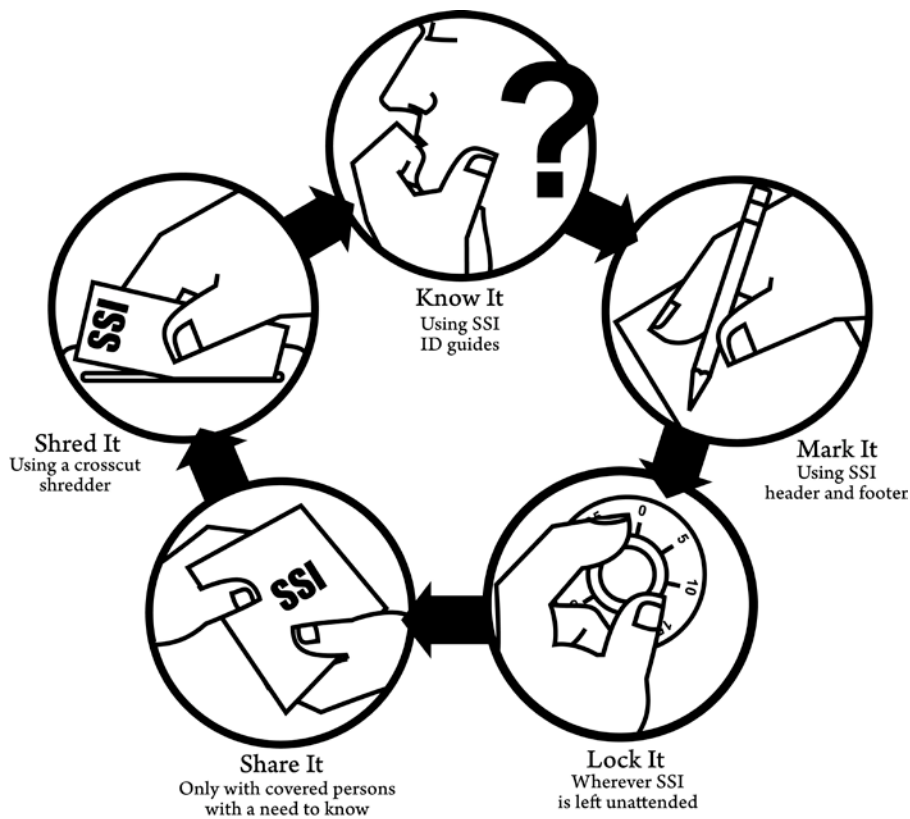


DEPARTMENT OF HOMELAND SECURITY

~~SENSITIVE SECURITY~~ ~~INFORMATION~~

Cover Sheet



For more information on handling SSI, contact SSI@dhs.gov.

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~~SENSITIVE SECURITY INFORMATION~~

No. 15-10757-A

IN THE UNITED STATES COURT OF APPEALS
FOR THE ELEVENTH CIRCUIT

JONATHAN CORBETT,
Petitioner,

v.

TRANSPORTATION SECURITY ADMINISTRATION,
Respondent.

**ADMINISTRATIVE RECORD—SENSITIVE SECURITY
INFORMATION VOLUME I**

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**IN THE UNITED STATES COURT OF APPEALS
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JONATHAN CORBETT,)	
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<i>Petitioner,</i>)	
)	
v.)	No. 15-10757-A
)	
TRANSPORTATION SECURITY)	
ADMINISTRATION,)	
)	
<i>Respondent.</i>)	
_____)	

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<u>Item</u>	<u>Date</u>	<u>Description</u>	<u>Pg #</u>
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U.S. Department
of Transportation

Federal Aviation
Administration

Civil Aviation Security



Security Directive

Information of Concern to Aviation Security Personnel Current Security Procedures Should be Reviewed in Light of This Information

Subject: FAA Criteria

Number: SD-95-06**C**

Date: January 23, 1997

EXPIRATION: **January 25, 1998**

NOTE: Changes are indicated by text that is **bolded** and highlighted by double asterisks (**).

