

# 2007 FAA Briefing

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Transportation  
Security  
Administration

**September 11, 2001**





9-11-2001

11-19-2001 ATSA

02-13-2002 TSA formed



# ATSA 2001

- Created TSA
- Mandated 100% screening of all checked bags.
- Required TSA to assume all screening at airports.
- Required hardened flight deck doors.
- Required increase in FAM coverage.
- Mandated enhanced security training for crews.
- Required Federal Security Directors for all US Commercial Passenger Airports.



# Federal Security Directors

**Provide for overall security of aviation  
at the facilities assigned**

# FSD Responsibilities

- Screening Passengers, Property, Cargo
- Assess and Counter Threats to Aviation
- Developing Countermeasures
- Personnel Management of Inspectors and Administrative staff
- Screener Personnel

# Actual Dangerous and Deadly Item Type Incident Records

Source: Performance and Results Information  
System (PARIS) Criteria: FY06 Incidents  
approved as of February 01, 2007

<b>Dangerous or Deadly Item Type</b>	<b>Tot./FY06</b>
Ammunition	9953
BB/Paint/Flare/Spear/Pellet Gun	187
Bio/Chem/Radio Agent	10
Bludgeon	1083
Cutting Item (knife, razor, box cutter, saber, etc.)	25326
Explosive Device	50
Firearms	2057
Fireworks	454
Flare	32
Fuel/Gasoline/Paint Thinner	60
Hand Grenade (real and inert)	76
Mace/Pepper Spray	532
Martial Arts/Self Defense Item	2129
Part of Firearm	1410
Realistic Replica of Firearm	360
Stun Gun/Shocking Device	209

# TSA 2001-2003

- Required new Federal Regulations covering authority of TSA, & creating new security regulations for airports and an expanded range of air carrier operations.
- Moved parts of the Civil Aviation Security Division from FAA to TSA.
- Moved Principal Security Inspectors, Civil Aviation Security Inspectors and initially, DG responsibility to new agency (later returned to FAA).
- PSI's moved out of FAA Regional Offices and relocated to either TSA-HQ or several remote offices.
- Currently 15 Domestic and 5 International PSI's.

# TSA moves from DOT to DHS

## March 2003



Transportation  
Security  
Administration

# TSA

## K-9 and Explosives Program

420 canine teams at more than 75 airports and in 13 mass transit systems around the country



