

DGCA RTR / CPL / ATPL STUDY NOTES

CHAPTER 22

Security — Safeguarding International Civil Aviation Against Acts of Unlawful Interference Hijacking, Sabotage & Bomb-Threat Procedures

ICAO ANNEX 17 • AIRCRAFT (SECURITY) RULES, 2011 • DGCA AIR REGULATIONS

Compiled & Instructed by Ghost Aviator — DGCA RTR Subject Matter Instructor

Lesson Roadmap

1. Historical Background & Why Annex 17 Exists
2. Key Definitions Every Student Must Know
3. Scope of Annex 17 — What It Covers Today
4. Aims & Objectives of Each Contracting State
5. Operational Provisions on Acts of Unlawful Interference
6. Carriage of Weapons by Foreign Agents
7. National Provisions — The Indian Framework
8. Reporting & Investigation of Security Incidents
9. Memory Aids & Quick-Recall Mnemonics
10. Practice Questions (MCQs) — Examination Drill

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Historical Background

The story of aviation security begins with a problem the world could no longer ignore. During the **late 1960s**, civil aviation experienced a dramatic increase in crimes of violence which adversely affected the safety of flight operations across the globe. Aircraft were being hijacked at an alarming rate, passengers were being held hostage, and the world's airline industry was forced to confront a threat for which existing international law had no comprehensive answer.

This crisis forced the International Civil Aviation Organization (ICAO) to take extraordinary action. An **Extraordinary Session of the ICAO Assembly** was convened in **June 1970**. One of the resolutions of that Assembly called for specifications — either in existing Annexes or in a brand-new Annex to the **Chicago Convention** — to specifically deal with the problem of unlawful interference, in particular with the **unlawful seizure of aircraft (hijacking)**. The result was the birth of **Annex 17**.

WHY ANNEX 17 WAS CREATED

Annex 17 seeks to **co-ordinate the activities** of those involved in security programmes. The international community recognised that *airline operators themselves have a primary responsibility* for protecting their passengers, assets and revenues. Therefore, States must ensure that the carriers develop and implement effective **complementary security programmes** compatible with those of the airports out of which they operate.

The Pre-1985 Era — Hijacking-Centric Focus

Prior to **1985**, the significant threat to civil aviation was seen overwhelmingly as **the hijacking**. Because of this perception, the Standards and Recommended Practices (SARPs) of the day tended to focus on:

- **Hijacking** as the primary threat
- Rather than on **sabotage, in-flight attack, or facility attack**

By modifying existing technology and applying agreed-upon specifications and procedures, the worldwide aviation community established a **reasonably effective**

screening system for passengers and their carry-on luggage. The annex was further amended over the years to deal with:

✓ **PROGRESSIVE AMENDMENTS TO ANNEX 17 — PRE-1985 ADDITIONS**

- **Reconciliation of baggage with passengers** (no bag flies unless its owner flies)
- Controls over **items left behind on the aircraft** by disembarking passengers
- Security controls for **commercial courier services**
- Controls over **cargo and mail** under certain situations

The Modern Amendment — Post-9/11 & Beyond

The later amendment of Annex 17 introduced a significantly broader set of provisions. Today the Annex includes various definitions and new provisions in relation to:

▣ **MODERN SCOPE OF ANNEX 17**

- Applicability of the Annex to **domestic operations** (not just international)
- **International cooperation** relating to threat information
- **National quality control**
- **Access control**
- Measures related to **passengers and their cabin and hold baggage**
- **In-flight security personnel** and protection of the cockpit
- **Code-sharing / collaborative arrangements**
- **Human factors**
- **Management of response** to acts of unlawful interference

timeline

title Evolution of Annex 17 – Aviation Security Timeline

Late 1960s : Surge in hijackings and crimes of violence

: Existing law inadequate

June 1970 : ICAO Extraordinary Assembly convened

: Resolution to create Annex 17

Pre-1985 : Focus = HIJACKING only

: Effective passenger and carry-on screening
developed

Post-1985 : Amendments add baggage reconciliation

: Cargo, mail, courier controls

Modern Era : Cockpit protection, domestic ops covered

: Human factors, threat-information sharing

FIGURE 1 – HISTORICAL EVOLUTION OF ICAO ANNEX 17

02

Key Definitions

Before working through the operational rules, students must lock down the precise legal definition of "Security" as it appears in Annex 17, because it is examined directly in MCQs.