THIS SD SUPERSEDES ****SD-95-06B****.

SUMMARY OF CHANGES:

- **_- Extends expiration date from January 25, 1997, to January 25, 1998.
- **Allows for the use of an interpreter during the profile process as long as the interpreter is an airline employee.**
- **Clarifies language under suspicious signs related to appearance and behavior.**
- **[REDACTED] a suspicious sign related to documentation [REDACTED]**

ACTIONS REQUIRED BY U.S. AIR CARRIERS: Immediately all air carriers operating in extraordinary locations designated in ACSSP Appendix VII.A must apply the profile contained herein in accordance with ACSSP Section XV.B.2.

APPROVAL OF ALTERNATIVE IMPLEMENTATION PROCEDURES AND

EXCEPTIONS: An air carrier may request, and the Director of the Office of Civil Aviation Security Operations in writing may approve, the use of Alternative Implementing Procedures with respect to the provisions of this Security Directive.

SECURITY DIRECTIVE

PAGE 2 OF 10



An air carrier may apply for an exception to this Security Directive for individual charter flights to, or from, any of the subject airports. Request for exceptions must be filed on a case-by-case basis through the air carriers principal security inspector.

DISSEMINATION AND ACTION REQUIRED: This SD is releasable to, and should be immediately provided to, all U.S. air carriers operating in extraordinary locations designated in ACSSP Appendix VII.A for the information of corporate security directors, senior management personnel, ground security coordinators, and supervisory security personnel. U.S. air carrier personnel should coordinate the information in minimum this SD with local airport management and law enforcement personnel on a strict need-to-know basis. All recipients must limit dissemination within their respective organizations to personnel with an operational need-to-know. All air carrier personnel performing security duties implementing this SD must be briefed by the air carrier of its content and the restrictions governing dissemination of the SD. No other dissemination may be made without prior approval of the Associate Administrator for Civil Aviation Security. Unauthorized dissemination of this document or information contained herein is prohibited by 14 CFR ~~108.18~~.

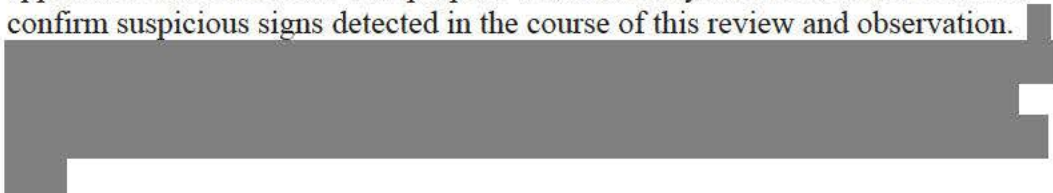
SECURITY DIRECTIVE

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FAA Criteria

- I. Objective: To effectively identify, through the security interview below, the passengers who should be subjected to additional security controls to prevent the introduction of explosives, incendiaries, firearms and deadly or dangerous weapons into aircraft.
- II. Security Interview: The security interview shall be applied to each passenger 

- A. During the interview, originating passengers must have possession of all their carry-on and checked baggage.
- B. The passenger and profiler must be able to communicate in a common language: passengers who cannot communicate in a language understood by the profiler shall be made selectees. ****However, the profiler may interview the passenger through an interpreter if:**
1. **the interpreter is an employee of the airline;**
 2. **the interview is conducted with no more than one passenger (or family unit) at a time; and**
 3. **the interpreter is fluent in the passenger's language.****
- C. Upon initial contact with each passenger, the profiler must determine whether the passenger, documentation, and/or baggage fits a current security directive. If so, the procedures specified in that directive must be applied. If not, the profiler proceeds with the security interview as given below.

Profilers shall review the passenger's documentation and observe the passenger's appearance and behavior. The purpose of the security interview is to resolve or confirm suspicious signs detected in the course of this review and observation.



