

**Send to:**

[postmottak@caa.no](mailto:postmottak@caa.no)

(preferably encrypted or password protected)

**or**

Luftfartstilsynet

FSE

Postboks 243

8001 Bodø

NORWAY

Please use a plain envelope.

DO NOT indicate that it contains sensitive security information.

Air carriers requiring access to any Security Restricted Area are requested to complete this form cf. Norwegian Security Regulation § 16, at intervals not exceeding one (1) year, and return it to the address specified below. It is not necessary to send in the Air Carrier Security Program unless specifically requested by the Civil Aviation Authority of Norway.

Aircraft must be protected against unlawful interference, and security controls must be applied as specified in Norwegian Regulation BSL SEC 1-1<sup>1</sup> and applicable EU security regulations.

Air carriers with fewer than four (4) flights to Norway annually need not submit a completed form.

All air carriers must adhere to local airport security procedures.

The Regulations referred to in this form are paraphrased and should not be used as a legal reference. Please consult the National Civil Aviation Security Programme available upon request or refer to [luftfartstilsynet.no](http://luftfartstilsynet.no)<sup>2</sup>.

## Security Compliance Form

<b>1</b>	<b>Organisation information</b>		
Air carrier name:			
Address:		Postal code:	City:
State of Registry:		ICAO code / IATA code:	
Airports trafficked in Norway (Name, IATA-code or ICAO-code):			
The air carrier security program has been validated by (name of appropriate authority):			

<b>2</b>	<b>Security Manager / Chief Security Officer</b>		
Name:			
Telephone number:		E-mail:	

<b>3</b>	<b>Point of contact for security matters in Norway (if any)</b>		
Name:			
Postal address:			
Telephone number:		E-mail:	

<sup>1</sup> The Regulation on the Prevention of Unlawful Acts against the Security of Civil Aviation of 01 March 2011 #214. This Regulation implements the EU Security Regulations included in the EEA agreement and additional national security requirements.

<sup>2</sup> <https://luftfartstilsynet.no/lover-og-regler/bsl-sec/forskrift-om-forebyggelse-av-anslag-mot-sikkerheten-i-luftfarten-mv/>

<b>4</b>	<b>Contact for inspection/audit reports</b>	
CAA-Norway should forward security inspection/audit reports:		
<input type="checkbox"/> By mail	and /or	<input type="checkbox"/> By e-mail
The report will be sent to the address in (1) to the attention of the person named in (2) if not otherwise specified below.		The report will be emailed to the email address in (2) if not otherwise specified below.
Specify:		

<b>5</b>	<b>Type of carriage</b>	
While in Norway, aircraft will be loaded or boarded with:		
<input type="checkbox"/> Fare-paying passengers and/or screened hold baggage (must be boarded/loaded in critical parts)		
<input type="checkbox"/> Cargo and/or mail (must be loaded in security restricted areas for aircraft exceeding 15 000 kg MTOW)		
<input type="checkbox"/> Other	If other, specify:	
<input type="checkbox"/> None of the above		
Alternative security measures may apply at airports or parts of airports where traffic is limited to certain aircraft categories and types of operations. See AIC-I (04/25)* for further details. Fare-paying passengers may not be boarded in areas where alternative security measures apply. * <a href="https://www.luftfartstilsynet.no/0425">https://www.luftfartstilsynet.no/0425</a>		

<b>6</b>	<b>Maximum Take-off Weight (MTOW)</b>	
Aircraft to be used in Norway have a maximum take-off weight (MTOW) of:		
<input type="checkbox"/> Below 15 000 kg	<input type="checkbox"/> Between 15 000 kg and 45 500 kg	<input type="checkbox"/> Above 45 500 kg

<b>7</b>	<b>Company policy (regarding flights to Norway) on carriage of weapons in cabin</b>
<input type="checkbox"/> Weapons are permitted in accordance with BSL SEC 1-1 § 27 and 29, and ICAO doc 8973 Ch. 12	
<input type="checkbox"/> Weapons are not permitted in the cabin	

BSL SEC 1-1 § 27: Norwegian Police Officers on dignitary protection assignments may carry weapons and ammunition onto SRA and into the cabin of an aircraft on the condition that Police ID and Authorisation is presented at the security checkpoint. The Authorisation is issued by the Appropriate Police Authority based on completed training, including the use of firearms in an aircraft. The above also applies to Nordic Police Officers on dignitary protection assignments. Other foreign Police Officers may only bring firearms or ammunition if escorted by a Norwegian Police Officer as described above. Prior notification to the air carrier is required. The Airport Operator must notify the air carrier, which in turn will notify the destination- and/or transit airports.