# Federal Air Marshals



# ASDO Program



# Aviation Security

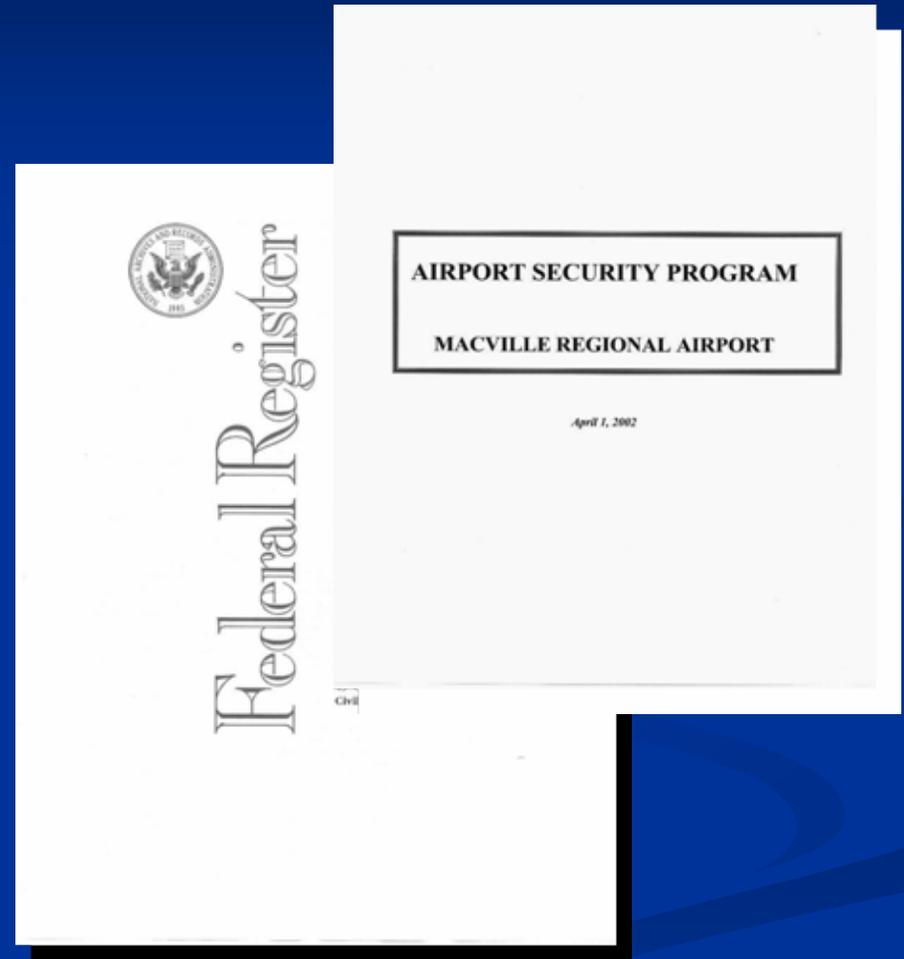
- New Regulation
  - 49 CFR Part 1500

**All Segments of  
Aviation Security**



# Security-Related Documents

- 49 CFR Part 1540
- 49 CFR Part 1542 (107)  
Airport Security Program (ASP)
- 49 CFR Part 1544 (108)  
Aircraft Operator Standard  
Security Program (AOSSP)  
(ACSSP)



# Security-Related Documents

- 49 CFR Part 1546 (129)  
Model Security Program
- 49 CFR Part 1548 (109)  
Cargo Security Programs



# Security Directives & Emergency Amendments

 US Department of Transportation  
Transportation Security Administration

Civil Aviation Security  
Security Directive  
Information of Concern to Aviation Security Personnel:  
Current Security Procedures Should be Reviewed

Subject: Threat to U.S. Aircraft Operators (Domestic Operations)

Number: **SD 1544-01-10Q** Date: **December 6, 2002**

EXPIRATION: Indefinite

This Security Directive (SD) supersedes and cancels SD 1544-01-10P and must be implemented no later than December 9, 2002. Changes from the previous SD are indicated by bold text.

**AVSEC ALERT** (TS/AS/AVSEC/INFORMATION)

**INFORMATION:** Intelligence reports indicate that terrorist groups are continuing to indicate their intent to conduct terrorist attacks. While there is no current information regarding specific terrorist targets or methodology, what is available suggests the September 11, 2001 terrorist attacks were not intended to be isolated events. Therefore, additional attacks on U.S. civil aviation are expected.

As a result of U.S. military operations in Afghanistan, the threat to U.S. interests overseas—including in Israel and the Middle East—has increased significantly. The recent heightened violence in Israel has culminated in increased anti-American sentiment in the region. In the Middle East and South Asia, particularly in Pakistan, anti-American sentiment and pre-operational terrorist activities have been noted both in Israel and on the Arabian Peninsula. Multinational law enforcement efforts also have revealed an extensive anti-U.S. transnational terrorist network operating in several European countries, Canada, the United States, the Arabian Peninsula, the Middle East, and Afghanistan. Although plans by Muslim terrorists linked to Usama bin Laden to attack U.S. and other Western interests have been disrupted by arrests in Singapore and Malaysia, concerns about transnational capabilities in Southeast Asia remain in these countries, as well as in the Philippines (where U.S. military assistance has provoked some anti-American reaction), Indonesia, and Thailand.

Terrorists will continue to employ both new and past proven techniques to disguise or smuggle improvised explosive devices (IEDs) aboard aircraft. They are trained to conceal IEDs in a variety of common household items, to include luggage, electronic consumer products (radios, tape recorders, cameras, and computers), toys, and clothing. Furthermore, two personal,

1544-01-10Q (REV. 12/02) (TS/AS/AVSEC/INFORMATION/OFFICIAL USE ONLY)

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## Security Directives

 US Department of Transportation  
Transportation Security Administration

Civil Aviation Security  
Emergency Amendment  
Information of Concern to Aviation Security Personnel:  
Current Security Procedures Should be Reviewed

Subject: Security Procedures for International Departures from the United States

Number: **EA 1546-01-07P** Date: **December 6, 2002**

EXPIRATION: Indefinite

This Emergency Amendment (EA) supersedes and cancels EA 1546-01-07O and must be implemented no later than December 9, 2002. Changes from the previous EA are indicated by bold text.