SECURITY DIRECTIVE

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III. Elements: Profilers should take note of the following elements when reviewing passenger

documentation and observing passenger appearance and behavior. The following elements are non-discriminatory and shall be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, profilers shall take the action specified.



A. Critical Signs: At a minimum, a passenger displaying any of the critical signs listed below must be screened as a selectee in accordance with ACSSP Section XV B.3. If a passenger does not display any critical signs, the individual is then checked for any suspicious signs in appearance and behavior in III.B.



B. Suspicious Signs - Appearance and Behavior: If at any point during the interview process (through the end of the mandatory baggage control questioning), any of the signs listed below become apparent, the profiler must resolve them or the passenger must be screened as a selectee in accordance with ACSSP Section XV.B.3. (



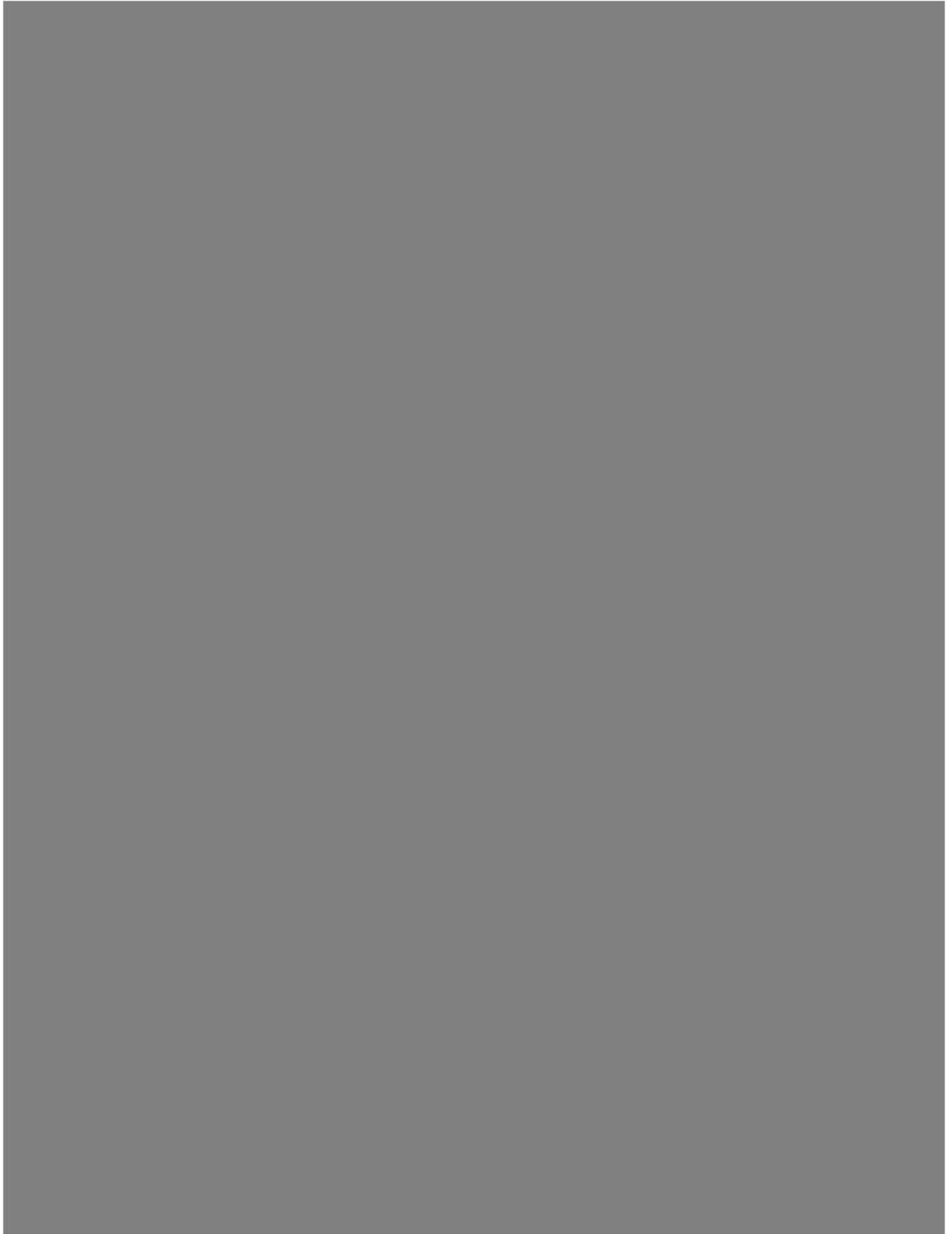


3. Passenger refuses to cooperate with security staff.



- C. Positive Signs: The following positive signs are the only ones authorized. No additions can be made without prior authorization from the Principal Security Inspector.





D. Suspicious Signs - Documentation:

documentation

must be questioned



- E. Mandatory Baggage Control Questioning: Prior to interviewing the passenger on baggage control issues, the profiler shall inform the passenger of the reason for it. The preferred statement is *"I am going to ask you some questions about your baggage because it has happened in the past that passengers have received without their knowledge items which turned out to be dangerous to the passengers and the flight (such as bombs or weapons)."* The purpose of this statement is to sensitize the passenger to the need to answer the interview questions honestly.

The profiler must next question all passengers so that the following determinations can be made. The profiler must pose the baggage control questions to each passenger individually. The only exception is a family group traveling together: husband and wife may be interviewed together, and parents

may answer for children under the age of 12; children who are 12 or older, however, must be asked the questions individually. The profiler must determine if any aspect of the responses about baggage control are suspicious and whether they call for screening procedures of ACSSP Section XV B.3. to be applied.

