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भारत सरकार / GOVERNMENT OF INDIA

नागर विमानन मंत्रालय/ MINISTRY OF CIVIL AVIATION

नागर विमानन सुरक्षा ब्यूरो / BUREAU OF CIVIL AVIATION SECURITY

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Dated: 03.02.2022

AVSEC CIRCULAR NO. - 01/2022

Subject: Standard Operating Procedure for screening of persons with special needs - Individual with disabilities and/or Individual with reduced mobility.

1. Introduction:

In order to improve the air travel screening process and to ensure that all persons, regardless of their personal needs and situations are treated with dignity, respect and courtesy, the Standard Operating Procedure (SOP) is laid down in the following paragraphs. This is aimed to better serve passengers with disabilities and/or with reduced mobility and to improve screening experience of such passengers along with carried mobility aids and assistive devices.

2. Applicability: The provisions contained in this SOP shall be applicable to the following:

- i. All Indian Aircraft Operators/ carriers engaged in scheduled and non-scheduled air transport services, both domestic and international;
- ii. All foreign Aircraft Operators / carriers engaged in scheduled air transport, operating to and from Indian Territory.
- iii. All airport operators, within Indian Territory.
- iv. Aviation Security Group (ASG) / Airport Security Unit (APSU) deployed at airports within Indian Territory.

3. Definitions:

3.1. Person with disability means any individual who has a physical or mental impairment that, on a permanent or temporary basis, substantially limits one or more major life activities, has a record of such impairment, or is regarded as having such impairment.

Note:

a. Physical or mental impairment means:

1. any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological, musculoskeletal, special sense organs, respiratory including speech organs, cardio-vascular, reproductive, digestive, genitourinary, hemic and lymphatic, skin, and endocrine; or

2. any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities.

The term physical or mental impairment includes, but is not limited to, such diseases and conditions as orthopaedic, visual, speech, and hearing impairments; cerebral palsy, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, mental retardation, emotional illness, autism, drug addiction, alcoholism and geriatric disabilities.

b. Major life activities mean functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and working.

c. Has a record of such impairment means has a history of, or has been classified, or misclassified, as having a mental or physical impairment that substantially limits one or more major life activities.

3.2. Person with reduced mobility (PRM) means any person whose mobility when using transport is reduced due to any physical disability (sensory or loco-motor permanent or temporary), intellectual disability or impairment, or any other cause of disability, or age, and whose situation needs appropriate attention and the adaptation to his or her particular needs of the service made available to all passengers.

4. General Principles:

4.1 All airport operators should make special arrangements to facilitate screening of persons with special needs as above, to ensure that the process is carried out efficiently keeping the dignity and privacy of the passenger in mind while ensuring adequate level of screening. This will include provision of suitable enclosed space for private screening of passengers covered in this SOP.

4.2. The airport management / representative of the air carrier shall provide wheel chairs and render necessary assistance to facilitate the movement of the persons with special needs, when required. However, they would not normally be directly taken to the aircraft, except in case of ambulance passengers.

4.3. Persons with disabilities and/or with reduced mobility should be made aware of the applicable security controls far enough in advance to facilitate their travel planning by airlines at the time of the booking of the tickets.

4.4. Persons with disabilities and/or with reduced mobility should undergo searches as fully as the nature of their disability allows. If a wheelchair or stretcher is being used, this should also be searched. Hand-carried items should be screened according to the standard methods.

4.5. If a passenger has difficulty on standing or waiting in line due to a disability or a medical condition, he/ she should duly inform the screening personnel who will assist in directing the passenger either to front of the queue or to a separate line. Passengers should be encouraged to indicate brief details of their disability at the time of booking of the ticket itself and in case of such prior information, airlines and security staff shall make advance preparation for such passengers.

