



AVIATION SECURITY DIRECTIVE

EXTERNAL REFERENCE
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Directive No: ASD 04 of 2014
Issue Date: 17 September 2014

VALIDITY: **Effective as from 17 September 2014**

SUBJECT: **CONTROL OF LIQUID AEROSOLS AND GELS (LAGS)**

1.0 Purpose of the Aviation Security Directive

1.1 This Aviation Security Directive (ASD) is issued pursuant to Regulation 19 of the Civil Aviation (Security) Regulations 2008 for guidance and necessary action to be taken by security screening staff, airline staff and operators of duty free shops for the control of liquids, aerosols and gels (LAGs).

2.0 Applicability

2.1 The following restrictions will apply to the carriage of liquids, aerosols and gels by passengers inside the sterile areas at the airports in Mauritius and on board aircraft.

3.0 Liquids, Aerosols and Gels (LAGs)

3.1 Definition of LAGS:

3.1.1 LAGS include but are not limited to water and other drinks, soups, syrup, jams, stews, sauces, and pastes; foods in sauces or containing a high liquid content; creams, lotions, cosmetics and oils; perfumes; sprays; gels including hair and shower gels; contents of pressurized containers, including shaving foam, other foam and deodorants; pastes including toothpaste; liquid solid mixtures; mascara; lipsticks; lip gloss or lip balm; and any item of similar consistency at room temperature.

Note: This is not an exhaustive list and security screening staff and airline representatives have the authority to determine what constitutes a liquid, aerosol and gels. If passengers are unsure of whether an item will be rejected for carriage the item should be packed in hold stowed baggage.

3.2 Restrictions on Carriage of LAGs through Cabin Baggage Screening Point.

3.2.1 In accordance with the recommendations of the International Civil Aviation Organisation (ICAO) for the safety and security of passengers, the carriage of liquids, aerosols and gels (LAGs) that can be taken through a Cabin Baggage Screening Point at airports in Mauritius shall be restricted as follows:

- a) all LAGs must be carried in containers with a capacity of no more than 100 ml. (or equivalent in other volumetric measurements) each;
- b) any LAGs in containers larger than 100 ml will not be accepted, even if the container is only part-filled;
- c) containers with LAGs must be placed in a transparent re-sealable plastic bag of a maximum capacity of 1 litre (or equivalent). The containers must fit comfortably within the transparent plastic bag, which must be completely closed (An example of a re-sealable plastic bag is at ANNEX A);
- d) each passenger is permitted to carry only one such bag which should be presented separately for screening;
- e) all conventional security controls and checks, including random hand searches of passengers and cabin bags, are applicable.

3.3 Exemptions

3.3.1 Exemptions to restrictions at 3.2 above shall apply to:

3.3.1.1 Cockpit and cabin crew in uniform and on duty or displaying identification who are either operating an aircraft or who are travelling for purposes directly related to their employment as a cockpit or cabin crew member;

3.3.1.2 LAGs that are to be used during the journey and are either for medical purposes or for a special dietary requirement (such as baby food). Passengers should provide proof of authenticity for the exempted LAGs to show that these items are essential for medical purposes or to meet special and essential dietary needs (*see ANNEX B for the procedures to be followed in order to determine when an exemption should be allowed under this sub-paragraph*).

3.3.1.3 LAGs forming part of the tools of trade of airport staff

Tools of the trade are defined as articles in a person's possession which are required for the lawful purpose for which he or she is in the sterile area.

Note 1: Tools of the trade which must be declared to security screening staff may include cleaning products, sealants, degreasers, glues, paints and oils.

Note 2: The personal items of airport staff entering the sterile area and on-board an aircraft (i.e. Beverages, perfumes, cosmetics, medications and similar items) should be subjected to the same restrictions and exemptions as passengers. However, tools of the trade are exempt from LAGs restrictions.

- 3.3.1.4 Emergency Personnel responding to an emergency.
- 3.3.1.5 LAGs purchased by transfer passengers, either at airport duty free shops or on board aircraft, on the condition that the LAGs are carried in a Security Tamper Evident Bag (STEB) and display satisfactory proof of purchase at airport duty free shops, or on board aircraft, on the day(s) of the journey (**Annex C** gives the technical specifications for ICAO approved, security tamper-evident bags (STEBs).

3.4 Presentation of LAGs for X-ray Screening

- 3.4.1 To facilitate screening and avoid a cluttered x-ray image, the STEBs and re-sealable bags must be presented separate from other cabin baggage for x-ray screening.

Note: The measures mentioned above should not result in the improper placing of dangerous goods in the hold, thereby compromising aircraft safety.

4.0 Transit/Transfer Passengers

- 4.1 Aircraft Operators and Airport Duty Free Retailers are required to inform passengers who will be transiting or transferring at another airport(s) before arriving at final destination that LAGs carried in duly packed STEBs may still be confiscated during transit at a foreign airport.