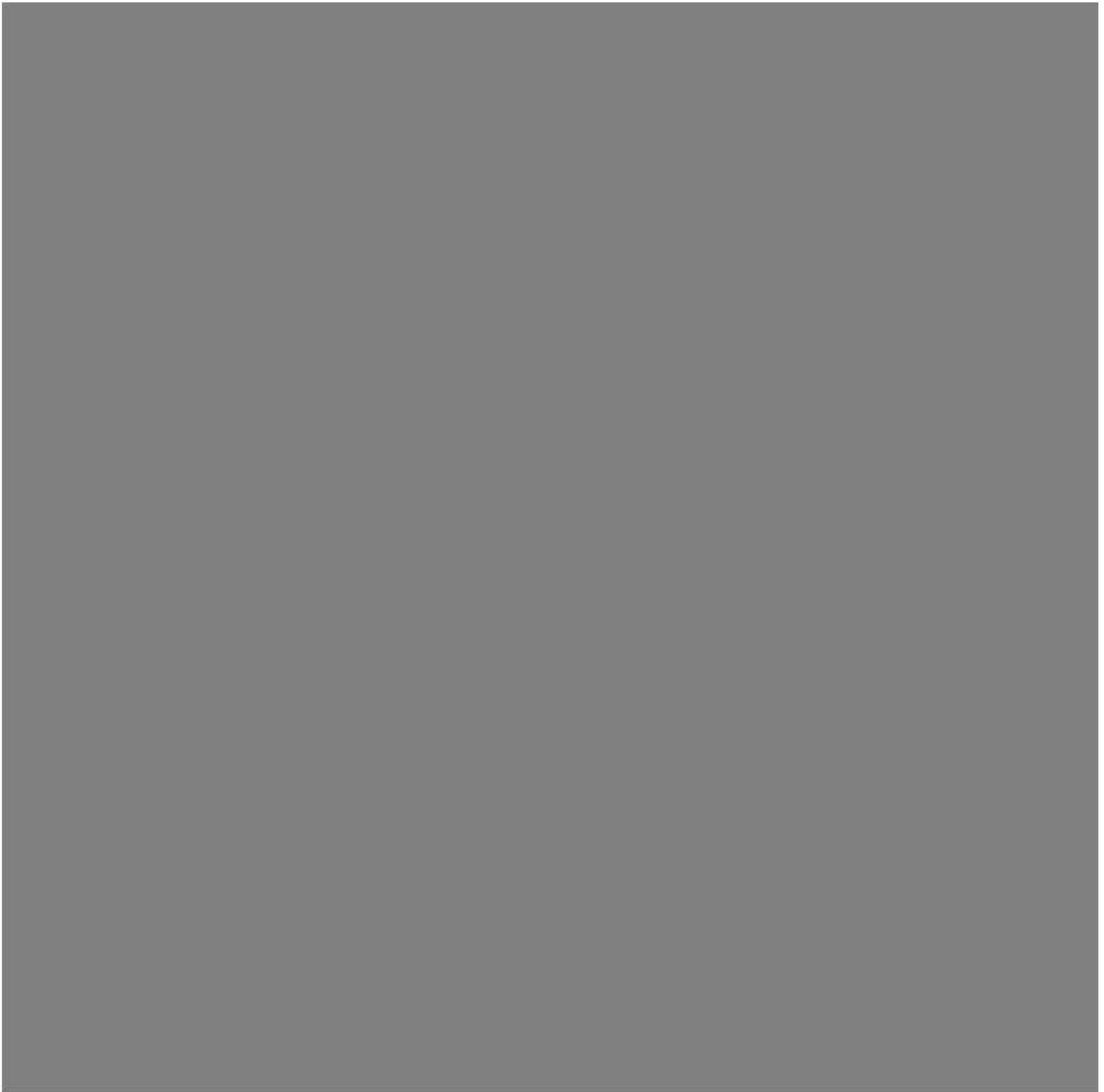
1. Determine that the passenger owns the bags to be checked or carried on board and all their contents. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with Section XV.B.3.(c).*
2. Determine that the passenger packed the bags or is aware of every item in the bag. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with Section XV.B.3.(c).*
3. Determine that the bags have remained in the passenger's control from the time they were packed until the time of check-in. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with Section XV.B.3.(c).*

[NOTE: If a passenger declares that they have left their baggage with anyone other than an authorized air carrier representative, those bags must be inspected by the passenger and security agent, if since that baggage was retrieved from storage it has not been inspected by the passenger to ensure no items have been introduced without their knowledge.]

4. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. *In the event of a positive response that is not augmented by a reasonable and credible explanation, apply security measures described in Section XV.B.3.(b) to the bags and items in question.*
5. Determine if the passenger has any battery operated, electrical, or electronic devices meeting the description of any item in FAA security directives; or if the device was purchased, repaired, or out of the passenger's control during the trip. *Positive responses shall be confirmed or resolved by applying guidelines listed in Appendix VIII to screen all electrical, electronic, or battery-operated devices deemed suspect.*

~~SECURITY DIRECTIVE~~

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AIR CARRIER STANDARD SECURITY PROGRAM

I. PURPOSE, APPLICABILITY, PERSONNEL, DEFINITIONS AND ABBREVIATIONS.

A. PURPOSE. The purpose of this security program is to prevent or deter aircraft hijacking, sabotage, and related criminal acts. This program is required by Title 14 Code of Federal Regulations (14 CFR) part 108 and describes the security procedures and facilities related to:

1. The screening of all passengers and other persons and all property intended to be carried in the cabin of airplanes or into a sterile area by weapon detecting procedures or facilities to prevent or deter the carriage of any explosive, incendiary, or other deadly or dangerous weapon aboard airplanes or into a sterile area.
2. Assuring that only persons authorized are permitted to have accessible to them firearms while aboard its airplanes or in a sterile area under the air carrier's control.
3. Controlling air carrier facilities and operations areas to prevent or deter unauthorized access to such areas and to airplanes.
4. Accepting baggage and cargo.
5. Controlling access to baggage and cargo intended for carriage aboard airplanes.
6. Responding to threats considered to be against specific airplanes.
7. Assuring that the screening of all persons affords for uniform, courteous, and efficient treatment to the maximum extent practicable.