DEFINITION — "SECURITY" (ICAO ANNEX 17)

Security is a **combination of measures** *AND* **human and material resources** intended to safeguard international civil aviation against acts of unlawful interference.

Memory trick: Three parts must appear in the definition:

1. Combination of **measures**
2. Combination of **human resources**
3. Combination of **material resources**

All three together safeguard *international civil aviation* against *acts of unlawful interference*. If an option leaves out "human and material resources", it is incorrect.

ACTS OF UNLAWFUL INTERFERENCE — WHAT THEY INCLUDE

Acts of unlawful interference are acts (or attempted acts) which jeopardise the safety of civil aviation, such as:

- Unlawful seizure of an aircraft in flight (**hijacking**)
- Unlawful seizure of an aircraft on the ground
- Hostage-taking on board an aircraft or on aerodromes
- Forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility
- Introduction on board an aircraft or at an airport of a weapon, hazardous device or material intended for criminal purposes
- Communication of false information so as to jeopardise the safety of an aircraft in flight or on the ground

Scope of Annex 17 Today

The ICAO Annex 17 comprises rules in order to establish security measures for passengers covering the following items:

Security Element	What it Covers
Cabin Baggage	Items the passenger carries into the aircraft cabin — screened at the security check point.
Checked Baggage	Hold baggage tendered for carriage in the aircraft hold — must be reconciled with the passenger.
Cargo & Other Goods	Includes commercial cargo, mail, courier shipments — controlled by regulated agents.
Access Control	Restricting entry to security restricted areas; airside access; staff and crew vetting.
Airport Design	Designing terminals to channel passenger flows safely and to permit effective screening.



MEMORY AID — THE "5 PILLARS" OF ANNEX 17 SCOPE

Remember **"CC-CAA"**: **C**abin baggage, **C**hecked baggage, **C**argo & other goods, **A**ccess control, **A**irport design.

Aims & Objectives of Each Contracting State

This section is the regulatory heart of Annex 17. Every Contracting State (i.e. every country that has signed the Chicago Convention, including India) must comply with these obligations.

PRIMARY OBLIGATION OF EVERY CONTRACTING STATE

Each Contracting State shall **establish an organization** and **develop and implement regulations, practices and procedures** to safeguard civil aviation against acts of unlawful interference, taking into account the:

- **Safety** of flights
- **Regularity** of flights
- **Efficiency** of flights

✓ TWO MANDATORY CAPABILITIES — SUB-CLAUSES (A) AND (B)

Each Contracting State shall ensure that such an organization and such regulations, practices and procedures:

- a. **Protect the safety** of *passengers, crew, ground personnel and the general public* in all matters related to safeguarding against acts of unlawful interference with civil aviation; **AND**
- b. Are **capable of responding rapidly** to meet any increased security threat.

