

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SEVENTH MEETING OF THE CIVIL AVIATION AUTHORITIES OF THE SAM REGION
(RAAC/7)**

(Salvador, Bahia, Brazil, 1-3 July 2002)

Agenda Item 2: AVSEC and future perspectives

CREATION OF THE TRANSPORT SECURITY ADMINISTRATION

(Presented by the United States of America)

INFORMATION PAPER

SUMMARY

In continuation of efforts to improve transportation security in the wake of the terrorist attacks of September 11, 2001, the United States Congress passed the Aviation and Transportation Security Act. On November 19, 2001, President Bush signed this Act into law. Among the provisions of the Act is the mandate to create the Transportation Security Agency (TSA) within the Department of Transportation incorporating the responsibility for security of all modes of transportation. The position of Under Secretary for Transportation Security was created to oversee the TSA.

1. INTRODUCTION

As a result of the events of September 11th, President Bush signed the Aviation and Transportation Security Act, which made fundamental changes in the way air transportation security is defined, provided and overseen within the U.S. To assist in this process, the Transportation Security Administration (TSA), led by a new Under Secretary of Transportation for Security, was established to address security issues for all modes of transportation in the U.S. Now aircraft and passengers will not only be protected by a single organization, but measures are being put in place to prevent aircraft from being used as weapons. TSA's operations will ensure that all components of the U.S. aviation system, including those not previously covered, are regulated from a security perspective. Coordination with the Federal Aviation Administration (FAA) will be an important aspect of the TSA's operations so that interconnected aviation policies and operations are not compromised or diminished in the future.

2. DISCUSSION

2.1 The Aviation and Transportation Security Act mandates that certain elements of the law be implemented within 30 and 60-days of enactment, in addition to TSA assuming responsibility for aviation security operations in the U.S. by February 17, 2002. This responsibility includes aviation security functions under the FAA and providing passenger transportation screening at U.S. airports. TSA and FAA personnel are working closely together to accomplish these tasks and to date all deadlines required by the new law have been met.

2.2 Within 30 days of enactment, mandated action was taken to lift restrictions on Enhanced Class B airspace, qualification standards for future screeners were established, a report on general aviation security was submitted, and claims procedures for reimbursement of direct security-related costs for airport operators and certain vendors were published. By day 60, guidelines for flight crews who face

threats onboard an aircraft were issued; and a new screener training plan, which was written with input from leading government and private sector training experts, was released.

2.3 Fulfilling the requirement that a system be in operation to screen all checked baggage at all airports in the U.S. by January 18 was one of the biggest challenges. All checked baggage is now being screened. Air carriers can implement a variety of methods to accomplish this requirement, and exactly what is being implemented will gradually change as increasing numbers of equipment are deployed to meet another deadline to screen all checked bags by explosives detection systems (EDS) by the end of the calendar year.

2.4 An additional challenge was the requirement for TSA to assume the oversight of the airline's passenger screening company contracts and appropriate equipment used to provide passenger screening at U.S. airports by February 17. This successful transition is the first step toward the hiring, training and positioning of federal security screeners at all U.S. airports by November 18, 2002.

2.5 At the same time, TSA assumed responsibility for the aviation security functions from FAA. Approximately 1400 FAA aviation security personnel became the core workforce of the TSA, but thousands more are needed. It is estimated that perhaps as many as 40,000 security screeners, supervisors, and law enforcement officers will be hired and deployed to airports around the country, and a vastly increased Federal Air Marshal (FAM) force is being trained and deployed. Federal Security Directors will be assigned to airports to supervise the screener and law enforcement workforce and to ensure the effective application of security measures at those airports.

2.6 The TSA has three basic objectives for the short term. First, build the new organization as quickly as it can. Second, do so in a way that neither the TSA employees nor the industry lose focus on the fact that the threat to aviation remains at its highest levels ever, and the aviation community cannot collectively afford to let down its guard. Third, ensure that the new TSA organization retains existing, or builds new, links to the FAA so that the interconnected aviation policies and operations are not compromised or diminished in the future.

3. CONCLUSION

3.1 The establishment of a new U.S. federal government agency on the scale of the TSA is a huge undertaking that has not been attempted since World War II. The TSA has an incredible challenge before it, especially since the tasks listed above refer to just the aviation component of the TSA. When TSA is fully functional it will have responsibility for the security of all modes of transportation.

3.2 The creation of the TSA adds a new element to the integration of aviation safety, security, and efficiency issues. Both TSA and FAA recognize that if they are not well thought out and executed, they could impact the system's efficiency. If they are not coordinated with crew training and procedures, and do not take into account aircraft certification issues, then safety could be impacted. TSA and FAA are committed to work together to ensure that the integrity of the aviation system only experiences improvements.
