

GUIDANCE ON RESPONSE TO SABOTAGE

Notification Procedures

1. Any person receiving advice of a threat of sabotage, witnessing an act of sabotage or finding the results of such an act against an aircraft or airport building / facility shall advise the Airport Security Department immediately.
2. The Airport Security Department should advise the operator of the aircraft or the organisation which has management control of the building / facility concerned, together with the appropriate response agency.

Aircraft Sabotage

3. Protection of aircraft against acts of sabotage is the responsibility of the aircraft operator or appointed handling agency if this task is delegated. The Airport Security Department shall be made aware of the protective security arrangements initiated by each aircraft operator.
4. Acts of sabotage will be investigated by the Airport Security Department and a report submitted to the Airport Manager and the affected organisation.

Suspect Items

5. Responsibility for assessment of whether or not an item is suspect is a matter for the aircraft operator or the organisation which has management control of the building / facility, with such assistance as considered necessary.
6. On receipt of advice of the presence of a suspect item the aircraft operator or organisation which has management control of the building / facility shall evaluate the threat and inform the Airport Security Department.
7. The officer responsible for evaluation of a suspect item should have regard to the following matters in determining whether or not the item constitutes a genuine threat:
 - (a) The item shall not be touched nor shall a radio be used within 100 metres of it until the threat has been assessed.
 - (b) An attempt shall be made to identify the owner and interview any witnesses.
 - (c) The location of the item is important, so check events in progress in the area or any anticipated events.
 - (d) Attempt to determine from witnesses how long the item has been there and if it has been handled.

- (e) Check any visible or audible signs that it may be an explosive device, e.g. ticking, smoking, visible wires etc.
- (f) Establish if there have been any prior threats to premises / persons / aircraft in the vicinity of the item.
- (g) Consider world or regional trends, especially any significant event, special alerts on a carrier, a person, a community, group or organisation.
- (h) Remember that the size of an item is no guide in determining whether or not the item is suspicious.

8. If the threat is genuine the following information should be passed to the Airport Security Department:

- Location and description of the item.
- Estimation of how long it has been there.
- Has any threat been received?
- Who determined that the item is a genuine threat?
- If evacuation procedures are in progress.
- Rendezvous point.

9. The Airport Security Department should respond by:

- Evacuating the area around the suspect item to a minimum of 100 metres in all directions.
- Maintaining control over the item to ensure that it is not touched until the bomb technician arrives
- Nominating a rendezvous point outside the 100 metre zone where specialists may meet to be appraised of the situation
- Assisting the bomb technician where possible and be prepared for possible further evacuation if a device is found.

Note: If a device should detonate, the emergency response procedures as outlined in the relevant airport contingency plan should be adopted.