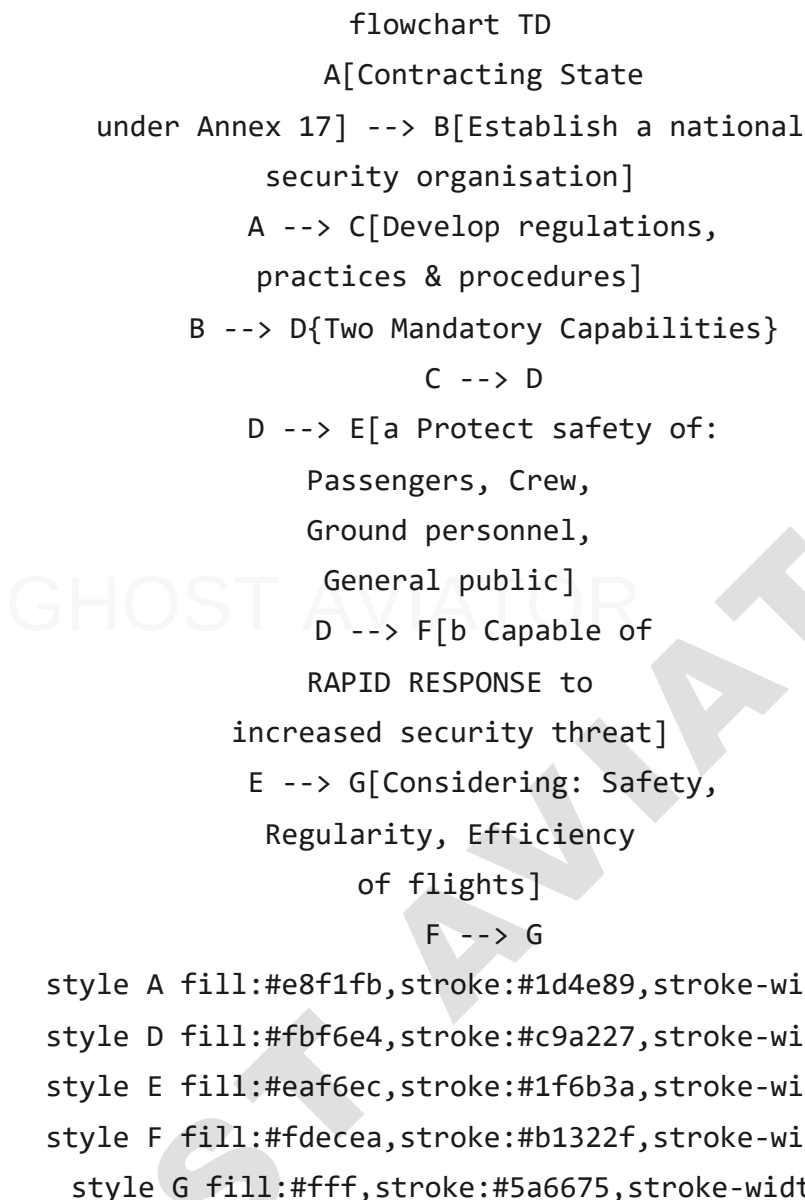


FIGURE 2 – ANNEX 17 OBLIGATIONS ON EVERY CONTRACTING STATE

05

Operational Provisions on Unlawful Interference

When an act of unlawful interference actually occurs — most importantly an unlawful seizure / hijacking — Annex 17 lays down a sequence of mandatory actions. Students must memorise each clause word-for-word because exam options test fine distinctions.

5.1 Retention of the Hijacked Aircraft

⚠ MANDATORY RETENTION RULE

The Contracting State **will make provisions to ensure that an aircraft affected by an unlawful seizure act**, which has landed in their territory, **would be retained** — *unless its departure is justified to protect lives*.

Why this matters: The default action is **RETAIN** the aircraft. The *only* exception is when allowing it to depart will protect human lives (e.g. hijackers credibly threaten to kill hostages unless permitted to leave).

5.2 Safety of Passengers & Crew After Landing

✓ DUTY OF CARE — UNTIL THE JOURNEY CONTINUES

A State shall take adequate measures for the **safety of passengers and crew** of an aircraft which is subjected to an act of unlawful interference — **until their journey can be continued**.

The phrase "*until their journey can be continued*" is examined verbatim. It is **not** "during a period of investigation" and it is **not** "until returned to country of origin".

5.3 Notification Obligations After Landing

When an aircraft subject to unlawful interference has landed, the State of landing must, by the **most expeditious means**, notify a specific list of parties. *This list is examined directly — memorise it.*

⚠ **MANDATORY NOTIFICATION LIST — FIVE PARTIES**

The State of landing shall notify **by the most expeditious means**:

1. The **State of Registry** of the aircraft
2. The **State of the Operator**

...and shall similarly transmit all other relevant information to:

3. The **two aforementioned States** (Registry + Operator) — i.e. complete info, not just notification
4. Each **State whose citizens suffered fatalities or injuries**
5. Each **State whose citizens were detained as hostages**
6. Each **State whose citizens are known to be on board** the aircraft
7. The **ICAO**