**INFORMATION:** Despite considerable successes in the war on terrorism, reporting continues to indicate that terrorist groups are continuing to indicate their intent to conduct terrorist attacks. While there is no current information regarding specific terrorist targets or methodology, what is available suggests the September 11, 2001 terrorist attacks were not intended to be isolated events. Therefore, additional attacks on U.S. civil aviation could be planned.

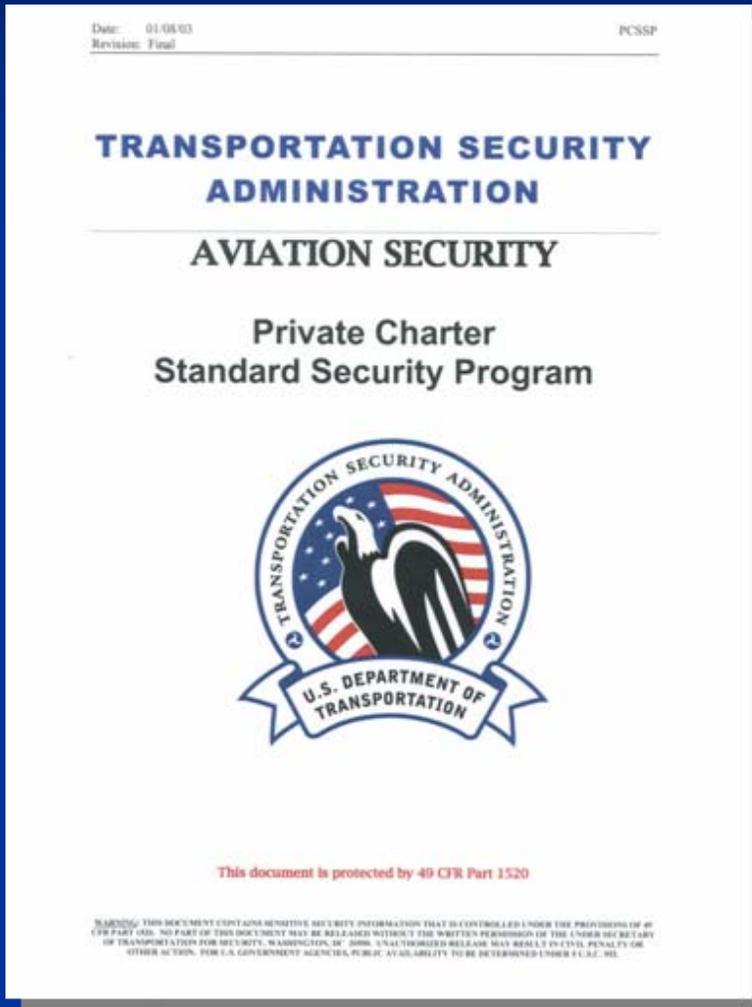
As a result of U.S. military operations in Afghanistan, the threat to U.S. interests overseas—including in Israel and the Middle East—has increased significantly. The recent heightened violence in Israel has culminated in increased anti-American sentiment in the region. In the Middle East and South Asia, particularly in Pakistan, anti-American sentiment and pre-operational terrorist activities have been noted both in Israel and on the Arabian Peninsula. Multinational law enforcement efforts also have revealed an extensive anti-U.S. transnational terrorist network operating in several European countries, Canada, the United States, the Arabian Peninsula, the Middle East, and Afghanistan. Plans by Muslim terrorists linked to Usama bin Laden to attack U.S. and other Western interests have been disrupted by arrests in Singapore and Malaysia, although concerns about transnational capabilities in Southeast Asia remain in these countries, as well as in the Philippines (where U.S. military assistance has provoked some anti-American reaction), Indonesia, and Thailand.

