



SLOVENSKI STANDARD

oSIST prEN 17483-2:2022

01-november-2022

Storitve zasebnega varovanja - Zaščita kritične infrastrukture - 2. del: Letališke in zračne varnostne storitve

Private security services - Protection of Critical Infrastructure - Part 2: Airport and aviation security services

Private Sicherheitsdienstleistungen - Schutz kritischer Infrastrukturen - Teil 2: Flughafen- und Luftsicherheitsdienstleistungen

Services de sécurité privée - Protection des infrastructures critiques - Partie 2: Services de sûreté aéroportuaire et aéronautique

Ta slovenski standard je istoveten z: **prEN 17483-2**

ICS:

03.080.20	Storitve za podjetja	Services for companies
03.220.50	Zračni transport	Air transport
13.310	Varstvo pred kriminalom	Protection against crime

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EUROPEAN STANDARD
NORME EUROPÉENNE
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DRAFT
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ICS 03.080.20; 13.310

Will supersede EN 16082:2011

English Version

Private security services - Protection of Critical Infrastructure - Part 2: Airport and aviation security services

Services de sécurité privée - Protection des
infrastructures critiques - Partie 2: Services de sûreté
aéroportuaire et aéronautique

Private Sicherheitsdienstleistungen - Schutz kritischer
Infrastrukturen - Teil 2: Flughafen- und
Luftsicherheitsdienstleistungen

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 439.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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European foreword

This document (prEN 17483-2:2022) has been prepared by Technical Committee CEN/TC 439 "Private security services", the secretariat of which is held by ASI.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 16082:2011.

In comparison with the previous edition, the following technical modifications have been made:

- the title of the standard was changed;
- the standard was fundamentally revised and divided into different parts for each CIP sector.

This document is part of a series of standards that also includes:

- EN 17483-1, *Private security services – Protection of critical infrastructure – Part 1: General requirements*
- EN 17483-3, *Private security services – Protection of critical infrastructure – Part 3: Maritime and port security services*

It is planned to add further sector specific standards in this series of standards.

[oSIST prEN 17483-2:2022
https://standards.iteh.ai/catalog/standards/sist/435ff5c7-9d37-4389-a31d-5a542a64b259/osist-pren-17483-2-2022](https://standards.iteh.ai/catalog/standards/sist/435ff5c7-9d37-4389-a31d-5a542a64b259/osist-pren-17483-2-2022)

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Introduction

The objective of this standard is to set minimum criteria for the provision of security services within the airport and aviation sector as part of both national and international critical infrastructure.

The idea to have a series of standards, beginning with EN 17483-1, which covers the basic and common requirements for all sectors of critical infrastructure, arises from the need to aim for high quality and harmonized quality criteria for private security services providers. This, in turn, contributes to a good functioning society. In outlining what makes a private security company a worthy provider of such crucial critical infrastructure as airports and the aviation ecosystem, the standard aims to contribute to the professionalization of clients and providers of private security services.

The series of standards, building on EN 17483-1:2021, which establishes the basic requirements, and all further upcoming sector specific standards EN 17483-X (including this document for airport and aviation security services EN 17483-2) follows a transparent structure as shown below (see Figure 1).

