured by housing, perimeter fence, and 24 hours security Guards.

VII. SECURITY CONTROL

A. Screening of Passengers and Carry-on Baggage

1. General

The purpose of the screening of passengers and their carry-on baggage is to prevent weapons, explosives or any other dangerous devices which may be used to commit an act of unlawful interference from being introduced on board an aircraft. All passengers and all their carry-on baggage shall undergo screening before being permitted to have access to an aircraft or sterile area.

2. Sterile Areas

Sterile areas shall be established in those areas entered by passengers after undergoing screening and prior to boarding an aircraft. The integrity of such sterile areas shall be maintained through the use of locks or other controls on all potential access points into the sterile area. Thorough inspections of the sterile area shall be performed by the Airport Manager or his designee prior to the use of such an area.

3. **Authority**

The legal authority for the screening of passengers and their baggage is the Compact of Free Association with the United States of America.

4. **Use of security equipment**

All departing passengers and their carry-on baggage at The Palau International Airport shall be screened using metal detection and X-ray equipment, where available. Specific information on the proper use of this equipment is contained in Palau International Airport Security Programme.

5. **Manual Searches**

Manual searches of all departing passengers and their carry-on baggage shall be conducted when security equipment is either not available or not in operating order. Manual searches shall also be conducted to identify unidentified objects on the person of passengers that set off security equipment alarms and to identify any items of a suspect nature detected during X-ray examination of carry-on baggage.

Specific information on the appropriate procedures and responsibilities for manual searching of passengers and their carry-on baggage is contained in Palau International Airport Security Programme.

6. **Random Searches**

In addition to the cases specified in section A.5 above, a set percentage of random manual searches of passengers and their carry-on baggage shall be conducted by screening personnel to provide an additional deterrent measure. This percentage is 10% of all passengers and 10% of all pieces of carry-on baggage. This percentage threshold shall be raised in response to an increased threat to civil aviation, as specified in the national and airport contingency plans.

7. **Detained Articles**

All articles that give reasonable cause for concern shall be detained by screening staff. In cases where firearms, explosives or other unlawful weapons are detected, the Bureau of Public Safety shall be notified immediately and the items handed into their possession. The passenger concerned may be required to undergo further inquiries by the Police.

Certain detained items may be carried to the passenger's destination in the aircraft hold and returned to the passenger at his or her final destination.

Procedures covering such circumstances shall be specified in the operator's written security programme.

8. Refusal to Undergo Screening

Any person who refuses to undergo a search of his/her person in accordance with this program or refuses to undergo a search or inspection of his/her checked or carry-on baggage shall be denied passage.

9. Mixing of Screened and Unscreened Persons

Security measures shall be implemented for international flights to ensure that there is no mixing or contact between passengers subjected to security control and other persons not subjected to such control at the airport, after the security screening point has been passed.

In the event of a mix of screened and unscreened passengers occurring the following action shall be taken:

- a) The sterile area shall be cleared and a full search carried out by the Airport Manager or his designee.
- b) Departing passengers and their cabin baggage shall be required to undergo a second screening process before being allowed to board their aircraft.
- c) Should any departing passenger have had access to an aircraft after the occurrence of the accidental mix, the aircraft concerned shall also be subject to a full cabin search.

10. Failure of Security Controls

In the event that an aircraft has already departed when it is discovered that a failure occurred in the proper implementation of security controls related to the flight, appropriate authorities in the State of arrival shall be notified as to the nature of the failure.

11. Transit and Transfer Passengers

Airline operators engaged in international passenger operations shall include in their security programmes adequate measures to control transfer and transit passengers and their carry-on baggage in order to prevent unauthorized articles from being taken on board an aircraft.

Such measures shall be sufficient to ensure that transit and transfer

passengers do not have access to their checked baggage or contact with other persons who have not been screened. Where total control has not been achieved on any occasion, or cannot be achieved, the passengers shall be screened again before re-boarding.

Airport administrations shall design and maintain airport facilities in such a way as to facilitate the security control of transit and transfer passengers.

C. Airline Crew, Airport Staff and other Non-passengers

1. Airline crew, airport staff and other non-passengers passing through the security screening point into the sterile area shall be screened in the same manner as passengers. All items carried by these individuals shall be screened/examined in the same manner as carry-on baggage of passengers .