4.6. Screeners should use the following methods in dealing with persons with disabilities and/or with reduced mobility:

(a) While interacting with persons with disabilities and/or with reduced mobility Screeners shall:

- i. Be courteous and friendly;
- ii. Treat everyone fairly and equally;
- iii. Be respectful throughout the screening process;
- iv. Assess the needs of the person to be screened;
- v. Ask, and not assume the type of assistance needed;
- vi. Provide appropriate screening options.

(b) Generally, screeners should:

- i. Focus on the person, not the disability, and treat all persons with respect;
- ii. Remember that not all disabilities are obvious and that some may be hidden;
- iii. Address the person directly and use clear, plain speech, not jargon;
- iv. Ask how they may assist, and listen to the advice offered. Disabled people are best qualified to advise, on how to deal with their particular needs; and
- v. Take into account specialized medical devices, and offer alternate screening methods with equivalent security outcomes, if recommended by the device manufacturer (for example insulin pumps);

(c) In all situations, security check should be performed in a dignified manner, requiring screeners to:

- i. Explain why a different screening method is necessary;
- ii. Explain the procedures to be followed;
- iii. Verify that all special needs are correctly identified;
- iv. Do not remove a medical device if required to monitor or manage a medical condition; and
- v. Never impose help.

(d) In conducting a body search, screeners should:

- i. Always offer a private search out of the view of other people, preferably in a private room, if available;
- ii. Be able to recognize common place medical aids and employ suitable methods for searching such aids, including appropriate techniques for inspecting wheelchairs and stretchers;
- iii. Ask the disabled person how best to help them and listen carefully to their needs;
- iv. Invite the person to voice any discomfort and be prepared to use another technique, if necessary;
- v. Crouch down to the user's height when searching someone in a wheelchair;
- vi. Use firm but gentle movements and be discreet;
- vii. Make sure that the person can stand without assistance before removing a cane, walking frame/walker or crutches to search them; and
- viii. Arrange guidance for a blind person before removing a white cane or guide dog;

(e) In searching baggage, screeners should:

- i. Always remember to offer the option of a private search;
- ii. Consider the fact that the person may be unable to lift the baggage on or off the X- ray conveyor belt;
- iii. Consider the possibility that the person may not be able to hear properly or may not be able to see his or her baggage, in order to claim it following X-ray screening;
- iv. Always call for a witness when searching the baggage of a blind person;
- v. Repack bags carefully. The contents of a blind person's baggage should be replaced exactly as they were found;
- vi. Ensure that all medication is carefully repacked; and
- vii. Be discreet, especially when handling medical aids, and when handling personal possessions, particularly those related to hygiene or disability needs.

4.7. Screeners and searchers should always remember that it is important to be thorough, but not necessarily rigid, as long as the job is performed to the necessary standard.

4.8. When determining a search or screening method, security screeners should take into account documentation provided by the passenger from their practitioner and advice from equipment manufacturers regarding the sensitivity of devices to measures such as full-body scanners and X-ray machines. Medical documentation is helpful but not essential.

4.9. While thorough checking is essential and the directives under AVSEC circular No. 23/2005 will be followed in letter and spirit; courtesy and attention to privacy and dignity will invariably be observed by screeners and searchers.

4.10. In the case of a passenger having difficulty in walking or standing, the way his or her screening is conducted will depend on his or her level of ability/disability.

4.11. Wherever testing is done for detection of explosives, in addition to ETD, help of dog squad may be taken as per need. However, the sensitivity of passenger and religious considerations may be kept in mind.

4.12. The procedure laid down herein is not exhaustive, and therefore, in the situations/circumstances not exclusively dealt with in this SOP, common sense of the screener shall prevail depending upon the situation, circumstances and condition of the passenger. The paramount importance is to ensure aviation security and at the same time safeguarding the dignity of the passengers and preserving their privacy including improving their air travel experience.

