

DAILY OPERATIONAL TESTING OF SCREENING EQUIPMENT

OTS TRANSPORT SECURITY REGULATION NO. 002-2006 CASS, October 23, 2006

Read online (full-text search, related cases, audio case brief): <https://batas.org/library/d1707c821c62/>

Pursuant to Sections 3.4.6; and 3.4.7 (a and b) in the Amendment 10 of the International Civil Aviation Organization (ICAO) Annex 17, this is to institute daily standard testing regulation covering screening equipments employed by this office prior to their utilization.

RULE I

Coverage and Definition of Terms

SECTION 1. Coverage- This regulation covers screening equipment identified as the x-ray machine, Walk Thru Metal Detector (WTMD) and Hand-Held Metal Detector (HHMD) that are used in screening cargoes, passenger and personnel at the airport by the PNP-Aviation Security Group.

SECTION 2. Definition of Terms-

2.1

X-ray machine- an equipment which provides a fast and convenient way of seeing through objects without the need to unpack or damage them by bombarding them with gamma ray.

2.2

WTMD (Walk Through Metal Detector)- a machine which has a coil in the side of the arch-way to which the person being screened passes. It generates a rapidly changing magnetic field when a person has a metallic object in his body.

2.3

HHMD (Hand Held Metal Detector) – a hand machine which has a changing magnetic field which induce an electric current to flow in a conductor. In turn this current produces its own magnetic field which detects the position of the metal in the body of the person.

RULE II

Daily Standard Testing (DST) Procedure

SECTION 3. X-RAY MACHINE- Daily Standard Testing (DST) procedure;

3.a

X-ray machine should be turned on and tested at least an hour every time its daily use or at least an hour before the airline counter opens for the day's business. This shall be recorded in OTS form # 7.

3.b

At least one (1) test shall be made utilizing the “step wedge testing kit” to ascertain sharpness, clarity and contact of images projected in the monitor. The result of each separate test shall be correspondingly recorded in the OTS

form # 8.

3.c

These authorized forms shall only be accessible to duly authorized personnel & officers as determined by CASS-OTS.

3.d

In case of malfunction, the Screening Supervisor shall inform the airport technician for appropriate action.

3.e

Each machine must be turned off at the end of the working day.

SECTION 4. WTMD- Daily Standard Testing (DST) procedure;

4.a

WTMD should be turned on thirty minutes before its use or before the airline counter opens for the day's operation.

4.b

Prior to the start of the screening operations, and if the WTMD is continuously operational for 24-hr period, one test with three stages should be made at the lower, mid, and upper section of the WTMD, using a cal.22 Freedom Arm mini revolver or similar contraption of the same configuration and metal density.

4.c

These forms shall be accessible only to authorized individuals as determined by the OTS.

4.d

In case of malfunction, the screening supervisor shall inform the airport technician for appropriate action.

4.e

Each unit shall be turned off when its operation ends for the day.

SECTION 5. HAND HELD METAL DETECTOR (HHMD) – Daily Standard Testing (DST) procedure;

5.a

Each HHMD shall be tested for its operational condition using three metal density configurations hidden in the body of a person.

5.b

Each test result shall be recorded properly in OTS form # 9.

5.c

These forms shall always be available for inspection of CASS, OTS QC Inspectors in the work place.

5.d

Only fresh batteries shall be used to operate the HHMD. In case of malfunction, the screening supervisor shall inform the airport technician for appropriate action.

RULE III

Construction, Reservation, Separability, and Effectivity

SECTION 6. Construction – These rules shall be liberally construed in order to promote its security objectives.

SECTION 7. Reservation – Nothing herein shall be construed as precluding OTS through the Administrator from enforcing these rules in conducting inspection, investigation, evaluation, assessment and audit of the activities enunciated herein, and in prescribing other requirements to meet the constantly evolving challenges in transport security administration.

SECTION 8. Separability – If any provision or section of these rules is declared null and void by competent authority, the other stays and are not affected and shall remain in full force and effect.

SECTION 9. Effectivity – This Transport Security Regulation shall take effect immediately after publication in a newspaper of general circulation.

Adopted: 23 Oct. 2006

(SGD.) USEC. CECILIO R. PENILLA

Administrator

Office for Transportation Security

Approved by:

(SGD.) HON. LEANDRO R. MENDOZA

Secretary

Department of Transportation and Communications

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