

# CONSIGNMENT SECURITY DECLARATION FORM

MAWB #	Air carrier: Flight No. :	
Consignor/Shipper:	Consignee:	
Consolidation Origin:		
Type Commodity :	No. of Pieces: Consolidated <input type="checkbox"/>	
Security Status for carriage on: Passenger and Cargo Commercial aircraft (SPX) <input type="checkbox"/> All cargo aircraft (SCO) <input type="checkbox"/> Flight with High Risk Cargo (SHR) <input type="checkbox"/>		
Transfer stops locations : .....		
Transit Points : .....		
Transshipment points: .....		
Final destination: .....		
Received from Company: ..... Full Name:..... ID No:.....	SECURITY MEASURES Screening Method:	Grounds for Exemption:
Additional Security Information (if any):		
Aviation Security Cargo Screener full Name :		
ID number :	or company registration # :	
Security Status issued on : dd / mm / yy ..... / ..... / .....	Aviation Security Cargo Screening entities official stamp	
Time: ..... : .....	Supervisor Full name: ..... (Block letters)	
Full name of accepting Air Cargo Employee:..... ..... I.D. # : .....	Pilot in command <input type="checkbox"/> Load master <input type="checkbox"/> Other:..... .....	
Date:	Time:	

## CSD Form Completion instructions

1. AWB # - Unique Consignment Identifier:

The identification of the consignment itself must be entered. This may be an air waybill (format is nnn-nnnnnnnn), a house bill or a mail consignment identifier.

2. Air carrier and Flight number:

Aircraft operator original name and given Flight number issued must be entered.

3. Consignor/Shipper:

Name of entity delivering the consignment to a Regulated Agent (RA) or Air Operator (AO).

4. Consignee:

Name of entity receiving the consignment of a Regulated Agent RA) or Air Operator (AO).

5. Consolidation Origin:

The identification of the origin of the consignment must be entered. This is the origin related to the appropriate transport documentation (air waybill or house waybill) as identified in Box 1 consisting of ICAO/ IATA three-letter airport and the exact location/facility.

6. Commodity Type:

Consignment details (e.g. goods description) must be entered for a direct air waybill or house waybill shipment or a master air waybill.

7. Number of Piece:

The exact number of consignments must be entered for a direct air waybill or house waybill shipment. For a consolidation shipment, i.e. a master air waybill with associated house waybill(s), the consolidation box should be ticked in lieu of the goods description.

8. Security Status:

The coded identification of the security status assigned to the consignment must be entered to indicate whether the consignment is secure for:

- a) passenger, all-cargo and all-mail aircraft ( "SPX");
- b) all-cargo and all-mail aircraft only ( "SCO"); or
- c) Passenger, all-cargo and all-mail aircraft, in accordance with high-risk requirements ("SHR").

9. Transfer/Transit Points:

The identification of an en route stopping point where cargo may be transferred to another aircraft or remain on board the same aircraft should be entered by the issuer (e.g. ICAO/IATA three-letter airport).

Transshipment Points: The identification of an en route stopping point should be entered by the issuer (e.g. ICAO/IATA three-letter airport). Where cargo shall be off-loaded and (re)screened to the required standard of that State (LPD) and be uploaded on the same aircraft on which the consignment reached the en route stopping point.

Final Destination: The identification of the final destination of the consignment must be entered. This is the destination related to the appropriate transport documentation (air waybill or house waybill) as identified in Box 1 (e.g. ICAO/IATA three-letter airport).

*Reasons for issuing security status: complete box 8, 9, 10 and 11.*

10. Received from:

The full Company name and full name of person with his identification number that tendered the consignment (regulated agent or aircraft operator) must be entered.

11. Security measures applied:

The Screening Method used by the regulated agent or aircraft operator when securing the consignment shall be entered as a reason that the security status was issued, e.g. screening method (codes). If no other reason, i.e. "received from" or "grounds for exemption" is indicated, and the consolidation box is not ticked, then this entry cannot be left blank. In some cases a single screening method may not be sufficient to inspect all types of consignments, therefore more than one screening method may be listed.

12. Exemption:

Indicating why a consignment is exempted from screening as defined in State national civil aviation security program may be entered as a reason that the security status was issued, e.g. text specifying screening exemption. If no other reason, i.e. "received from" or "screening method", is indicated and the consolidation box is not ticked then this entry cannot be left blank.

13. Additional Security Information:

Any additional security information that may be required by an ICAO Member State, e.g. any national regulation applicable to the responsibilities in the event of a false declaration, or other screening methods applied any applicable emergency amendment.

14. Aviation Security Cargo Screener:

Text in block letters specifying the individual full name, identification or employee number, performing aviation security control on behalf of a regulated agent, known consignor, or aircraft operator and must indicate the security status .

15. Security Status issued on:

Text specifying the exact date and time when the security status was issued by the regulated agent, known consignor, or aircraft operator employee must be indicated.

Tick the applicable box in which the time is indicated on the form.

16. Cargo screening entity official stamp: Insert a stamp of the screening entity approved by the national appropriate authority in this box.

17. Air Cargo Upload acceptance:

Insert text specifying the direct employee of the air operator's full name and I.D. # or company registration. Insert the correct date and exact Time (tick of the local or UTC box) the screened cargo is accepted on board the aircraft as indicated in box # 2. Tick of the correct box indicating the function of the direct employee of the air operator or insert text specifying other function of the direct employee. Insert a signature of the direct employee of the air operator responsible for the acceptance of the screened cargo on board the aircraft.