Terrorists will continue to employ both new and past proven techniques to disguise or smuggle improvised explosive devices (IEDs) aboard aircraft. They are trained to conceal IEDs in a variety of common household items, to include luggage, electronic consumer products (radios, tape recorders, cameras, and computers), toys, and clothing. Furthermore, two personal, airline-style, passenger flotation devices (life vests) recently were found in an al-Qaida location, and may suggest a terrorist intent to leave behind a bomb on an aircraft. Recent reporting also suggests that terrorist operatives are trained in methods for successfully transiting and smuggling other hazardous materials across international borders. Operatives are instructed to dress in a manner that will not arouse suspicion, and to devise seemingly legitimate reasons for

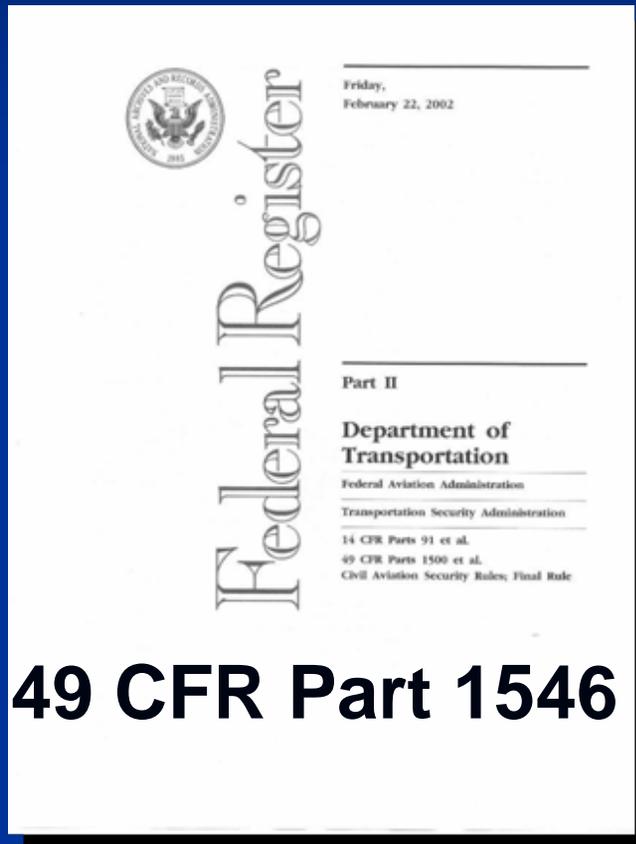
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## Emergency Amendments

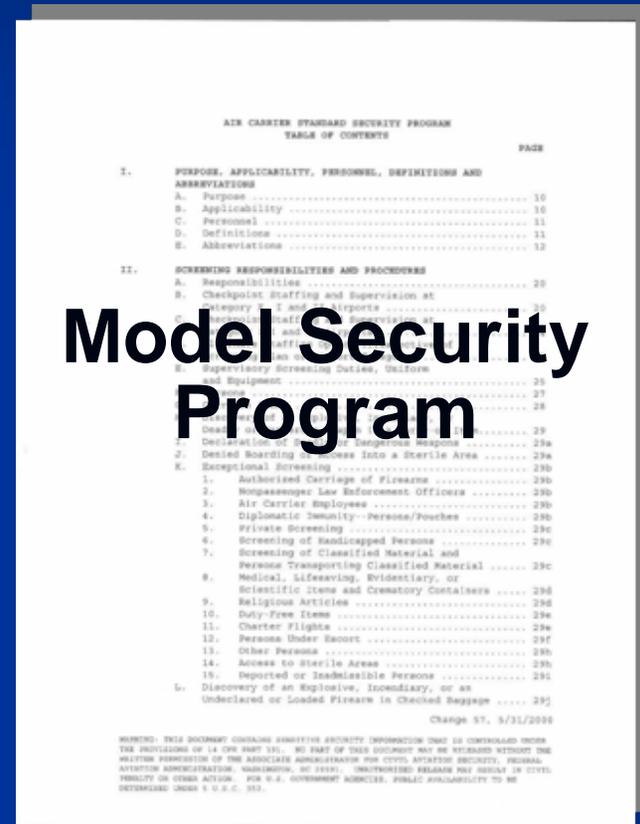
# Other Operations and Private Charter Documents



