



Thai Cargo Terminal Service Bulletin No. 006 / 2026

Subject: Guidelines for the Use of Explosive Trace Detector (ETD) in Compliance with the Requirements of the Civil Aviation Authority of Thailand (CAAT)

In accordance with the guidelines issued by the Civil Aviation Authority of Thailand (CAAT) concerning the security of cargo and mail, under Section 3.4, Use of Explosive Trace Detector, and Subsection 3.4.1, where the X-ray image cannot be clearly interpreted and the use of an Explosive Trace Detector (ETD) is required, and under Section 4.2, Heavy Cargo/Oversized Cargo. Furthermore, based on the findings of a recent CAAT inspection, a serious deficiency was identified in the cargo screening process, whereby ETD screening was conducted without opening the packaging to obtain a swab sample from the cargo inside, resulting in screening that did not comply with the requirements specified in the CAAT guidelines.

These guidelines shall apply only to cargo tendered by an Unknown Consignor. Cargo tendered by a Known Consignor, where all required documentation is complete and the cargo packaging is in normal condition, shall not be subject to additional screening under these guidelines.

In accordance with the above guidelines, where an X-ray image cannot be clearly interpreted, Additional Screening Measures shall be conducted. The screening method currently applied by the Cargo Terminal is Explosive Trace Detection (ETD), which requires the packaging to be opened so that a swab can be taken from inside the packaging and brought into direct contact with the item inside. For Heavy Cargo / Oversized Cargo under Section 4.2, which cannot be passed through the X-ray machine for image analysis, screening shall likewise be conducted using the above-mentioned method. The following requirements shall apply:

1. High-density cargo for which the X-ray image cannot be clearly interpreted, and cargo that cannot be passed through the X-ray machine for image analysis, shall be opened for inspection in all cases.
2. Each inspection must be conducted in the presence of the shipper's representative, who shall observe the inspection process and sign the consent form for additional screening.
3. After the inspection, the shipper's representative shall be responsible for repacking the item.

To ensure that operations are conducted in compliance with the above requirements and to minimize service delays, Thai Cargo Terminal Service requires all customers to comply with the following:

1. Cargo shall be delivered for Acceptance at least 8 hours prior to the applicable Cut-off Time.
2. Packages shall not be stacked or placed closely together in large quantities. Sufficient space shall be maintained between packages to allow X-ray radiation to penetrate the cargo. For High-density cargo, the packaging shall be arranged in a manner that allows it to be readily opened for inspection.

3. For Heavy Cargo / Oversized Cargo, the container or packaging shall be prepared in a manner that allows it to be easily opened to facilitate inspection of the cargo inside.

In the event of any delay resulting from cargo being delivered less than 8 hours prior to the applicable Cut-off Time, or where additional inspection is required and results in the cargo being unable to be transported as booked, Thai Cargo Terminal Service shall not be liable for any damage resulting from such delay. This shall also apply where the exporter or the shipper's representative refuses to allow the required inspection or provides written confirmation of such refusal. In such cases, Thai Cargo Terminal Service shall immediately refuse acceptance of the cargo.

Thai Cargo Terminal Service requires all customers and relevant parties to strictly comply with these guidelines to ensure aviation security for the transportation of cargo and mail in accordance with the regulations of the Civil Aviation Authority of Thailand (CAAT).

These Guidelines shall take effect from **20 September 2026**.

Issued on 21 August 2026



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