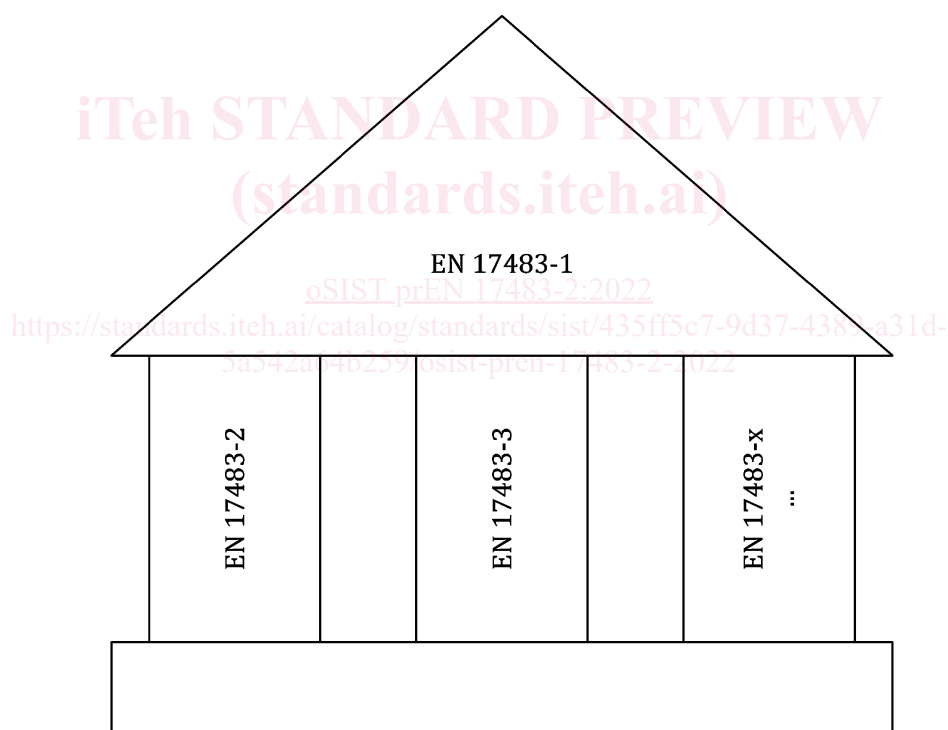


Figure 1 — Structure for sector-specific standards

The final goal is to create the necessary sector specific standards for every suitable and applicable sector within critical infrastructure according to the outlined sectors of Annex A in EN 17483-1:2021.

These sector specific standards are necessary to compensate for the lack of, or gaps in, legislation. They are meant to help certifiers check the compliance with the provisions of the main requirements standards and the sector-specific ones.

This document incorporates the broad interdisciplinary expertise of various organizations and individuals involved in standardization and private security services at both national and international level.

1 Scope

This document includes the sector specific requirements for the provision of private security services for airport and civil aviation security that are additional to the regulations of EN 17483-1:2021.

NOTE 1 This document is the second part of a series of standards on the provision of private security services for critical infrastructure.

NOTE 2 See Figure 2.

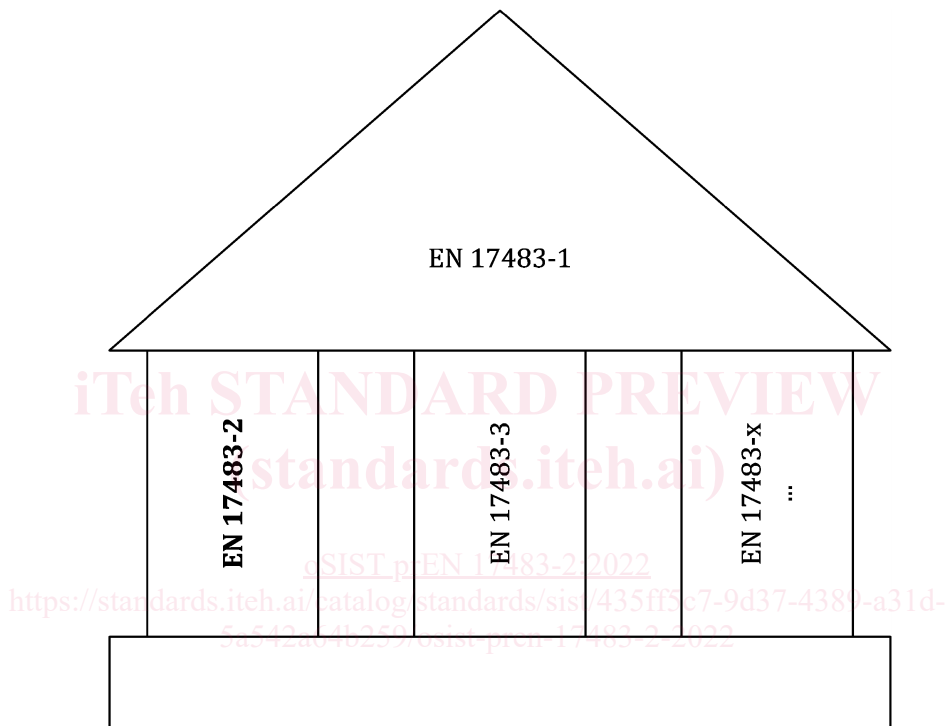


Figure 2 — Structure for sector-specific standards - part 2 highlighted

NOTE 3 It is important that the selection of a private security service provider always represents the best balance between quality and price. This document sets out the minimum requirements that providers can comply with in order for this balance to be struck.

It specifies service requirements for quality in organization, processes, personnel and management of a security service provider and/or its independent branches and establishments under commercial law and trade as a provider with regard to airport and aviation security services.

It lays down quality criteria for the delivery of airport and aviation security services requested by public and private clients. This document is suitable for the selection, attribution, awarding and reviewing of the most suitable provider of airport and aviation security services [1].

prEN 17483-2:2022(E)**2 Normative references**

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 17483-1:2021, *Private security services - Protection of critical infrastructure - Part 1: General requirements*

EN 15602, *Private security services - Terminology*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 15602 and the following apply.