5. Screening of passengers with mobility disability, Aids and Devices:

5.1. When a passenger with mobility disability arrives at a screening point in a wheel chair / scooter, he/she must be accompanied either by another traveling passenger or an airline representative (including Ground Handling Agency (GHA) of the airline) before he/she proceeds through security check. The accompanying passenger or the airline representative will be responsible for the passenger throughout the process of screening.

5.2. If a passenger with mobility disability arrives at a screening point in a wheelchair and he/she is not accompanied by another traveling passenger or an airline representative, the airline's Customer Service should be contacted for assistance.

5.3. The screening officer shall advise about the screening process to the passengers with mobility disability, using a wheelchair or other mobility aid that will be required prior to entering the Departure Lounge. Such passengers shall inform the screening officer about their ability to walk or stand independently before screening and may provide medical documents to describe their condition. However, showing medical documentation will not exempt a passenger from screening.

5.4. The Screening points should have full-body scanners/Door frame metal detector (DFMD), chairs and walking aids for semi ambulant walking-aid user.

5.5. If a PRM passenger expresses concerns, he/she may request a physical search in lieu of a search using detection systems such as HHMD, DFMD or Body scanners. In such a case, private search should be arranged.

5.6. At the screening point, depending upon the ability of the passenger to walk, he/she will be requested to walk through the Full-body scanners/DFMD unaided. If he/she cannot walk, it is the responsibility of the accompanying traveling passenger or the airline representative to push the passenger in the wheelchair unless it is self - driven.

5.7. In accordance with Airline's policy, there may also be non-travelling support personnel in attendance to board the aircraft and lift the passenger into his/ her seat. This support person must be accompanied by the airline representative.

5.8. The support person will be escorted by an Airline representative at the time of boarding/ disembarkation.

5.9. In case of non-availability of full-body scanners and a passenger with mobility disability has difficulty to stand, raise arms, etc. without support, shall be subjected to a pat-down by a screening officer of the same gender or in case of transgender as per his/her decision. Screening officers shall obtain consent to conduct a pat-down. Before a pat-down is carried out, the screener shall offer the use of a private search room/enclosure which will be made available upon request.

5.10. If the passenger can stand but cannot walk, he/she can be screened by undergoing a pat-down while he/she stands beside the wheelchair or scooter.

5.11. If a passenger cannot stand, he/she should be offered a chair for screening and subjected to a pat-down thereafter.

5.12. If there is an alarm by the Full-body scanners, DFMD, Hand held metal detector (HHMD) or other technology, the same must be resolved. If the alarm cannot be resolved, the passenger will not be permitted beyond the check point.

5.13. The passenger's wheelchair or scooter will be inspected, including the seat cushions and any non-removable pouches/pockets. It will be tested for traces of explosives. Removable pouches will be x-ray screened.

5.14. Any carry-on bag or document with the wheelchair passenger shall be passed through the x-ray screening.

5.15. Walkers, crutches, canes or other mobility aids and devices which can be separated from passengers shall be subjected to the x-ray screening. If any of these items are not fitted through the x-ray, the screening officer shall inform the supervisor, who in turn will ensure that appropriate security controls are applied. The DGCA Dangerous Goods Regulation on mobility devices shall be adhered to before loading the mobility aids on aircraft.

5.16. If a person objects to proceed through the DFMD on justified medical or other ground, he/she will be allowed passage through an alternative way by the frisking officer and then subjected to screening by pat-down search and HHMD where permissible.

5.17. If a person refuses to undergo screening, the frisking officer will inform the supervisor, who will direct what further action is to be taken. The concerned passenger will not be allowed entry past the screening point without security check.

5.18. Only when satisfied that a person is not carrying any prohibited or dangerous article, the screening officer shall allow the person to proceed beyond the screening point.

6. Screening of passenger with prosthetics:

6.1. The passenger with prosthetics, cast, support braces, sling or support appliances on request, may be accompanied, by an airline representative (including GHA of the airline), preferably of the same gender as that of the passenger or in the case of Transgender as per his/her decision.

