

	TANZANIA CIVIL AVIATION AUTHORITY DIRECTORATE OF SAFETY REGULATIONS AIR NAVIGATION INSPECTORATE	Revision: 3 Advisory Circular
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1.0 PURPOSE

This Advisory Circular provides Air Navigation Service Providers with guidance for meeting the requirements of the Civil Aviation (Security) Regulations, 2018 as amended

2.0 REFERENCES

- 2.1 Civil Aviation (Certification of ANSP) Regulations, 2017
- 2.2 Civil Aviation (Security) Regulations 2018 as amended
- 2.3 Doc 9426 Part III ATS Planning Manual

3.0 Guidance information

3.1 Scope

The security programme shall cover the entire ANS system under the jurisdiction of the ANSP including the services provided, facilities used in the provision of services, personnel and equipment.

3.2 Security measures

- 3.2.1 Pursuant to the Civil Aviation (Security) Regulations 2018 as amended, it is the responsibility of ANSPs to develop, seek approval and implement security procedures aimed at safeguarding international and domestic civil aviation against acts of unlawful interference, intensifying efforts to suppress acts of unlawful seizure of aircraft and protecting personnel and air navigation facilities.
- 3.2.2 Security measures and procedures must ensure effective control of entry into all areas where air navigation services operations are conducted. The security measures must however be designed to cause a minimum of delay and inconvenience to persons who regularly need access to the secured areas.
- 3.2.3 Security measures and procedures should take into account the following factors:
 - 3.2.3.1 self-contained ANS operational buildings are usually surrounded by security barriers with controlled access points
 - 3.2.3.2 Where guards are used to control an access point, a communications capability to summon assistance in the event of an emergency will be required in addition to a structure to provide protection for the guard on duty during inclement weather conditions.
 - 3.2.3.3 at some ANS facilities an additional access control point may be considered necessary. It may be combined with an information or reception desk,

3.2.3.4 in addition, the authority may require that specified areas be further protected by restricting access to designated personnel only. Such areas could be:

- i) the ATC operations rooms, computer rooms, and associated facilities;
- ii) telecommunications areas and associated facilities; and
- iii) service areas housing standby diesel generators, central heating and air-conditioning plants and like facilities;

3.2.3.5 emergency exits from restricted ANS buildings, areas and rooms will need to be supervised by guards or alarm devices to safeguard against unauthorized use

3.2.4 Security measures can vary from posting security guards at access points, to the installation of closed-circuit television monitors and/or the security locks operated by special keys or coded cards.

3.2.4.1 While the use of guards is frequently recognized as the most reliable method of access control, the cost of manpower involved in such a system should be weighed against the use of mechanical or electro-mechanical access control devices which may provide an acceptable level of protection.

3.2.4.2 Systems based on the use of special keys, coded cards or a combination of both, are now in widespread use and provide an acceptable level of security. These systems can be encoded in such a manner that the individual is permitted access to all areas or is permitted access only to those areas which the individual is authorized to enter. Some coded card systems also provide for joint use, i.e. an identification card. A weakness in this system, which may be considered a major defect in specific circumstances, and which may therefore have to be taken into account before implementation, is that any person in possession of an appropriately coded card may enter the area to which access is controlled if that person knows the sequence of use and related procedures in effect.

3.2.4.3 Closed-circuit television monitors and intercom systems provide a sophisticated means of identification prior to access being granted an individual. Such systems tend to be complex and the installation and maintenance costs may prove to be excessive. In addition, ANS staff on duty may be required to monitor and operate the system to the detriment of their regular duties.

3.2.5 An ANSP shall ensure that his Security Programme, required under Civil Aviation (Certification of ANSP) Regulations, 2017 contains provisions to meet the requirements of the National Civil Aviation Security Programme and his national obligations under the Civil Aviation Act and/or Civil Aviation (Security) Regulations.

3.3 Assignment of specific responsibilities

The ANSP shall designate an appropriate person to ensure proper implementation of the security programme.

Tanzania Civil Aviation Authority