5.0 Repeal.

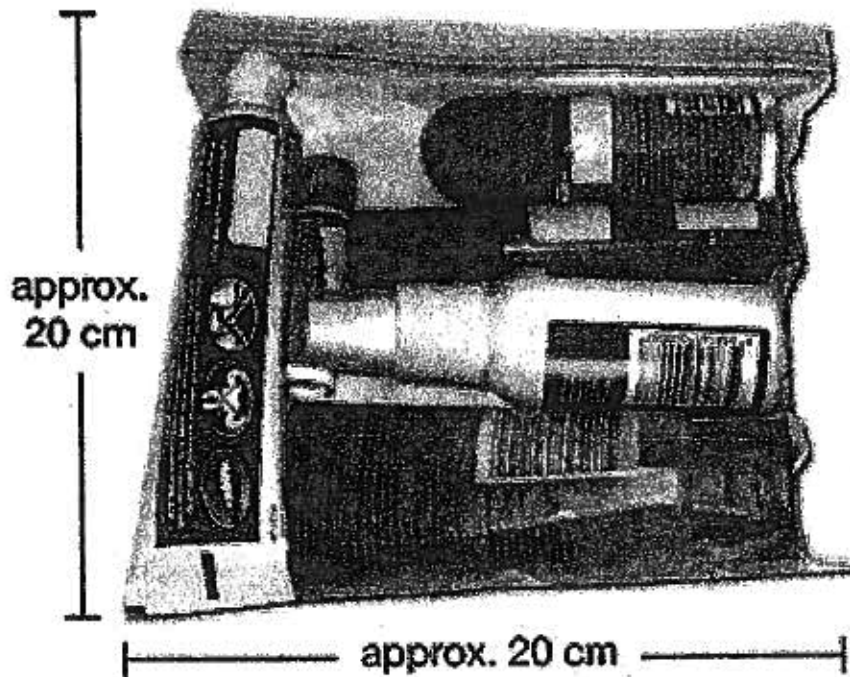
This Aviation Security Directive repeals and replaces Aviation Security Directive ASD 03 of 2008 dated 25 September 2008.



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for Director of Civil Aviation

- Encl: **ANNEX A:** AN EXAMPLE OF RE-SEALABLE TRANSPARENT PLASTIC BAG AS MENTIONED AT PARAGRAPH 4.1(c).
- ANNEX B:** GUIDANCE ON PROCEDURES TO BE FOLLOWED TO DETERMINE WHEN AN EXEMPTION MAY BE ALLOWED.
- ANNEX C:** TECHNICAL SPECIFICATIONS FOR SECURITY TAMPER-EVIDENT BAGS (STEBs).

AN EXAMPLE OF RE-SEALABLE TRANSPARENT PLASTIC BAG AS MENTIONED AT PARAGRAPH 4.1(c).



Guidance on Procedures to be followed to determine when an exemption may be allowed under Para 3.3.1.2 of this Directive.

MEDICAL AND OTHER REQUIREMENTS

- 1 LAGs of any kind carried in containers with a maximum volume of 100 ml should be placed in the 1 litre bag. However, exemptions may be granted for LAGs, which exceed the 100 ml limitation or are too large to be carried in a 1 litre bag, if it can be shown that these items are essential for medical purposes or meet special and essential dietary needs. In order to meet the requirements for this exemption, passengers or staff members should be required to provide written proof of authenticity for the exempted liquid(s).
- 2 This paragraph describes procedures to be followed in order to determine when an exemption may be authorized. Persons may be sensitive about their medical condition, and may therefore require discreet handling. If, after following the procedures in this guidance material, doubts remain regarding the validity of a LAG, the item in question should not be allowed beyond the screening point. Where there is any doubt, a plausibility check should be performed. The passenger could be invited to sample the items to prove that it is safe to do so.
 - a) **journey:** * The reference in 3.3.1.5 above to “the journey” refers to the journey of the person (ie the period away from home), and not simply the length of the flight. A passenger may only be taking a one-hour flight, but may with good reason be carrying more than 100 ml of medicine. If the medicine is being carried in a container of more than 100 ml, whether or not it fits into the litre bag is irrelevant, he or she should be asked why the medicine is needed in this amount, and whether it could not be carried in the aircraft hold. Only if the responses give the necessary assurance should the LAG’s carriage in the cabin be permitted).
 - b) **medical purposes:** LAGs required for “medical purposes” should be interpreted as including LAGs prescribed by a doctor or bought over-the-counter. In determining if a LAG with a total volume of over 100 ml is indeed essential to be carried in the cabin, and that the amount is no more than it is necessary for the journey, the passenger should be questioned on the nature of the LAG, the reasons why it is being claimed as essential, and the dosage. In principle, exemptions for over-the-counter medicines (e.g. nose sprays, cough medicines, contact lens solution) should be more restrictive in the quantity of liquid that is permitted, since these are not “life-or- death” medicines. In addition, LAGs that are not medicines but are used for medical purposes are permitted, examples of which include ice (if used to maintain the temperature of, for example, a transplant organ), blood or blood products, wet wipes and even “normal” LAGs if their use is justified on medical grounds (e.g. an autistic traveller that “needs” to have a particular brand of drink). Cylinders of compressed oxygen or air, not exceeding 5 kg gross mass, and cylinders to operate mechanical limbs may also be exempted on medical grounds.