BSL SEC 1-1 § 29 Weapons and ammunition may be brought into the cabin of the aircraft on dedicated troops transport flights under military or police command, where the troops are not in contact with civilian passengers on airside.

ICAO doc 8973: The Air Carrier must ensure that weapons on board an aircraft are inaccessible during the flight, cf. 12.3.3.1.b. The pilot-in-command and all crew members are advised of the seat location of each armed officer on board the aircraft. If more than one, each armed officer should be notified of the seat location of the other, cf. ICAO doc 8973 pt. 12.3.2.9.

## 8 Company policy (regarding flights to Norway) on carriage of weapons or ammunition in aircraft hold

☐ The air carrier does not permit weapons and/or ammunition in aircraft hold

☐ The air carrier permits weapons and/or ammunition in aircraft hold. Air carrier procedures adhere to (EU) 2015/1998, pt. 5.4.2 and to the latest edition of ICAO Technical Instructions for the safe transport of Dangerous Goods, Doc 9284- AN/905.

The air carrier may accept ammunition in passengers' checked baggage provided air carrier procedures for handling firearms and ammunition are adhered to, cf. BSL SEC 1-1 § 28. Air carrier procedures must be in accordance with the latest edition of ICAO Technical Instructions for the safe transport of Dangerous Goods, doc 9284-AN/905. Upon check-in, the passenger must inform the air carrier that the baggage contains ammunition. The Air Carrier must ensure that an authorised and duly qualified person has determined that the firearm is not loaded. Firearms must not be accessible to any person during the flight.

## 9 Company policy (regarding flights to Norway) on the carriage of weapons by in-flight security officers

☐ The air carrier does not permit armed in-flight security officers.

☐ The air carrier has been granted permission by the Ministry of Justice and Public Security.

Norway does not allow armed in-flight security officers, "Sky-Marshals", without prior approval from the Ministry of Justice and Public Security.

## 10 Company policy regarding the acceptance of cargo and/or mail

☐ Cargo and/or mail will only be accepted from a Regulated Agent listed in the «KSDA Union database on supply chain security» <https://ksda.ec.europa.eu>. If cargo is accepted from a handling agent, the air carrier will ensure that said handling agent is approved as or acting on behalf of a Regulated Agent in Norway.

☐ The air carrier will seek approval as a Regulated Agent in Norway, and once granted, Cargo will be accepted directly from Known Consignors listed in the «KSDA Union database on supply chain security», other Regulated Agents, or unknown consignors.

☐ Cargo and /or mail will be loaded in Demarcated Areas.

☐ Cargo and/or mail will not be accepted.

**NOTE:** Non-EU/EEC air carriers must be ACC3 approved.

<b>11</b>	<b>Company policy regarding the acceptance of in-flight supplies</b>
<input type="checkbox"/>	In-flight supplies will only be accepted from Regulated Suppliers of in-flight supplies as listed in the «KSDA Union database on supply chain security» <a href="https://ksda.ec.europa.eu">https://ksda.ec.europa.eu</a> .
<input type="checkbox"/>	The air carrier will ensure security controls and deliver in-flight supplies to its own aircraft only.
<input type="checkbox"/>	In-flight supplies will be received from a designated and validated known supplier, not delivering directly to the aircraft.
<input type="checkbox"/>	In-flight supplies will not be accepted.

