



**MEDIA RELEASE**

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## **CAA BOOSTS AVIATION SECURITY WITH NEW REGULATIONS**

*Midrand* – At the request of the South African Civil Aviation Authority (SACAA), the entity tasked with regulating the civil aviation industry in South Africa, the Minister of Transport has approved the promulgation of new regulations that will help elevate aviation security. The two sets of regulations, namely, *Part 109* and *Part 110*, now form part of the Civil Aviation Regulations.

Part 109 of the Civil Aviation Regulations deals with aviation security training, while Part 110 regulates the certification of aviation security screeners. In practical terms, Part 109 entails the approval of any organisation conducting aviation security training and Part 110 focuses on the evaluation and confirmation that a screener is competent to perform the assigned functions as defined by the SACAA.

According to SACAA's Poppy Khoza, General Manager: Aviation Security, there was previously a regulatory gap in the aviation security training sector. "While training of aviation security personnel has been taking place, a wide variety of standards were being implemented. In addition, training organisations have not until now been approved by the SACAA which is different to all other spheres of aviation training, e.g. flights schools. This gap has now been closed" explains Khoza.

Khoza acknowledges that certain organisations will qualify for accreditation once all requirements are met. But she believes that the new regulations will help to root out bogus institutions and identify unqualified personnel.

"As South Africa is a signatory to the International Civil Aviation Organisation's (ICAO) Convention of 1944, the country is expected to adhere to global practices as outlined in ICAO's Standards and Recommended Practices. The fact that there was a regulatory gap was of major concern to the Authority, and therefore we have been working with industry to develop appropriate Regulations to ensure that our aviation security procedures and levels are on par with the required global standards," Khoza elaborates.

Part 109 further requires the presentation of compulsory aviation security awareness programmes to non-security personnel who are working within an airport environment, so that they are able to respond to various threatening situations appropriately.

“In summary, Part 109 means that no training organisation will be allowed to offer aviation security training in South Africa, unless such an entity is approved to do so by the SACAA. The industry has been granted a six-month preparation period to streamline their processes and align their training with the new regulations and accompanying technical standards,” says Khoza.

On the other hand, Part 110 seeks to ensure that all aviation security personnel are certified by the SACAA before they are employed to perform aviation security functions. “In simple terms, Part 110 stipulates that no aviation security screener will be allowed to perform aviation security screening duties relating to South African airports, airlines or regulated agents unless certified by the SACAA,” asserts Khoza.

As a means of ensuring that the industry is fully prepared for compliance to the new regulations, the SACAA is currently conducting workshops in the various regions. The new regulations will come into effect in April 2010.

**-ENDS-**

**About the SACAA:**

*The South African Civil Aviation Authority (SACAA) was established on 1 October 1998 following the enactment of the South African Civil Aviation Authority Act, No.40, in September of the same year. The SACAA promotes and maintains a safe, secure and sustainable civil aviation environment, by regulating and overseeing the functioning and development of the industry in an efficient, cost-effective, and customer-friendly manner according to international standards.*

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