6.2. The passenger should inform the ASG/APSU of the existence of a prosthetics, his or her ability and of need for assistance before screening begins. Passengers can use notification card or Unique ID for persons with disabilities (UDID) or other medical documentation to communicate discreetly with screening officers. However, showing this card or Unique ID for persons with disabilities (UDID) or other medical documentation will not exempt a passenger from additional screening when necessary.

6.3. Dignity and privacy of the passengers should be borne in mind during the entire process of security screening. Where the officer needs to see the prosthetics, care should be taken against exposing any sensitive areas. The passenger needs to be handled with sensitivity.

- 6.4.** Airline representative (including GHA of the airline) and/or any other accompanying person shall be frisked and checked before allowing them access to the passenger with prosthetics at the screening point.
- 6.5.** The passenger will first pass through the full-body scanners / DFMD and further necessary security checks.
- 6.6.** The prosthetics, cast, support braces, sling or support appliance are subject to additional screening by ASG/APSU.
- 6.7.** During the screening of prosthetics, cast, support braces, sling or support appliance ASG/APSU may use visual check, ETD and X-ray screening depending on the circumstances of each case. ASG/APSU will also use technology to test the prosthetics, cast, support braces, sling or support appliance for traces of explosive material.
- 6.8.** The passenger should then be taken to a private screening point and made to sit comfortably. He/she will receive additional screening including a pat-down. If necessary, screening through ETD will be adopted. While dealing with the prosthetic device and during taking off and putting on clothes, the privacy of the passenger should be maintained.
- 6.9.** A prosthetic appliance that does not have any foam padding cover under which any weapon/explosive can be concealed and in which the steel rod of the appliance is visible, maybe screened by visual inspection and ETD checks only, without removing it. However, in rare cases where there is sufficient justification including profiling of the passenger, X-Ray screening may be resorted to. The justification for subjecting a prosthetic limb to X-Ray screening shall be recorded by the screener in a register. During visual inspection, care should be taken that sensitive parts are not exposed.
- 6.10.** Screening of prosthetic appliance covered with foam padding (in which the steel rod of the appliance is not visible) shall include visual inspection, ETD checks and X-ray screening. X-ray screening of such appliances in which a weapon could be concealed under the foam padding will be done in all cases unless it can be physically checked to ensure that no weapon is concealed inside the padding.
- 6.11.** If X-Ray screening of the prosthetic limb is required, such passenger should be taken to a private screening point and made to sit comfortably for taking off his/her prosthetic limb. While dealing with the prosthetic device and during removing and wearing clothes, the privacy of the passenger should be maintained along with the proper log entry.

6.12. If screening of the prosthetic limb is required, then the screening will be carried out in the private screening area by two officials, one to handle HHMD and pat-down and the other to inspect the prosthetics, cast, support braces, sling or support appliance and subject them to additional screening.

7. Screening of passengers who cannot remove shoes, medical device or bandages

7.1. Passengers who cannot remove their shoes due to a medical condition should inform the supervisor at pre-embarkation security checkpoints before screening.

7.2. Passenger can be screened using Full-body scanners / DFMD and/or a whole-body pat-down search.

7.3. The shoes may be subjected to an additional screening like ETD, etc.

7.4. Passengers can be screened without disconnecting external medical devices and submitting them for x-ray. Such devices include:

- i. Insulin pumps.
- ii. Hearing aids
- iii. Cochlear implants
- iv. Spinal stimulators
- v. Bone growth stimulators
- vi. Ostomies

7.5. Under most of the circumstances, a passenger can conduct a self-pat-down of these devices followed by ETD screening of his / her hands.

7.6. The devices should also be physically checked against any outside interference in the manufacturing.

7.7. Casts, braces and support appliances will be thoroughly inspected without exposing sensitive areas as far as possible. ETD screening will also be used to test for traces of explosive materials, where possible.