<b>12</b>	<b>Operational details from the Air Carrier Security Program</b>	
Identity cards held by crew members		
<input type="checkbox"/>	Crew will carry a CCIC issued in accordance with (EU) 2015/1998 pt 1.2.3/4	
<input type="checkbox"/>	Crew will carry an Airport ID card issued in accordance with (EU) pt 1.2.3	
<input type="checkbox"/>	Crew members carry crew ID-cards issued outside the EU/EEC	
<input type="checkbox"/>	Critical information and communications technology systems and data are identified and protected from cyberattacks in accordance with (EU) 2015/1998, pt 1.7	
Aircraft will be searched in accordance with (EU) 2015/1998, pt 3.1, and C (2015) 8005, pt 3.1. The following staff trained in accordance with 1998/11.2.3.6 will perform security searches in Norway:		
<input type="checkbox"/>	Crew	
<input type="checkbox"/>	Technicians/maintenance staff	
<input type="checkbox"/>	Cleaning staff	
<input type="checkbox"/>	Security staff	
<input type="checkbox"/>	Ground handling staff	
<input type="checkbox"/>	Other	If other, specify:
Information on aircraft security search, cf. (EU) 2015/1998 pt 3.1.3, is recorded:		
<input type="checkbox"/>	Electronically, <u>or</u>	
<input type="checkbox"/>	On paper	If on paper, specify the name of the form, e.g. load sheet, tech log, etc
Aircraft will be protected in accordance with (EU) 2015/1998 pt 3.2 and C (2015) 8005 pt 3.2. The following staff will ensure aircraft protection in Norway:		
<input type="checkbox"/>	Crew	
<input type="checkbox"/>	Technicians/maintenance staff	

	<input type="checkbox"/> Cleaning staff	
	<input type="checkbox"/> Security staff	
	<input type="checkbox"/> Ground handling staff	
	<input type="checkbox"/> Other	If other, specify:
<input type="checkbox"/> Potentially disruptive passengers are subjected to appropriate security measures in accordance with (EU) 2015/1998 pt 4.3.		
The air carrier ensures that regulations governing prohibited articles, cf. (EU) 2015/1998 pt 4.4 and 5.4, are adhered to. In Norway, passengers are informed of the prohibited articles listed in Attachment 4-C and 5-B to the Regulation as follows:		
	<input type="checkbox"/> Internet publication of the prohibited articles.	
	<input type="checkbox"/> Placards/posters at the check-in counters.	
	<input type="checkbox"/> Placards/posters at travel agent locations.	
	<input type="checkbox"/> Announcement at self-service check-in machines/stands.	
	<input type="checkbox"/> Other	If other, specify:
<input type="checkbox"/> Hold baggage is protected in accordance with (EU) 2015/1998, pt 5.2, and C (2015) 8005, pt 5.2.		
<input type="checkbox"/> Hold baggage reconciliation is performed in accordance with (EU) 2015/1998, pt 5.3, and C (2015) 8005, pt 5.3.		
<input type="checkbox"/> An appointed person validates and authorises hold baggage for carriage on a flight, having determined that each item of hold baggage has been subjected to appropriate security controls and is authorised for carriage on that flight by signing a hold baggage manifest prior to pushback, cf. ICAO doc 8973 pt. 11.7.4.		
<input type="checkbox"/> If permitted, firearms are accepted and stowed in accordance with (EU)2015/1998 pt 5.4, cf. ICAO doc 8973 pt 12.3.3.		
<input type="checkbox"/> The air carrier ensures that regulations appertaining to air carrier mail and air carrier materials, cf. (EU)2015/1998 pt 7.0, 7.1, and 7.2 is adhered to.		
<input type="checkbox"/> In-flight security measures are in accordance with (EU) 2015/1998 10-0.1-4.		
<input type="checkbox"/> The air carrier ensures that staff are recruited and trained in accordance with (EU) 2015/1998 Ch. 11 and/or NCASTP. The ACSP includes an internal policy and related measures enhancing staff awareness and promoting security culture.		
<input type="checkbox"/> The air carrier security program contains or refers to descriptions of methods and procedures for all relevant security requirements and quality control provisions describing how it will be monitored.		

<b>13</b>	<b>Declaration and signature</b>	
<input type="checkbox"/>	To the best of my knowledge, I declare that the information provided and statements contained herein are true and correct and that the entity named above has authorised me as its chief security officer/manager. I have access to, and knowledge of, the relevant requirements set out in Regulations (EC) 300/2008, (EU) 2015/1998 and Decision C (2015) 8005. I further declare that any ensuing flight activity to, from or within Norway by or on behalf of said entity will be conducted in compliance with all applicable Norwegian and international security laws and regulations.	
Name:		Signature or retype name instead of signature:
Date, place:		