



STATE OF ISRAEL
MINISTRY OF TRANSPORT

16/9/10

Subject: **Enhanced Security Procedures for All Commercial Passenger Flights Overflying or Arriving to Israel FIR.**

1. Introduction

Consequent upon recent Hezbollah threats declaring an “open war” on Israel, the national strategic threat perspective is that we are in a period of increased risk. While there are no credible information at this time, warning of a specific threat, the declaration of Hezbollah leader Hassan Nasrallah threatened revenge for the death of Imad Moughnieh by declaring a ‘war without borders’ on Israel, not limited by place, significantly increases the risk of terrorist attacks against Israeli targets abroad. There has also been an upward trend in propaganda and threat messages coming from Al Qaeda and affiliated networks over the past year. The Security Department of the Ministry Of Transport threat perspective is that commercial flights to Israel are therefore under an increased risk. The situation necessitates taking additional "Protective Measures" to further reduce vulnerability and increase response capability during the period of heightened alert.

2. The Enhanced Protective Measures

2.1. Flight deck door security procedures

- a. The Pilot-In-Command (PIC) of an airplane must ensure that the door is closed and locked from the moment the passenger entry doors are closed in preparation for departure until they are opened on arrival.
- b. The flight deck door may be unlocked and opened when authorized crew members are required to exit or enter the flight deck in the performance of their duties, for physiological needs or for overriding concerns related to the safety of flight. The above waiver is subjected to the implementation of well established reliable procedures to protect the cockpit entrance during flight deck door transition avoiding hijacker form piggy-bag forced entry e.g. flight attendant blocker, galley cart.
- c. The flight deck door **should not** be unlocked and opened even for authorized crew members from before reaching the identification reporting point (form the West Nicosia FIR – at 180 NM; from the South Cairo FIR –

10 min before Passing Sharm El-Sheikh) and until after landing. For over-flight flights from the East Amman FIR, the flight deck door **should not** be unlocked and opened even for authorized crew members from takeoff and until after the aircraft exits the Israel FIR.

d. **Overriding Safety of Flight Considerations**

Ultimately, the PIC will determine at his discretion when an overriding safety of flight consideration warrants opening the flight deck door. Circumstances which may be considered overriding safety of flight concerns include but are not limited to the following:

- 1) visual inspections to confirm such things as a potential fuel leak, engine condition, visual gear/flap configuration, inspection of contaminated surfaces;
- 2) safety/emergency procedures, such as pilot incapacitation or fire fighting;
- 3) abnormal or emergency landings where safety procedures requires that the door be open for landing; and
- 4) to communicate essential information where there is no appropriate alternative under the circumstances.

2.2. Advance cabin landing preparation (fasting of seat belts)

All passengers must be seated and belts fastened from before reaching the identification reporting point and until after landing (approximately 5 to 10 minutes ahead compared to present time).

2.3. Enhanced security procedures for access an aircraft operating to Israel:

a. Aircraft Security Search

After the designation of the aircraft for the flight to Israel and before the loading of catering, supplies and luggage, law enforcement officers or security staff shall deploy an 'aircraft security Search'.

'Aircraft Security Search': A thorough inspection of the interior and the exterior of the aircraft for the purpose of discovering prohibited articles.

b. Access Control for an aircraft designated for operating to Israel

Security measures should be deployed for controlling access to the parked aircraft from its designation for the flight to Israel and until its departure as follows:

- (a) Security guards or law enforcement officers should be posted to continuously guard the aircraft and the adjacent ramp area to prevent unauthorized access and to prevent introduction of threat articles on board of the aircraft.

(b) All staff requiring access to the aircraft area shall be subjected to a security background check.

(c) Security identification cards shall be issued to all requiring access to the aircraft area. The security identification card shall carry the name and photograph of the bearer and card shall be worn in a visible place, at all times while its holder is on duty at the aircraft area.

(d) ALL persons (including employees) and their accessible property should be screened immediately prior to accessing the aircraft.

2.4. Security Staff Authorization:

People who are deployed to undertake security duties either as all or part of their employment, airport employees or certified private contractors, shall be approved or certified by the national appropriate authority as to their background check, selection, training and qualification.

Dani Shenar



**Head of Security Department
Ministry of Transport
Government of Israel**

Tel: 972(3)9599800 Fax: 972(3)9599808 Email: asoc@int.gov.il