7.8. In case of bandages and/or dressing, while caution will be observed during pat-down, it needs to be ensured that the covered area is free of threat item. Metal detector, observation and self-pat-down followed by ETD checks may suffice in most cases.

7.9. Passengers with metal implants will be subjected to a thorough pat-down, and the metal alarm should be resolved satisfactorily. The full-body pat-down should include the following:

- i. It should concentrate on the upper legs and torso.
- ii. Special attention should be given to the chest and abdomen areas of the body.
- iii. Particular focus should be on any skin surface abnormalities or wires or tubes exiting the body that may be signs of any implanted device.

7.10. In accordance with BCAS instructions, all airport operators shall display a board near pre-embarkation security checkpoints in a prominent way stating that Full Body Scanner/DFMD/HHMD is safe for pacemaker and for pregnant ladies.

8. Screening of visual/ hearing and speech impaired passengers:

8.1. The passenger with visual /hearing and speech impaired is to be assisted at access control and pre-embarkation security checkpoints with due diligence and care. These passengers require individual attention or assistance right from terminal entry/exit point also on embarkation /disembarkation and during flight.

8.2. Visually impaired passenger-

8.2.1. The Airport operator and Aircraft operator shall arrange for handy signage chart in brail language for visually impaired person at helpdesk and check in counter respectively.

8.2.2. If passenger identifies himself /herself as visually impaired person while check-in, airline check-in/escort staff should assist him/her for validation of itinerary/photo ID check at the time of check-in. Boarding pass, baggage reclaim portion (if any) to be handed over to passenger by Airline concerned.

8.2.3. Airline escort will assist visually impaired passenger for his/her registered baggage screening process. In case baggage requires physical inspection, on approval of visually impaired passenger the airline escort will assist for unpacking for physical search and packing of registered baggage once the search is completed.

8.2.4. At the security checkpoint once passenger identifies himself/herself visually impaired, then ASG/APSU personnel should support him/her in placing his/her cabin baggage (if any) and personal belongings in the tray for hassle-free screening.

8.2.5. In case the passenger is assisted by an escort of airline staff, ASG/APSU personnel must speak to the visually impaired passenger directly and not to the escort.

8.2.6. Once the passenger has identified himself/herself as visually impaired and he/she needs to step on to the podium, then, ASG/APSU personnel must assist such passenger in standing on the podium.

8.2.7. ASG/APSU personnel should first obtain consent before start of the frisking process, from the visually impaired passenger verbally and the passenger's nod or verbal acknowledgement should be accepted as understood.

8.2.8. ASG/APSU personnel must give verbal directions to the visually impaired passenger during the frisking process so that the passenger is aware of the situation.

8.2.9. In case of alarm while frisking visually impaired passenger, ASG/APSU personnel will assist and guide for removal and checking of the suspected item.

8.2.10. The visually impaired passenger's walking aid and personnel belongings must be provided to them as soon as the frisking is over and they must not have to reach for it on their own.

8.2.11. In case any restricted article needs to be removed or the baggage requires physical inspection, airline escort / ASG/APSU personnel will assist visually impaired passenger for unpacking for physical search and packing of cabin baggage once the search is completed. ASG/APSU personnel shall ensure to replace all items where they were originally located.

8.2.12. ASG/APSU personnel should:

- i. Be tactful, courteous and use caution, while screening;
- ii. Assist persons through the Full-body Scanner / Door Frame Metal Detector (DFMD);
- iii. Offer screening options to stand or sit for primary screening;
- iv. Provide an option for private screening;
- v. If requested, allow the escort of same gender to assist, and go through a security check;
- vi. Ensure that guide dog is not separated from a person during screening;
- vii. Make or put up identification mark on the cabin baggage;

- viii. Always call for a witness when searching the cabin baggage of a blind person;
- ix. Repack bags carefully. The contents of a blind person's baggage should be replaced exactly as were originally located;
- x. On completion of the search, it is important to thank the person for cooperation.