Watch-out: A wrong option will *omit* "citizens detained as hostages" or omit "ICAO". Cross-check every option against this complete list.

```

    flowchart LR
    A[Hi-jacked aircraft  
LANDS in your territory] --> B[Use MOST  
EXPEDITIOUS  
means to notify]
    B --> C[1 State of REGISTRY  
of the aircraft]
    B --> D[2 State of the  
OPERATOR]
    B --> E[3 States whose citizens  
suffered FATALITIES  
or INJURIES]
    B --> F[4 States whose citizens  
were DETAINED as  
HOSTAGES]
    B --> G[5 States whose citizens  
are known to be  
ON BOARD]
    B --> H[6 ICAO]

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    style C fill:#e8f1fb,stroke:#1d4e89
    style D fill:#e8f1fb,stroke:#1d4e89
    style E fill:#e8f1fb,stroke:#1d4e89
    style F fill:#e8f1fb,stroke:#1d4e89
    style G fill:#e8f1fb,stroke:#1d4e89
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FIGURE 3 – NOTIFICATION FLOWCHART FOLLOWING LANDING OF A HIJACKED AIRCRAFT

5.4 Assistance to a Hijacked Aircraft

✓ ASSISTANCE REQUIRED FROM A STATE — EXACT LIST

A State shall provide assistance to an aircraft subjected to an act of unlawful seizure. This assistance **includes**:

- **Provision of navigation aids**
- **Air traffic services**
- **Permission to land**

Watch-out: "Only permission to land" is *wrong*. "Catering for passengers" is *not* part of this prescribed list, although a State may provide it humanely — exam answer must match the regulation, not common sense.

5.5 Potentially Disruptive Passengers

✓ SUPPLEMENTARY SAFEGUARDS FOR DISRUPTIVE PASSENGERS

For the transport of **potentially disruptive passengers**, some supplementary safeguards are to be observed, such as **boarding prior to all passengers**.

The disruptive passenger (e.g. a deportee, person in custody, or a known disorderly individual) is boarded *first*, before all other passengers — not at the pilot-in-command's discretion, not at the State's discretion, but as a prescribed safeguard.

5.6 Mixing & Contact Post-Screening

⚠ RE-SCREENING RULE — CROSS-CONTAMINATION

When **mixing or contact does take place** between passengers who have been subjected to security control, and other persons *not* subjected to such control, **after** the security screening points at airports serving international civil aviation have been passed — then:

The passengers concerned AND their cabin baggage shall be RE-SCREENED before boarding an aircraft.

Why? Once a screened passenger contacts an unscreened person, the integrity of the sterile area is compromised — a prohibited item could have been passed across. The only way to restore security integrity is to re-screen passenger *and* cabin baggage.

06 Carriage of Weapons by Foreign Agents

Some States allow armed personnel from foreign States (e.g. sky marshals, diplomatic protection officers, presidential bodyguards) to carry weapons on board aircraft within their territory. Annex 17 imposes **two strict conditions** before such carriage is permitted.

⚠️ **CONDITIONS FOR CARRIAGE OF WEAPONS BY FOREIGN PERSONNEL**

When a member state allows **police officers, security staff, bodyguards or other agents of foreign states** to carry weapons in their territory for the protection of aircraft in flight, permission for the carriage of weapons should be conditional upon:

1. **Prior notification** by the State of *embarkation* to the foreign State in which the weapons will be carried on the airport of arrival; **AND**
2. **Notification of the Pilot-in-Command** of a decision to permit a weapon to be carried on board his aircraft.

Both conditions are mandatory. Notification of only the pilot, without prior State-to-State notification, is *insufficient*. A mere agreement between embarkation and destination States, without informing the PIC, is also *insufficient*.