D. Special Screening Procedures

1. Diplomats and Diplomatic Pouches

Diplomats shall be screened in the same manner as other passengers. Diplomats may be screened in a designated area by a trained screener and escorted immediately to the aircraft.

Diplomatic pouches (consular bags) bearing visible external indicia of a State shall not be screened or examined provided that they are sealed and the individual in possession of the diplomatic pouch produces appropriate identification and authorization (diplomatic or official passport, authorization letter) to carry the diplomatic pouch. All other carry-on items of the individual shall not be exempt from examination and shall be processed in the normal manner applicable to other passengers .

2. Classified Material

Material that is classified by appropriate agencies of government shall be inspected only to the extent necessary to assure the absence of weapons or dangerous articles. If, however, any question regarding safety remains, said classified material shall not be transported by airline operators.

3. Special Screening

Special inspection/screening process are extended to visiting Heads of State.

4. Private Screening

Private screening shall not be routinely provided. However, passengers requiring special handling, including passengers carrying high-value material, passengers with pacemakers, and handicapped passengers, may be screened in an area out of view of other passengers. In such a case, the passenger and his/her carry-on baggage shall be screened:

- a) By the physical or X-ray inspection of all carry-on baggage;
- b) By using a hand-held metal detection device on the passenger or, in the case of a passenger with a pacemaker or a handicapped passenger that cannot be subjected to normal metal detection screening procedures, by pat-down inspection;
- c) By an individual who has been properly trained to perform this function; and
- d) Immediately following screening, the passenger shall be escorted into the sterile area.

E. Authorized Carriage of Weapons

1. Authorized Carriage of Weapons in the Cabin Compartment

The carriage of weapons on board aircraft by law enforcement officers and other authorized personnel, acting in performance of their duties, is permitted in accordance with The Compact of Free Association with the United States and the notification/consent from the air carrier.

The designated authority responsible for the review and approval of requests for the authorized carriage of weapons by individuals in the cabin compartment is the Director, Bureau of Public Safety or his designee.

Airline operators transporting individuals authorized to carry weapons shall ensure that:

- a) proper written documentation authorizing the carriage of a weapon is presented;
- b) prior to boarding, armed individuals are thoroughly instructed regarding all rules and regulations pertaining to the carriage of weapons;
- c) no alcoholic beverages are served to armed individuals; and
- d) the pilot-in-command and all crew members are notified of the

number of armed individuals on board the aircraft and their seat location(s).

2. Authorized Carriage of Weapons in Inaccessible Areas

Airline operators are permitted to transport weapons in areas other than the cabin compartment under the following conditions:

- a) the operator or representative of the operator confirms that the weapon is in the passenger's checked baggage and that the weapon is not loaded; or
- b) the weapon is stowed in any other area that is inaccessible to any person while the aircraft is in flight.

F. Persons in Custody and under Administrative Control

1. Notification Requirements

The Minister of Justice or his designee shall notify in due time the appropriate airline operator and the Airport Manager when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings. Such passengers include persons in the custody of law enforcement personnel, mentally disturbed persons under escort, deportees and inadmissible persons.

When a person is obliged to travel because he or she is deemed to be inadmissible or the subject of a deportation order. The Minister of State or his designee shall inform authorities in transit and destination States of the identity of the person, the reason for transporting that person, and an evaluation of any threat posed by that person.

2. Security Measures and Procedures

Airline operators shall include in their respective security programmes and implement appropriate security measures and procedures to ensure the safety on board their aircraft when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings.

G. Checked Baggage

1. Acceptance and Protection

Airline operators engaged in international operations shall ensure that checked baggage is accepted only from ticketed passengers and only by a

responsible agent or authorized representative of the operator.

Baggage, once accepted from passengers, shall be protected from unauthorized access until the time the baggage is returned to the passenger at the destination, or transferred to another operator. Baggage originating from places other than airport check-in counters must be protected from the point it is checked in until it is placed on board an aircraft.

Access to baggage make-up areas and baggage transfer points shall be restricted to authorized personnel only. Employees shall challenge unauthorized persons and report them to superiors and The Bureau of Public Safety.