# Foreign Air Carrier Documents

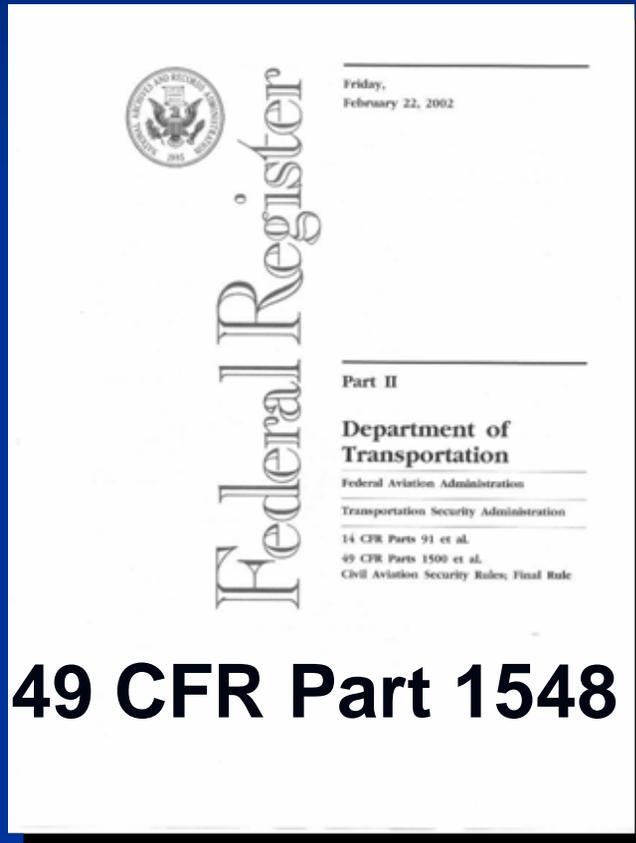


49 CFR Part 1546

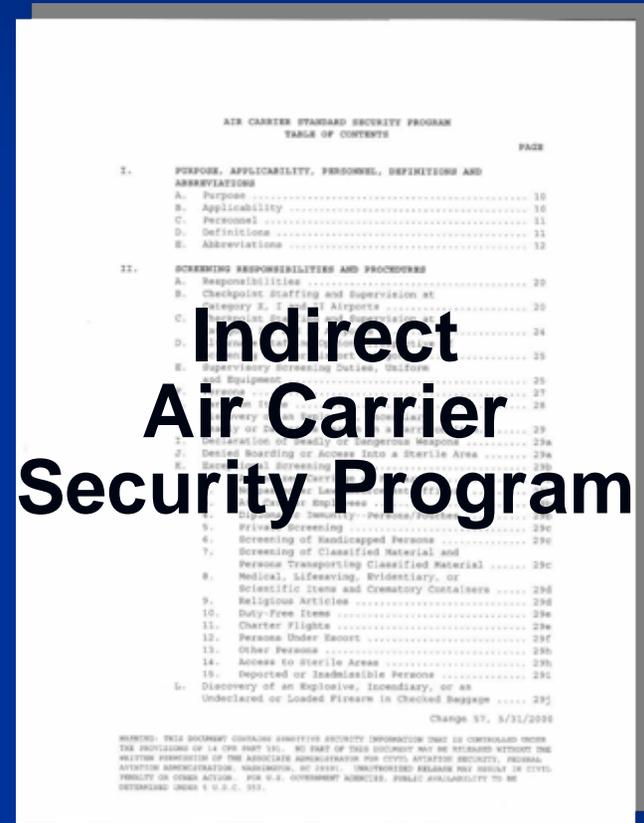


Model Security Program

# Indirect Air Carrier Documents



49 CFR Part 1548



Indirect Air Carrier Security Program

# PSI ROLE

- *Oversee compliance to AOSSP, PCSSP.*
- *Policy review and recommendations*
- *Maintain ACO500 Air Carrier webboard.*
- *Oversee approx. 82 Air Carriers w/Full or Partial Programs.*
- *Work with start up carriers during certification and proving runs in coordination with POI's.*
- *Monitor both Domestic and International locations served by US Carriers.*

# Primary Functions of a PSI

- Security Program Oversight:
  1. Review and approve carrier requested amendments and alternate procedures.
  2. Conduct audits of corporate security systems (CAPPS, CHRC, CASS, etc..)
  3. Review and monitor Ground and In-flight Security Coordinator Training programs.