```

    flowchart TD
      A[Foreign State agents  
wish to carry weapons  
on aircraft in flight] --> B{Two conditions must be met}
      B --> C[Condition 1  
PRIOR NOTIFICATION  
by State of EMBARKATION  
to State of ARRIVAL]
      B --> D[Condition 2  
Notification of  
PILOT-IN-COMMAND  
of the decision]
      C --> E{Both satisfied?}
      D --> E
      E -->|YES| F[Carriage of weapon  
PERMITTED]
      E -->|NO| G[Carriage NOT permitted]
  
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FIGURE 4 – DECISION FLOW FOR FOREIGN-AGENT WEAPONS CARRIAGE

07 National Provisions — The Indian Framework

India implements its Annex 17 obligations through a dedicated national framework. Every student pilot must know the chain of command and the regulatory instruments involved, because RTR examiners ask **who reports to whom** and **which rules govern**.

7.1 Bureau of Civil Aviation Security (BCAS)

BCAS — CONSTITUTION & MANDATE

The **Central Government** has constituted a body known as the **Bureau of Civil Aviation Security (BCAS)**, which shall be **headed by an officer designated as the Director General of Bureau of Civil Aviation Security**, to be appointed in this behalf by the Central Government by **notification in the Official Gazette**.

The BCAS shall be responsible for carrying out the **regulatory and oversight functions** in respect of matters relating to civil aviation security.

7.2 The Governing Rules — Aircraft (Security) Rules, 2011

AIRCRAFT (SECURITY) RULES, 2011

Aircraft and airport security in India is governed by the **Aircraft (Security) Rules, 2011**. Presently the **Commissioner of Security (Civil Aviation)**, Bureau of Civil Aviation Security, Ministry of Civil Aviation, is the *appropriate authority* for the requirements of Annex 17.

7.3 Functions of the Commissioner of Security (CA)

✓ DUTIES OF THE COMMISSIONER — FIVE-VERB RULE

The Commissioner shall **establish, develop, implement, maintain and review** the national civil aviation security programme consistent with the provisions of **Annex-17** to the convention, in order to safeguard civil aviation operations against acts of unlawful interference and threat perception, taking into account the:

- **Safety** of flights
- **Regularity** of flights
- **Efficiency** of flights

All aircraft and airports are required to **comply with the instructions issued by the Commissioner**.

7.4 Airport-Level Responsibility — AAI vs Private/JVC Airports

India has a two-track system at airport level. AAI-operated airports are looked after by the AAI's own Directorate of Security, while major private and joint-venture airports have their own security set-ups.

Category	Nodal/Responsible Body	Airports / Notes
AAI Airports	Directorate of Security (AAI) acts as the nodal agency	Covers AAI airports only. At individual airports, the Airport Director is responsible for security functions.
JVC / Private Airports	DIAL — Delhi International Airport Ltd.	Delhi (IGI) — Operates own security set-up
	MIAL — Mumbai International Airport Ltd.	Mumbai (CSMI)
	CIAL — Cochin International Airport Ltd.	Cochin
	HIAL — Hyderabad International Airport Ltd.	Hyderabad (RGIA)
	BIAL — Bangalore International Airport Ltd.	Bangalore (KIA)

These JVC/private airports have their own security set up to monitor and carry out security functions.