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

3.1**aviation security**

combination of measures and human and material resources intended to safeguard civil aviation against acts of unlawful interference that jeopardize the security of civil aviation

Note 1 to entry: This definition is taken from Regulation (EC) No. 300/2008, Article 3, 2. (Official Journal of the EC L97/74).

3.2**civil aviation**

any air operation carried out by civil aircraft, excluding operations carried out by state aircraft referred to in Article 3 of the Chicago Convention on International Civil Aviation

Note 1 to entry: This definition is taken from Regulation (EC) No. 300/2008, Article 3, 1. (Official Journal of the EC L97/74).

3.3**supervisor**

security officer selected and with specialized training to be responsible for the performance of security officers in delivering a security service, aiming to provide ongoing monitoring and evaluation of the security staff's operational performance, identifying weaknesses, as well as areas where remedial training may be required

Note 1 to entry: The usage of supervisor is more common than security supervisor at aviation.

[SOURCE: EN 15602:2022, 3.11.22 – modified: changed name from security supervisor to supervisor and added text of Regulation 2015/1998]

4 Staff

4.1 Training

4.1.1 Sector specific training

In addition to the requirements of EN 17483-1:2021, 6.3.3, sector specific training for the provision of airport and aviation security services shall be carried out. Information for this training is given in the following documents:

- Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) [2];
- Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015, Commission Implementing Regulation (EU) 2019/103 of 23 January 2019 amending the former, and future amendments, laying down detailed measures for the implementation of the common basic standards on aviation security (Text with EEA relevance) (and Regulation 2320/2002 is repealed) [3];
- Commission Regulation (EC) No. 272/2009 of 2 April 2009 supplementing the common basic standards on civil aviation security laid down in the Annex to Regulation (EC) No 300/2008 of the European Parliament and of the Council [4];
- International Civil Aviation Organization (ICAO) — Annex 17 to the Convention on International Civil Aviation – Security: Safeguarding International Civil Aviation against Acts of Unlawful interference [5];
- International Civil Aviation Organization (ICAO) — Document 9284-AN/905 — Technical Instructions for the Safe Transport of Dangerous Goods by Air (and Corrigenda/Addenda/Guidance) [6];
- European Civil Aviation Conference (ECAC) — Document 30 — ECAC Policy statement in the field of civil aviation security specifying Preventive Security Measures including recommendations on staff recruitment and training [7].

The detailed content of this education and training may vary from country to country.

If the national aviation security program does not mention or specify a minimum of training hours to be given, the provider shall ensure that a minimum number of training hours shall be given before any license security officer can perform any duties (see legislation stated above).

4.1.2 Additional training requirements

In addition to the sector specific training, additional training can be required based on the actual contractual obligations of the provider. These can include, e.g. specialized trainings for national/international or clients related regulations based on special security requirements by clients or countries outside of the scope of the regulations in 4.1.1.

EXAMPLE Auditor needs to request the agreement and look after the training requirements in it and then check the records accordingly.

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Examples of contractual requirements:

- a) All services will be performed by Aviation Security Agents and Supervisors, trained and qualified by FAA, TSA, the Carrier and local government standards.
- b) Security officers will be required to attend an initial 6 hour training session to ensure they understand their roles and responsibilities. In addition, a 1 hour online Emergency Preparedness lesson would be required, as well as an annual recurrent course.
- c) Specialized trainings may include the use of communication technologies (radio communication) or documentation technologies to be used by officers to document shift times and/or any events.

4.1.3 Training requirements**4.1.3.1 Security awareness training**

The following security awareness training is additional to the legislative requirements and shall cover the following topics:

- Principles of aviation security;
- definitions used in aviation;
- airport/airline security program – objectives, main principles and key components;
- organization of an airport/airline;
- location and access points of the Security Restricted Areas (SRA);
- location and access points of the Critical Parts Security Restricted Areas (CPSRA);
- location of the landside areas and other airports access control zones;
- other stakeholders (e.g. police, fire brigade, airport authority, other providers);
- relevant security procedures used at an airport/airline;
- security communications used within the airport/airline;
- emergency/contingency management and continuity planning;
- badge/ID systems;
- threats (e.g. explosives, weapons, chemicals, gas, suspicious objects).

4.1.3.2 Communication skills and vocabulary in relation to airport and aviation security

The following training is additional to the legislative requirements. Communication skills and vocabulary in relation to aviation security shall cover the following topics:

- basic knowledge of English used in airport and aviation security where relevant for the task to be performed;