



US Department
of Transportation
Federal Aviation
Administration



Civil Aviation Security

Security Directive

Information of Concern to Aviation Security Personnel:
Current Security Procedures Should Be Reviewed

Subject: Threat to Air Carriers

Number: SD 108-98-04

Date: August 28, 1998

EXPIRATION: October 30, 1998

Security Directive (SD) 108-98-04 shall be implemented no later than September 1, 1998 at 0600 Manila local time.

INFORMATION:

We have received unconfirmed information indicating a possible terrorist threat to air carriers operating from the Republic of the Philippines to the United States.

ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER FAR PART 108:

In addition to the measures set forth in this SD, all applicable measures required under other SD's, or under the Air Carrier Standard Security Program (ACSSP) shall remain in effect. The SD series applicable to the following air carrier operations are the SD 95-02 series and SD 95-06 series.

The air carrier shall use air carrier employees or authorized air carrier representatives to apply the following measures for all Northwest Airlines and Continental Micronesia flights departing from the Republic of the Philippines. No aircraft may depart unless these measures have been performed.

- I. Secondary screening of **ALL** passengers and their carry-on items shall be conducted immediately before the passengers board the airplane using a qualified screener who has been trained to conduct such inspections in accordance with the ACSSP.
 - A. Screening of persons shall be conducted by a pat-down, walk-through metal detector, or hand-held metal detector inspection.
 - B. Screening of carry-on items shall be conducted by manual or x-ray inspection:
 1. Immediately before the passenger boards the airplane; or
 2. Immediately before the passenger enters a sterile hold or sterile gate area prior to boarding the airplane. If the carrier so chooses, then,
 - a. Access to the sterile hold or sterile gate area must be restricted to ticketed passengers, airport law enforcement officers, and air carrier employees or

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representatives **only**, and

- b. Any passenger who leaves the sterile hold or sterile gate area must have their person and carry-on items rescreened prior to re-entry.
- C. If it is determined through a manual search that a carry-on item has been altered or added to, the carry-on item shall be subjected to a [REDACTED] x-ray inspection to ensure that an explosive or incendiary has not been concealed within it.

II. Checked Baggage

- A. All checked baggage must be screened using an FAA-certified explosives detection system (EDS). The system must be used in accordance with Northwest Airlines' approved amendment (NWAA-98-09).
- B. In the event that an EDS is not operational or available, all checked baggage must be subjected either to a [REDACTED] x-ray inspection or manually inspected by personnel who have been trained in these functions in accordance with the ACSSP. The carrier may resort to this option only so long as the EDS is not operational or available.

III. Cargo Procedures

- A. For consolidated cargo (which may also be known as a "regular consolidation") accepted from any cargo agent, consolidator, or freight forwarder, the air carrier shall carry out paragraph III.A.1., or if documentation is not available then perform measures in III.A. 2., or III.A 3. of this SD. The air carrier must maintain a written record of compliance until the shipment reaches its final destination.

1. When the shipping documents are available to the air carrier, the air carrier shall:

a. [REDACTED]

b. [REDACTED]

c. During the initial contact, inform the shipper of the following approximate statement:

"The U.S. Government has required (name of airline) to inspect your cargo to verify its contents prior to air transportation. Your cargo will be subject to security controls."

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2. Process any cargo for which the cargo agent, consolidator, or freight forwarder will not (or can not) provide original shipper information, and shipments for which the air carrier can not contact the shipper, in accordance with paragraph III.A.2. and 3., of this SD.
 - a. Cargo destined for the United States shall be [REDACTED].
 - b. Cargo destined for a non-U.S. point shall be [REDACTED].
 - c. If the [REDACTED] of the next scheduled flight is [REDACTED], the cargo may be transported on that next flight.
3. The air carrier shall [REDACTED] contained in the shipment in accordance with paragraph III. B.2 of this SD.
4. Measures outlined above in paragraph III.A. of this SD [REDACTED]. Such cargo remains subject to Section XV.A. of the ACSSP.

B. Commercial Courier Consignment

1. Individually screen each bag or parcel using an FAA-certified explosives detection system (EDS). The system must be used in accordance with Northwest Airlines' approved amendment (NWAA-98-09); or,
2. Open and manually search each bag or parcel that has been presented as a commercial courier consignment. Each item of contents that weighs [REDACTED] shall be individually subjected to [REDACTED]:
 - a. If the x-ray displays an image of an opaque object(s) [REDACTED], the package must be cleared by [REDACTED] or referred to appropriate authorities for disposition.
 - b. If any combination of power sources [REDACTED] is discovered during the [REDACTED], the entire shipment shall not be transported or disturbed. Such shipments shall be immediately referred to appropriate local authorities for disposition.

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C. Reject all other cargo and small packages except those:

1. [REDACTED]
2. Inspected in accordance with paragraph III.B of this SD.

AIR CARRIER ACKNOWLEDGMENT: Within 24 hours of receipt of this SD, the air carrier shall provide written confirmation to its assigned PSI, acknowledging receipt.

AIR CARRIER DISSEMINATION REQUIRED: The air carrier shall provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information in this SD to ensure implementation by the effective date.

It is intended for carrier corporate security directors, senior management personnel, ground security coordinators, and supervisory security personnel at the affected station. All air carrier personnel performing security duties implementing this SD must be briefed by the air carrier on its content and the restrictions governing dissemination. All recipients must limit dissemination within their respective organizations to personnel with an operational need-to-know. No other dissemination may be made without prior approval of the Associate Administrator for Civil Aviation Security. Unauthorized dissemination of this document or information contained herein is prohibited by 14 CFR 191.5 and 108.18.

APPROVAL OF ALTERNATIVE MEASURES: With respect to the provisions of this SD, according to FAR 108.18(c), air carriers may submit in writing to their PSI, proposed alternative measures and the basis for submitting the alternative measures, for approval by the Director of the Office of Civil Aviation Security Operations.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 093752, 300308Z Mar 93, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

Cathal L. Flynn
Associate Administrator for
Civil Aviation Security

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