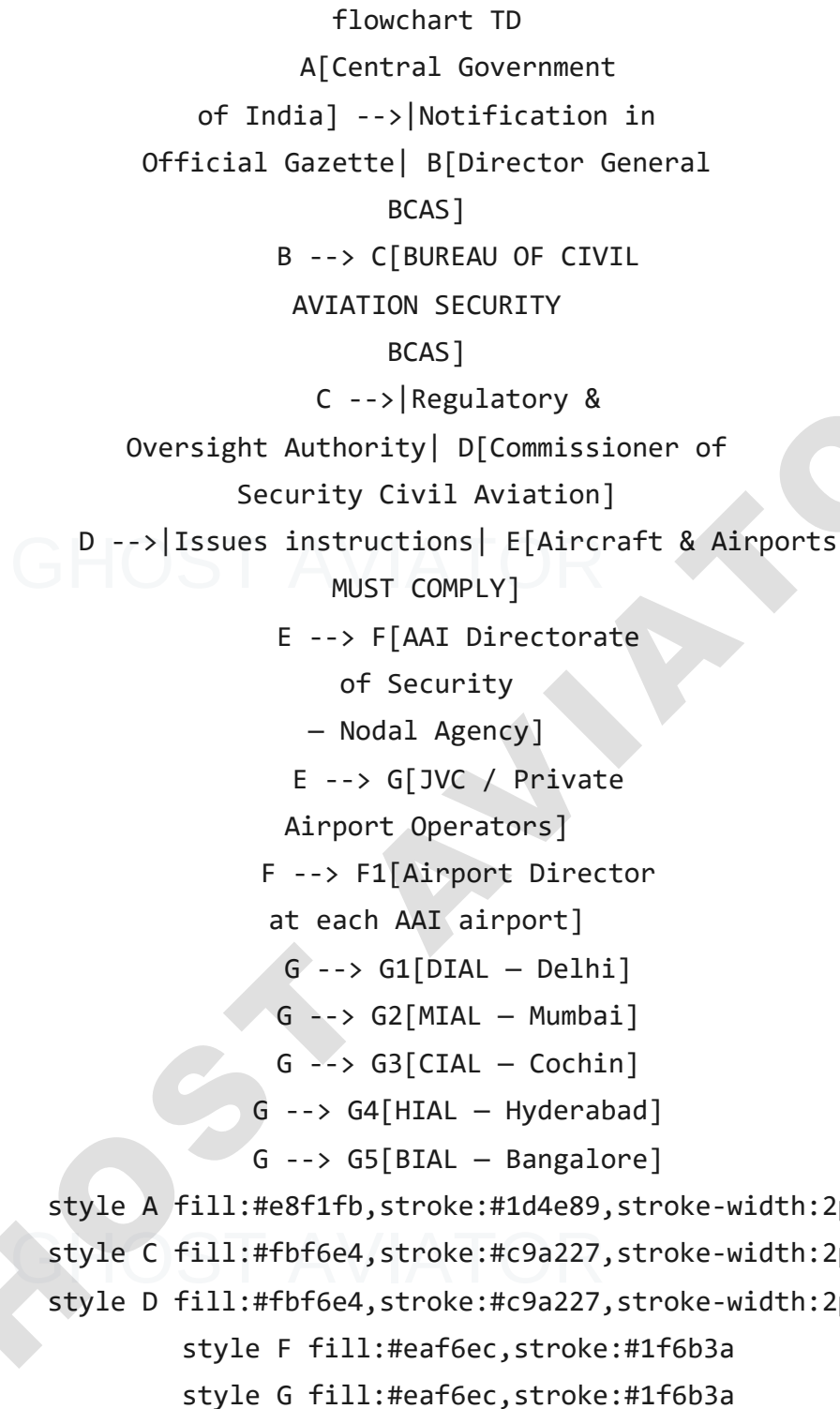


FIGURE 5 – INDIAN AVIATION SECURITY ORGANISATIONAL HIERARCHY

Reporting & Investigation of Security Incidents

8.1 Who Must Report

⚠ MANDATORY REPORTING — FIVE CATEGORIES OF REPORTERS

Every one of the following shall report the security accident or security incident to the **Commissioner immediately on the occurrence**:

1. Every **aircraft operator**
2. Every **aviation security group**
3. Every **aerodrome operator**
4. Every **regulated agent** (cargo agents)
5. Every **owner or operator of a catering establishment**

Note for student pilots: A terrorist attack at an airport shall be reported to the **Commissioner of Security (Civil Aviation)** — not the Commissioner of Police, not the DGCA.

8.2 Investigation Procedure

✓ INVESTIGATION OF SECURITY ACCIDENT / INCIDENT

The **Commissioner may order** investigation of any security accident or security incident and **appoint an officer not below the rank of Assistant Commissioner of Security** as Inquiry Officer.