Personnel transporting bags to and from aircraft shall be alert to prevent unauthorized bags or packages from being placed on conveyor belts, carts, or vehicles, and that loaded baggage carts are not left unattended in areas accessible to the public.

2. **Passenger/Baggage Reconciliation**

Airline operators shall ensure that a passenger's checked baggage is not transported aboard an aircraft unless the passenger is aboard the aircraft or the baggage has been subjected to other security control measures subsequent to a determination that the passenger is not aboard. Special procedures shall be implemented to ensure that in the event that passengers disembark at a station earlier than their final destination, their checked baggage is removed from the aircraft.

Provisions shall be made so that the operator may transport baggage separated from the passenger because of reasons beyond the control of the passenger.

Checked baggage of a passenger that is denied boarding for a security reason or for refusal to be processed must be off-loaded.

3. **Screening of Checked Baggage**

All checked baggage shall be subjected to screening prior to being placed on board an aircraft. *(Note. Screening of all checked baggage is currently only an ICAO recommendation.)* All checked baggage Procedures for the acceptable screening of checked baggage are contained in Palau International Airport Security Programme.

4. **Transfer Checked Baggage**

Checked baggage from transfer passengers shall be screened in the same manner accorded checked baggage from originating passengers. Airline operators shall ensure that such baggage is not transported until it is confirmed that the passenger has boarded the aircraft.

5. Storage of Mishandled Baggage

Secure storage areas shall be established at The Palau International Airport or Carrier's designated location where mishandled baggage may be held until forwarded, claimed or disposed of in accordance with the procedures set forth in the Palau International Airport Security Programme .

H. Cargo, Courier and Express Parcels and Mail

1. All cargo, courier and express parcels and mail intended for carriage on international passenger flights shall be subject to appropriate security controls by airline operators and/or agents designated by The Division of Customs, per Executive Order #127, as “known shippers” prior to being placed on board an aircraft.

(Note: Use of “known shippers” is currently only an ICAO recommendation.)

2. Specific security controls to be applied to air cargo, courier and express parcels and mail, for both normal and increased threat periods, shall be listed in the airport contingency plan.
3. Cargo, courier and express parcels and mail intended for carriage on international passenger flights being moved within an airport shall be handled and moved in a secure environment and/or afforded sufficient security to prevent the introduction of weapons, explosives, and other dangerous devices.

I. Catering and Stores

1. Airline operators shall include in their respective security programmes and implement appropriate security procedures and controls to prevent the introduction of weapons, explosives, and other dangerous devices into catering supplies and stores intended for carriage on international passenger flights.
2. In-flight catering companies, both on-airport and off-airport, shall include in their respective security programmes and implement appropriate security procedures and controls to prevent unauthorized access into their facilities and to prevent the introduction of weapons, explosives, and other

dangerous devices into catering supplies and stores intended for carriage on international passenger flights. In-flight catering companies located outside the airport shall ensure that catering supplies are protected from unauthorized access while en-route from the catering facility to the airport.

VIII. SECURITY EQUIPMENT

A. Procurement

The Ministry of Commerce and Trade will be responsible for procurement of all aviation security equipment for the Palau International Airport. Maintenance contract will be procured along with the equipment.

The Republic of Palau authorizes the use of the following equipment and procedures for the screening of all airline passengers.

1. Walk-through metal detector
2. Hand-held metal detectors
3. Physical Inspections
4. Pat-down Search

The Republic of Palau authorizes the use of the following equipment and procedures for the screening of all checked-in baggage and hand-carried baggage.

1. X-ray equipment
2. Physical Inspections
3. Explosive Detection Devices
4. Alarm/Alert Device
5. Aging

B. Calibration

Standards prescribed by the Bureau of Public Safety. Standards will be coordinated with the Ministry of Commerce and Trade and all other appropriate ministries.

C. Operation and Maintenance

1. All security equipment in use shall be operated in conjunction with manufacturers recommendations and individual standard operating procedures as contained in The Palau International Airport Security Programme.
2. All authorities operating security equipment shall ensure that preventive and fault maintenance schedules are instituted to ensure that all security

equipment is operating at optimum efficiency.