8.3 Hearing and/or Speech impaired passenger -

8.3.1. If passenger identifies himself as hearing & speech impaired person while check-in, airline check-in/escort staff should speak slowly, as some passenger know how to lip-read. Check in staff may also keep bilingual written boarding instructions in order to guide them properly.

8.3.2. Airline check-in /escort staff will use basic gesture to ask the passenger for validation of itinerary/photo ID check at the time of check-in. Boarding pass, baggage reclaim portion (if any) to be handed over to passenger by Airline concerned.

8.3.3. When a passenger arrives at a screening point and identified himself/herself as Hearing and Speech impaired passenger, ASG/APSU personnel should speak slowly, as some passenger know how to lip-read.

8.3.4. ASG/APSU personnel should first obtain consent from such passenger verbally (speaking slowly) and passenger's nod or verbal acknowledgement should be accepted as understood, before the start of frisking process.

8.3.5. The frisking process should be shown in pictorial and/or written format, for passenger understanding.

8.3.6. In case the passenger is assisted by an escort or airline staff, ASG/APSU personnel must inform the process to the passenger directly and not to the escort.

8.3.7. Usually hearing aids or cochlear implants are not required to be removed; however, this may require additional screening including a pat-down and inspection of a device by ASG/APSU.

8.3.8. In case of alarm while frisking hearing / hearing & speech impaired passenger, ASG/APSU personnel may ask for the removal of the suspected item and check. To resolve the alarm, ETD screening will also be used to test for traces of explosive materials if required.

8.3.9. At the X-ray point, if the ASG/APSU personnel want to conduct physical-check of the cabin baggage, they should use hand gestures and/or show the X-ray screen to help the passenger in understanding.

8.3.10. ASG/APSU personnel should:

- i. Be tactful, courteous and use caution, while screening;
- ii. Speak in a normal tone and pace, clearly and concisely;
- iii. Use hand signals and gestures to help express spoken direction (pointing and nodding);
- iv. If requested, allow the escort of same gender to assist, and go through a security check;
- v. Maintain eye contact at all times and speak directly to the person with the impairment and not to the escort;
- vi. Point out visual alarms by physical indication;
- vii. If communication difficulties persist, screening officers shall use written instructions to communicate to the passenger;
- viii. On completion of the search, it is important to thank the person for cooperation.

9. Screening of passengers with service animals (Guide Dog): If the passenger has a guide dog, the instructions issued by AIC No. 09/1984 of DGCA shall be implemented. If the guide dog, is permitted to be carried on board, the following instructions shall be followed:

9.1. The guide dog must be appropriately trained, certified, vaccinated as per DGCA guidelines.

9.2. The animal must be wearing a harness, vest, or other identifiers that it is a guide dog,

9.3. The passenger must maintain control of the guide dog, at all times; He or she should not be separated from the guide dog;

9.4. The screening officer should ask for the permission of the passenger before touching the guide dog;

9.5. Guide dogs are screened using full-body scanner or door-frame metal detector followed by a pat-down; there are three options:

- i. The guide dog goes first and the passenger follows holding the leash.
- ii. The passenger goes first holding the leash and the guide dog follows.
- iii. The passenger and the guide dog go together.

9.6. Regardless of who goes through the full-body scanner or door-frame metal detector first, the screening officer will perform a physical inspection of the guide dog and its belongings (collar, harness, leash, backpack, vest, etc.). The belongings will not be removed from the guide dog;

9.7. The passenger should not make contact with the guide dog (other than maintaining control of the leash) until the guide dog has been cleared; and

9.8. Medication for the guide dog will be subjected to x-ray and additional screening, if required. These should also be subjected to separate screening, from other items of the passenger cabin baggage.