# Primary Functions of a PSI

- Ensure compliance with all applicable security programs and aviation regulations.
- Prepare EIR's for airlines.
- Conduct trend analysis of findings/violations from Field ASI's/CASI's inspections.
- Evaluate and coordinate Voluntary Disclosures from carriers and approve carrier plans of correction.

# Primary Functions of a PSI

- Approve and monitor universal settlement proposals from airlines.
- Coordinate with POI's for OP Spec issues relevant to aircraft modifications and procedures (search or sealing compartments), CASS approvals, etc..
- Recommend Civil/Administrative enforcement based on carrier compliance.

# Primary Functions of a PSI

- Provide policy guidance to TSA Aviation Security Inspectors and support personnel.
- Serve as POC for the communication of threat-related intelligence to their assigned airlines.
- Serve as SME's for crisis management situations.
- 24-hour response by PSI to airlines & TSA.
- After-hour guidance to Transportation Security Operations Center (TSOC) and Carriers

# Crew Member Security Training

- AOSSP Section 17.3
- Initial: 61 seats or more = 4 hours  
60 seats or less = 2 hours
- All Recurrent : 2 hours
  
- Training Standards:
  - a) Include requirements of Vision 100, Aviation Reauthorization Act.
  - b) Philosophy and procedures from CS II.
  - c) Other subjects as determined by TSA.

# Crew Member Security Training

- Training must:
  - a) include opportunity for participants to “demonstrate knowledge and understanding” of principles by: role playing, hand’s-on practice, simulations, and critical incident techniques.
  - b) be reviewed regularly by the carrier and PSI to insure content current and effective.
  - c) include a critique by each participant that is completed at the end of training and reviewed by the carrier and PSI.

# Crew Member Security Training

- Required subjects:

- 1) Recognizing suspicious activities to determine seriousness of an occurrence. \*
- 2) Crewmember communication and coordination.
- 3) Use of assigned protective devices.
- 4) Use of restraint devices.\*
- 5) Terrorist and passenger behavior.
- 6) Flight Deck procedures and maneuvers to defend an aircraft.
- 7) Proper conduct of a cabin search and LRBL construction.\*

\*(Hands-on)

# Crew Member Security Training

Required subjects cont.

- 8) NORAD (flight deck only)
- 9) Airport/Air Carrier ID and verification procedures.
- 10) Access to Aircraft
- 11) Sterile Area Controls
- 12) Basic Self Defense \*
- 13) Law Enforcement (FAM's, LEO's, FFDO's, FBI, etc..)
- 14) Foreign Rules
- 15) Federal Regulations (TSA/FAA Authorities, Protection of SSI, etc..)

\*-(Hands-on)

# Crew Member Security Training

- Advanced CMSDT
- Required by Vision 100.
- Recently reduced from three (3) to one (1) day class.
- Offered at community colleges across the country, free of charge and may be repeated as often as desired by active Crewmembers with ID.
- Developed and administered by TSA Office of LE/FAM Service.
- Includes interactive CD to be completed before hand's-on one day training.

# Crew Member Security Training

- Submitted by each carrier to the PSI for review.
- Once reviewed and found in compliance, forwarded to the POI for approval and inclusion into Approved Crewmember Training Program.
- Initial and recurrent classes monitored by PSI throughout the year.
- Recommendations for changes considered based on observation and attendee critiques.
- Current threat information supplied by TSA.
- No review necessary if unchanged during year.
- Combinations of classroom, CBT and hands-on will be considered for approval.

# Contact Information

- Security related questions or incidents at airports may be coordinated through Patrick Hempen (FAA-TSA Liaison) at AFS-220 or carrier specific questions to the PSI's, via POI's.
- PSIs may be contacted via:
  - E-mail
  - Telephone
  - Written correspondence

**QUESTIONS ?**