3. All authorities operating security equipment shall ensure that suitably qualified technicians are available to carry out the necessary maintenance of equipment.

IX. PERSONNEL

A. Selection Criteria

Criteria for all personnel performing aviation security functions:

Appendix F, ICAO Security Manual (fourth edition) will be used for all personnel screening criteria.

B. Training

See Appendix T, ICAO Security Manual (fourth edition) - *Adopt appendix T as guidelines.*

1. Each organization with designated responsibilities stipulated under Part IV of the Palau National AVSEC Programme shall ensure the development and implementation of training programmes for their staff to ensure the correct implementation of the Palau National AVSEC Programme.
2. Each training programme developed shall be submitted to The Minister of Commerce and Trade for approval prior to implementation.
3. Each training programme shall contain as a minimum:
 - a) declared objectives and training policy;
 - b) responsibilities assigned for the conduct of training courses;
 - c) administrative information relating to selection, reporting and testing of candidates;
 - d) curriculum outline;
 - e) block and detailed syllabi for the above courses;
 - f) instructions regarding the care and use of training aids and reference material; and
 - g) procedures for training system testing.

4. Each organization charged with the development and implementation of training programmes shall ensure that a sufficient number of qualified instructors are available to implement the training courses.
5. In addition to individual organizations training programmes, The Minister of Commerce and Trade is responsible for co-ordinating the implementation of security awareness training courses to all agencies involved in civil aviation in The Republic of Palau who have not had the benefit of a specific aviation security training course.
6. All organizations conducting aviation security training courses shall maintain written records of all staff undergoing training, including results where applicable.
7. The Minister of Commerce and Trade is responsible to co-ordinate the exchange of information with ICAO or other Contracting States, as necessary, in the development of aviation security training programmes.

X. MANAGEMENT OF RESPONSE TO ACTS OF UNLAWFUL INTERFERENCE

A. General

1. The appropriate agencies of the Republic of Palau's National Government law enforcement agencies, airline carriers, airport administration and tenants are responsible for preparing contingency plans, issuing staff instructions, installing communications systems and undertaking training, in order to respond to an act of unlawful interference occurring in, or affecting The Republic of Palau that could adversely affect the safety of civil aviation in The Republic of Palau.

B. Responsibilities

The Republic of Palau's national government agencies namely:

The Office of the President - will be responsible for overall control, primary release of information;

The Office of the Vice President - will assist with staff support.

Ministry of State - will be responsible for primary contact with other States;

Ministry of Commerce & Trade (Airport Admin.) - will be responsible for communications co-ordination, overall management, After Action Report;

Ministry of Administration - will be responsible for resource support;

Ministry of Health - will be responsible for medical support;

Ministry of National Resources and Development - will assist with resources.;

Ministry of Education - will assist with resources;

The Office of the Attorney General - will be responsible for prosecution, provide legal authority, guide investigation.;

Bureau of Public Safety - will be responsible for Law Enforcement, Crash Fire Rescue, conduct investigation;

Div. of Customs - will assist with law enforcement;

Div. of Quarantine - will assist with law enforcement;

Div. of Immigration - will assist with law enforcement, document verification:

National Emergency Management Office (NEMO) - will provide resources and volunteers;

Air carriers -will be responsible and will cooperate with the Bureau of Public Safety with information and resources;

C. Initial Action

1. All organizations receiving information that indicates an act of unlawful interference is about to be committed, is in progress, or has been committed will take such alerting action as is specified in The Palau International Airport Contingency Plan.
2. The course of action to be taken will include dissemination of the message to all concerned in accordance with the appropriate contingency plan, the assessment of the message and an agreement on a plan of action amongst those concerned.
3. The organization receiving such a notification is responsible for the gathering and recording of as much information as possible on the message to allow an accurate assessment to be made of the incident.
4. A clear logical assessment must be made of the information and evidence

available before deciding upon further action. It is the responsibility of the Minister of Commerce and Trade in co-ordination with the Director, Bureau of Public Safety to undertake this assessment in conjunction with the receiver of the information and any other concerned party (e.g. airline or airport operator). In the conduct of the assessment, use will be made of positive target identification (PTI) to classify the threat as “Specific”, “Non-specific” or “Hoax”. Positive target identification in the context of incident notifications requires that the notification contains specific reference to the target concerned (in the case of an aircraft by quoting the flight number, departure time or actual location at the time of notification) and includes other specific information which adds positive credibility to the notification. The policy for determining whether PTI exists is strictly confidential, the details of which are known to the Minister of Commerce and Trade in co-ordination with the Director, Bureau of Public Safety.