Critical metric: The Inquiry Officer must be of **at least Assistant Commissioner** rank. A junior officer cannot be appointed.

flowchart LR

A[Security Accident
or Incident occurs] --> B{Who reports?}

B --> B1[Aircraft Operator]

B --> B2[Aviation Security Group]

B --> B3[Aerodrome Operator]

B --> B4[Regulated Agent]

B --> B5[Catering Owner/Operator]

B1 --> C[Report IMMEDIATELY to
Commissioner of Security
Civil Aviation]

B2 --> C

B3 --> C

B4 --> C

B5 --> C

C --> D[Commissioner MAY ORDER
investigation]

D --> E[Appoint Inquiry Officer
NOT BELOW the rank of
ASST. COMMISSIONER of Security]

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FIGURE 6 – REPORTING & INVESTIGATION FLOW FOR SECURITY INCIDENTS IN INDIA

Memory Aids & Quick-Recall Mnemonics



MNEMONIC — ANNEX 17 SCOPE: "CC-CAA"

Cabin baggage • Checked baggage • Cargo & other goods • Access control • Airport design



MNEMONIC — FIVE NOTIFICATIONS AFTER HIJACKED AIRCRAFT LANDS: "R-O-FIH-OB-I"

Registry State • Operator State • States of Fatalities / Injuries / Hostages • On-Board citizens' States • ICAO



MNEMONIC — ASSISTANCE TO A HIJACKED AIRCRAFT: "NAP"

Navigation aids • Air traffic services • Permission to land



MNEMONIC — COMMISSIONER'S FIVE VERBS: "E-D-I-M-R"

Establish • Develop • Implement • Maintain • Review the national civil aviation security programme



MNEMONIC — INDIAN JVC AIRPORTS: "DMC-HB"

DIAL=Delhi • MIAL=Mumbai • CIAL=Cochin • HIAL=Hyderabad • BIAL=Bangalore



MNEMONIC — TWO CONDITIONS FOR FOREIGN WEAPONS: "PRIOR & PIC"

Prior State-to-State notification + Notification of the **PIC** (Pilot-in-Command)

10

Practice Questions — Examination Drill

The following 10 MCQs are drawn directly from the DGCA question bank for this chapter. Correct answers are highlighted in green, with examiner-style explanations for each.

Q 1 The ICAO Annex 17 comprises rules in order to establish security measures for passengers:

- A) Checked baggage, cargo and other goods, access control and airport design
- B) Cabin baggage, checked baggage, cargo and other goods, access control and airport design ✓ CORRECT**
- C) And baggage

WHY B

Annex 17 covers *five* security elements —

CABIN BAGGAGE, CHECKED BAGGAGE, CARGO & OTHER GOODS, ACCESS CONTROL, AND AIRPORT DESIGN

. Option A omits cabin baggage. Option C is grossly incomplete. Mnemonic: **CC-CAA**

Q 2 A State shall take adequate measures for the safety of passengers and crew of an aircraft which is subjected to an act of unlawful interference,

A) Until their journey can be continued ✓ CORRECT

B) During a period of investigation

C) And arrange for them to return to their country of origin

WHY A

The Annex uses the exact wording "*until their journey can be continued*". The duty of care extends until passengers and crew can resume their travel — not merely until an investigation finishes, and not until they are flown home.

Q 3 When an aircraft subject to unlawful interference has landed, it shall notify by the most expeditious means of the State of registry of the aircraft and the State of the operator of the landing and shall similarly transmit all other relevant information to the:

A) Two aforementioned States, each State whose citizens suffered fatalities or injuries, each State whose citizens were detained as hostages, each State whose citizens are known to be on board the aircraft and the ICAO ✓ CORRECT

B) Two aforementioned States, each State whose citizens suffered fatalities or injuries on board the aircraft and the ICAO

C) Two aforementioned States, each State whose citizens suffered fatalities or injuries, each State whose citizens are known to be on board the aircraft and the ICAO

WHY A

Option A is the *only* one that includes all five categories: aforementioned States + fatalities/injuries +

HOSTAGES

+ on-board citizens' States + ICAO. Options B and C drop the "hostages" line, which is the deliberate examiner trap.

Q 4 Definition of "Security, the ICAO Annex 17", is a combination of measures:

- A) Intended to safeguard international civil aviation against acts of unlawful interference
- B) And human and material resources intended to safeguard international civil aviation against acts of unlawful interference ✓ CORRECT**
- C) And human and material resources intended to safeguard international civil aviation

WHY B

The complete definition must contain

THREE ELEMENTS

: (i) measures, (ii) human resources, (iii) material resources — all directed against "acts of unlawful interference". Option A omits "human and material resources". Option C omits "against acts of unlawful interference".