10. Screening of passengers having Alzheimer's, Dementia, Aphasia, Autism or Hidden Disabilities:

10.1. The passenger having Alzheimer's, Dementia, Aphasia or Autism disease on request, may be accompanied, by an airline representative (including GHA of the airline), preferably of the same gender as that of the passenger.

10.2. The accompanying passenger or the airline representative (including GHA of the airline) should inform the ASG/APSU personnel about such disease in the passenger, his or her ability and of need for assistance, if any, before screening begins. Passengers can use notification card or Unique ID for persons with disabilities (UDID) or other medical documentation to communicate discreetly with screening officers. However, showing this card or other medical documentation will not exempt a passenger from screening.

10.3. ASG/APSU personnel shall inform the option of being screened in a private screening point. On opting for the private screening option, such passenger along with accompanying passenger or the airline representative (including GHA of the airline) should then be taken to a private screening point for screening. Such passengers shall be screened without separating them from accompanying passenger or the airline representative of the same gender, and go through a security check in a desired manner up to the satisfaction of the screening personnel.

10.4. If accompanying passenger provides assistance during screening, he/she will need to be re-screened.

11. Screening of Ambulance passenger:

11.1. Due to the exigencies of their exceptional medical conditions/illness, some passengers are directly taken through the Vehicle-gates to the aircraft for boarding.

11.2. In such cases, as far as possible, the airport operator/airline should provide its own ambulance.

11.3. The passenger and all occupants of the vehicle should be subjected to a pre-embarkation security check at the security gate by the ASG/APSU under the supervision of an officer, not below the rank of an Inspector. The ambulance should be permitted to proceed to the aircraft only after this check has been completed.

11.4. In case the ambulance is privately owned or hospital provided, it must be led by the "follow me" vehicle of the airport operator. The ASG/APSU shall check to ensure that the vehicles do not carry anything objectionable and are not being accompanied by unauthorized persons or persons who have no need to be in the vehicles. Such an ambulance will be escorted by ASG/APSU).

11.5. All occupants of the vehicles, unless exempted, must be screened at the gate before allowing entry into the airport.

11.6. The movement of the ambulance should be coordinated well in advance by the airline operator with Chief Aerodrome Security Officer (CASO) and airport operator.

12. Screening of medication and associated supplies:

12.1. All medications and associated supplies (i.e., syringes, sharps disposal container, pens, infusers etc.) are allowed through the checkpoint only after they have been screened.

12.2. Medication and related supplies are normally screened through x-ray.

12.3. Passengers have the option of requesting a visual inspection of medications and associated supplies with due reason.

12.4. Any medication that cannot be cleared visually must be submitted for X-ray screening.

12.5. Medically necessary Liquid, Aerosol and Gels (LAGs) are permitted in excess of 100 ml on a need basis after screening. These items are subject to additional screening through visual inspection and ETD swipe, if necessary.

12.6. If a passenger has medically necessary LAGs, he or she needs to:

- i. Limit the amount to what is reasonably necessary for the itinerary;
- ii. Separate these items from the other LAGs;
- iii. Declare the items; and,
- iv. Present these items for additional inspection on reaching the security checkpoint.

13. X-ray screening of respiratory equipment:

13.1. Supplemental oxygen and other respiratory-related equipment are permitted through the checkpoint once they have been screened. This is subject to DGCA regulations also.

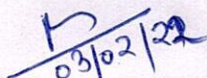
13.2. If a passenger can disconnect from the oxygen, the oxygen container will undergo x-ray screening.

13.3. Passenger(s) who cannot disconnect from respiratory equipment will be screened by undergoing a pat-down.

13.4. Respiratory equipment that is not x-rayed will be visually and physically inspected, and will be subject to ETD screening.

14. This AvSec Circular supersedes AvSec Circular No. 4/2014 and its addendum dated 03/10/2017; and shall be implemented with immediate effect.

15. This issues with the approval of Director General, BCAS.


(Kavita Jalan, IPS)
Deputy Director General, BCAS

Distribution: As per standard list attached