5. Once an assessment has been made this will be disseminated to all concerned and further action will be taken in accordance with The Palau International Airport Contingency Plan.

D. Command

1. Executive command of the response to an act of unlawful interference occurring in The Republic of Palau is the responsibility of the office of the President of the Republic of Palau. In the event that the Office of the President is unavailable or cannot be reached, executive command of the incident is the responsibility of the Minister of Commerce and Trade.
2. Operational command of the response to an act of unlawful interference is the responsibility of the most senior persons available from the Airport Branch in co-ordination with the Bureau of Public Safety. With relation to an act of unlawful interference concerning an aircraft, operational command of the response will be discharged by:
 - a) The Airport Manager, whilst the aircraft is airborne or taxiing immediately after landing until the aircraft comes to a halt, or from the time the aircraft commences taxiing prior to take-off until the aircraft leaves The Republic of Palau airspace.
 - b) Director of the Bureau of Public Safety, from the time the aircraft comes to a halt immediately after landing until the incident is terminated or until the aircraft commences taxiing immediately prior to take off.

E. Control

1. Upon receipt of a notification of an act of unlawful interference, it is the responsibility of The Minister of Commerce and Trade or his designee to activate the national incident control center (ICC) located at The Office of the President, Conference Room or designated area and to take further action as specified in The Palau International Airport Contingency Plan.
2. Upon receipt of a notification of an act of unlawful interference occurring at an airport or affecting an aircraft in flight, it is the responsibility of The Minister of Commerce and Trade or his designee to activate the airport emergency operations centre (EOC) and take further action in accordance with The Palau International Airport Contingency Plan
3. All agencies with responsibilities for the activation of control centers are to ensure that these centers are regularly maintained and tested and that all communications equipment contained therein is in good working order.

F. Provision of Air Navigation Services

1. In the event that an aircraft subjected to an act of unlawful interference enters The Republic of Palau airspace wishing to land at any airfield in The Republic of Palau, the appropriate air traffic control center is to give every assistance to safeguard the flight, bearing in mind the possibility of an emergency descent, and to take appropriate actions to expedite the conduct of all phases of the flight, including permission to land.
2. Upon landing, the aircraft is to be directed to the designated isolated aircraft parking position and all further action taken in accordance with The Palau International Airport Contingency Plan.
3. All practicable measures shall be taken to ensure that the aircraft is detained on the ground unless its departure is necessitated by the overriding duty to protect human life.
4. In the event that an aircraft subjected to an act of unlawful interference passes through The Republic of Palau's airspace, the appropriate air traffic control center is to give every assistance to safeguard the flight whilst it is in The Republic of Palau's airspace. The ATC center shall also transmit all pertinent information to 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.

G. Specialist Support

It is the responsibility of the national government of the Republic of Palau to provide specialist support to include hostage negotiators, explosive ordnance disposal units, interpreters, and armed intervention teams. These specialists may not be currently available within the Republic of Palau (except for interpreters for certain languages). and may be requested of the United States where appropriate.

H. News Media

Public Information Officer of the Office of the President or the Minister of Commerce and Trade will have the authority to issue statements to the press and other media.

I. Reporting

1. Notification of Acts of Unlawful Interference to States

In the event of the occurrence of an act of unlawful interference in The Republic of Palau, all relevant information shall be transmitted to:

- a) the State of registry of the aircraft concerned;
- b) the State of the operator;
- c) States whose citizens were killed, injured or detained as a consequence of the occurrence; and
- d) each State whose citizens are known to be on board the aircraft.