Q 5 A State shall provide assistance to an aircraft subjected to an act of unlawful seizure. This assistance includes:

- A) Only permission to land
- B) Provision of navigation aids, air traffic services, permission to land and catering for passengers
- C) Provision of navigation aids, air traffic services, permission to land ✓ CORRECT**

WHY C

Annex 17 prescribes exactly three forms of assistance:

NAP

— Navigation aids, Air traffic services, Permission to land. "Only permission" is incomplete; "catering for passengers" is not part of the prescribed list.

Q 6 For the transport of potentially disruptive passengers some supplementary safeguards are to be observed such as:

- A) Boarding prior to all passengers ✓ CORRECT**
- B) The boarding will be at the pilot in command discretion
- C) The boarding has to be done at the state discretion

WHY A

The prescribed supplementary safeguard is that disruptive passengers *must* be boarded

BEFORE

all other passengers. It is not left to the PIC's discretion or the State's discretion — it is a mandatory safeguard.

Q 7 Referring to the operational aspects in the unlawful seizure acts, it can be said:

- A) The contracting States will not assist with navigation aids, air transit services, etc, to an aircraft affected by an unlawful seizure act
- B) The contracting State will make provisions to ensure that an aircraft affected by an unlawful seizure act, which has landed in their territory, would be retained in all cases
- C) The contracting State will make provisions to ensure that an aircraft affected by an unlawful seizure act, which has landed in their territory, would be retained, unless its departure is justified to protect lives ✓ CORRECT**

WHY C

Option A contradicts the duty to provide NAP assistance. Option B is too absolute — it omits the life-saving exception. Option C reproduces the exact rule: *retain the aircraft, unless departure is justified to protect lives*.

Q 8 When mixing or contact does take place between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving international civil aviation have been passed:

- A) The persons not subjected to security control shall be identified
- B) The passengers concerned and their cabin baggage shall be re-screened before boarding an aircraft ✓ CORRECT**
- C) Only the passengers are to be re-screened

WHY B

Cross-contamination requires re-screening of *both* the passengers and their **CABIN BAGGAGE**

— not just passengers (C), and identifying unscreened persons (A) does not restore the integrity of the sterile area.

Q 9 When a member state allows police officers, security staff, bodyguards or other agents of foreign states to carry weapons in their territory for the protection of aircraft in flight, permission for the carriage of weapons should be conditional upon:

- A) Prior notification by the state of embarkation to the foreign state in which the weapons will be carried on the airport of arrival and notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft ✓ CORRECT**
- B) Notification of the pilot in command of a decision to permit a weapon to be carried on board his aircraft only
- C) Agreement between the state of embarkation and the state of destination

WHY A

Both conditions must be satisfied: (i) prior State-to-State notification, and (ii) notification of the PIC. Option B leaves out State-to-State notification; Option C omits notification of the PIC.

Q 10 A terrorist attack at an airport shall be reported to:

A) Commissioner of Police

B) DGCA

C) Commissioner of Security (Civil Aviation) ✓ CORRECT

WHY C

Under the Aircraft (Security) Rules, 2011, the Commissioner of Security (Civil Aviation) — appointed within BCAS — is the prescribed authority to whom every security accident or incident, including a terrorist attack, must be reported immediately. The Commissioner of Police handles general criminal matters; DGCA is the civil aviation safety regulator (not the security authority).

Quick Answer Key

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10
B	A	A	B	C	A	C	B	A	C

Instructor's Closing Note — Aviation security is not a "soft" subject; it is one of the few chapters in which the examiner tests *verbatim recall* of statutory phrases. When you read the options in the cockpit-pressure of the exam hall, your only safety is precision. Memorise the lists (CC-CAA, NAP, R-O-FIH-OB-I), recognise the trap options (those that drop "hostages" or "ICAO" or omit "human and material resources"), and you will clear this chapter cleanly.

Chapter 22 – Hijacking & Aviation Security • ICAO Annex 17 & Aircraft (Security) Rules, 2011

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