- c) **special dietary requirements:** For a LAG to qualify as a “special dietary requirement” it should be a food without which a passenger’s health is threatened. Examples include expressed mother’s milk and special foods for consumption during the flight, such as baby food⁴, special diets for lactose-intolerant passengers, or gluten-intolerant passengers.
- d) **proof of authenticity:** Paragraph 3.3.1.2 notes that passengers may be asked to provide “proof of authenticity” of an exempted LAG. In that event, it should be established that the name on the label of the prescription medication matches the name on the passengers’ boarding pass. Where the LAG is non-prescription, and likely to be obtainable at the passenger’s destination, a determination is required of whether the amounts carried are reasonable. In this context, reasonable amounts will include what is required for the duration of the flight, taking into account possible delays and flight diversions. If doubts exist regarding the quantity being carried by a passenger, or whether the LAG is needed for a medical or special dietary purpose, then a plausibility check should be performed. The passenger could be invited to sample the items to prove that they are safe. For LAGs prescribed by a doctor, the passenger should be able to show that it is for his/her own use, for example by having their name on the label of the medicine or a note from a doctor. When verifying the proof of authenticity, the following points should be taken into consideration:
- 1) instruction or advice from their doctor indicates that it would be dangerous to do so;
 - 2) passenger should not be asked to taste any medication, either their own or their child’s, against their wishes; and
 - 3) for children’s prescription medication, the accompanying adult passenger should not be asked to taste the medicine, verification should instead be sought through questioning.

Notes:

Where the volume of baby food is deemed excessive, it should not be allowed through the screening point. Baby products may include: baby milk; sterilized water; baby juice; and baby food may be in the liquid, gel or paste form; and wet wipes.

- 1 100g may be assumed to correspond to 100 ml.
- 2 Empty containers of any size are permitted.
- 3 Indicative size of the 1 litre re-sealable plastic bag: 20.5 cm x 20.5 cm or 25 cm x 15 cm, or equivalent.

TECHNICAL SPECIFICATIONS FOR SECURITY TAMPER-EVIDENT BAGS (STEBs)

Material to be used

transparent (high impact low density polyethylene (LDPE) or equivalent);
recyclable and environment-friendly products if possible; and
minimum of 50 microns thickness.

On the top face (front) of the STEB

Closure:

red tamper evident tape (minimum 30 mm tape with 40 mm release liner);

high tack pressure sensitive self-adhesive; and

integral security device/hidden graphic to show if tampered with.

Border:

side and bottom weld be no less than 15 mm width in red; and

printed border of minimum 5 mm with "DO NOT OPEN", airport name, or any other continuous message or design which may bleed over the edge of the bag. (Optional – integral security device/hidden graphic to show if borders are tampered with.)

Message:

security sign in green in the middle of the security box; and

box in red at bottom stating "Do not open until final destination – contents may be confiscated if bag is tampered with".

Confirmation/identification features:

Receipt space (or jacket, optional) inside the bag visible in the top left of the security box. The receipt should contain the following information:

date of purchase (dd/mm/yy or dd/mm/yyyy);
place of purchase (State, airport, airline) using international codes;
flight number(s) and name of passenger, if possible; and
number and list of items purchased and placed in the STEB.

Origin of the bag:

State three-letter code to determine the State of origin where the STEB was provided to the passenger or airline international code (for duty free sales on board) to determine the origin of the STEB;

Manufacturer name (in full pending ICAO's registration number); and

Inventory code and security code or device to protect STEB at retailers and shops.

On the back face of the bag

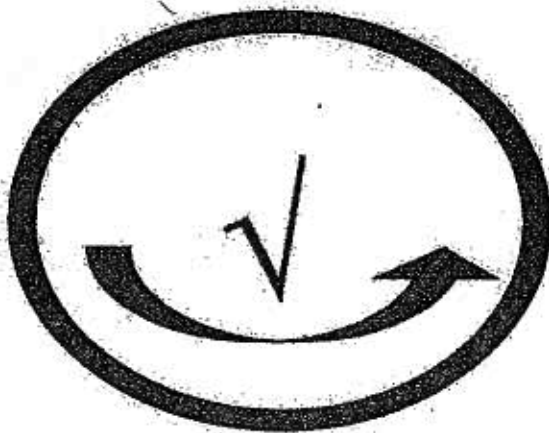
Individual airport/retailers/other branding or logos.



Inventory / security
code

State (XXX) / Manufacturer (in full or ICAO code)

Receipt
place
(inside bag)



Do not open until final destination
Contents may be confiscated if bag is tampered with