2. Notification of Acts of Unlawful Interference to ICAO

In the event of the occurrence of an act of unlawful interference against civil aviation, The Republic of Palau shall prepare and forward to the International Civil Aviation Organization (ICAO) the following two reports:

- a) Preliminary Report on an Act of Unlawful Interference. This report shall be forwarded to ICAO within thirty days of the occurrence, in one of the working languages of ICAO (English, French, Spanish, Russian, Arabic).
- b) Final Report on an Act of Unlawful Interference. This report shall be forwarded to ICAO within sixty days of the occurrence, in one of the working languages of ICAO.

XI. VALUATION OF EFFECTIVENESS

A. Surveys

The Minister of Commerce and Trade, in co-operation with the other ministries, will ensure an effective and current means of monitoring and checking the implementation of the Palau National AVSEC Programme. The Palau National AVSEC Programme will be monitored through the use of surveys every two (2) years and in accordance with Appendix C of the ICAO Security Manual unless otherwise directed by The Minister of Commerce and Trade.

B. Inspections

The Ministry of Commerce and Trade shall be responsible for the inspection of aviation security measures at the Palau International Airport. Inspections will be conducted once every year using as guidelines Section 4.9 and Appendix D of the ICAO Security Manual. Any deficiencies shall be corrected as soon as possible and no later than thirty days.

C. Testing

The Ministry of Commerce and Trade shall provide guidelines for testing of:

1. Screening;
2. Access Control;
3. Communications;
4. LEO Response;
5. Palau International Airport Contingency Plan;

in order to monitor the effectiveness of the Palau International Airport Security Programme.

All tests will be conducted every three (3) months.

All testing procedures and the conduct of tests will be supported by written authorization from the Ministry of Commerce and Trade clearly stating the objectives of the test, the personnel to be used in the test, and applicable sections as specified in the Palau International Airport Security Programme.

D. Exercises

The Ministry of Commerce and Trade is responsible for conducting a full scale aerodrome emergency exercise of every two (2) years and a partial aerodrome emergency exercise in the intervening years.

XII. ADJUSTMENT OF PROGRAMME AND CONTINGENCY PLANS

A. General

The prompt and continuous collection and assessment of threat information, and the dissemination of such information to appropriate authorities, are essential to the maintenance of an effective aviation security programme. Based on the level of threat that exists within its territory, and taking into account the international situation, The Republic of Palau shall adjust relevant elements of its Palau National AVSEC Programme. Due consideration will be given to the confidentiality of such threat information and the threat information gathering process.

B. Responsibilities

1. Collection/Collation of Threat Information

The Minister of Commerce and Trade in co-ordination with the Bureau of Public Safety shall be responsible for the collection and collation of threat information relevant to civil aviation, including but not limited to information on international and domestic terrorist groups, politically motivated violence groups, and criminal elements.

2. Assessment of Threat Information

The Minister of Commerce and Trade in co-ordination with the Bureau of Public Safety shall be responsible for the assessment of threat information in terms of potential attacks against civil aviation interests.

3. Dissemination of Threat Information

The Minister of Commerce and Trade in co-ordination with the Bureau of Public Safety shall be responsible for the timely issuance of relevant threat assessments to civil aviation authorities. The dissemination of such information shall be accomplished by telephone or verbal.

4. Response to Threat Information/Adjustment of Programme

In response to specific information received regarding a possible threat to civil aviation interests, The Minister of Commerce and Trade in co-ordination with the Bureau of Public Safety shall have the lead responsibility in assessing that threat against the vulnerability of aviation targets and ensuring that appropriate action is taken by airports, operators and other necessary authorities to counter the threat. A general increase in the threat level directed against civil aviation shall be met with an overall tightening of aviation security measures throughout the aviation system, as specified in the national and airport contingency plans.

Threats directed against specific aviation targets (aircraft, airline operator,

airport facility, etc.) shall be met through specific measures, as specified in the national and airport contingency plans.

C. Incident Review

The Minister of Commerce and Trade is responsible for a post-incident review and analysis to determine the effectiveness of security measures and procedures contained in the Palau National AVSEC Programme and to make adjustments as necessary.

Any adjustments to the programme should be closely co-ordinated with all relevant authorities through the Palau National AVSEC Programme and the Palau International Airport Security Programme.

XIII. FINANCING OF SECURITY

Financing will be in accordance with PNC Title 8 Section 113.

XIV. APPENDICES

- END -