B. APPLICABILITY. This program is applicable to scheduled and public charter operation(s) conducted by the air carrier as follows:

1. 61 seats and above -- All sections and appendices applicable except section XVI.

Change 54, 6/28/99

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2. 1 through 60 seats where access to sterile area is desired -- All sections and appendices applicable except section XVI.
3. 31 through 60 seats not requiring access to sterile areas -- Applicable sections include II.K.1; VII. paragraphs B. through G., VIII., paragraphs B. through F.; X.; XI.; XII.; XVI; and appendix XI. paragraph D.
4. 1 through 30 seats not requiring access to sterile area -- No sections or appendices applicable unless air carrier voluntarily seeks FAA approval of program.

NOTE: Although certain airplane operations of the air carrier may not be required to be conducted pursuant to this program, all such operations are required to be conducted in conformance with the requirements contained in 14 CFR 108.11(b)-(e), 108.19, and 108.23.

C. Personnel. The courteous and efficient implementation of screening procedures required by this security program is related to the quality of screening personnel used by the air carrier. The air carrier should consider the prevailing wage rate for comparable employment in the geographical area when hiring or contracting security screeners and supervisors.

D. Definitions.

Authorized Air Carrier Representative - any person that is not a direct employee of the air carrier, contracted or authorized to act on the air carrier's behalf to perform measures required by this program.

2. Advanced Technology (AT) Equipment - an automated explosives detector which does not meet the minimum EDS certification standards established by the FAA, and has been provided to the air carrier by the FAA, for use in detecting explosives in checked baggage.
3. Attended Airplane - an airplane for which a direct air carrier employee or authorized air carrier representative ensures that access is limited to authorized persons or property.
4. Authorized Person (accessing an airplane) - any person the air carrier has granted authority to access, be present in, or travel aboard an airplane.
5. Carry-on Item - an individual's accessible property that is intended to be carried into a sterile area, or into an airplane cabin, through a screening checkpoint.

Change 54, 6/28/99

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6. **Checked Baggage** - an individual's personal property accepted by an air carrier for transport, which will be inaccessible to passengers during the flight.
7. **Direct Air Carrier Employee** - a person employed and paid directly by the air carrier.
8. **Explosives Detection System (EDS)** - an automated device, or combination of devices, which has the ability to detect in passengers checked baggage, the amounts, types, and configurations of explosive materials as specified by the FAA. Its ability to detect these materials has met minimum certification standards, as published by the FAA.
9. **Explosives Trace Detection (ETD) Device** - a device which has been assessed as effective by the FAA, for use in detecting explosive particles on objects intended to be transported aboard an airplane.
10. **Incendiary** - any substance or device that can be used to initiate a fire.
11. **Travel Authorization** - any electronic or written document that authorizes a person to travel on a certificate holder's airplane.

E. **ABBREVIATIONS.**

1. 14 CFR - Title 14 Code of Federal Regulations
2. ACSSP - Air Carrier Standard Security Program
3. ASC - Airport Security Coordinator
4. AT - Advanced Technology (Equipment)
5. ATA - Air Transport Association
6. AVSEC - Aviation Security (Contingency Plan or Measure)

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7. CAPS - Computer Assisted Passenger Screening System
8. CASFO - Civil Aviation Security Field Office
9. CASFU - Civil Aviation Security Field Unit
10. CSS - Checkpoint Security Supervisor
11. DOT - Department of Transportation
12. EDS - Explosives Detection System
13. ETD - Explosives Trace Detection (Device)
14. FAA - Federal Aviation Administration
15. FAR - Federal Aviation Regulation
16. FAM - Federal Air Marshal
17. FBI - Federal Bureau of Investigation
18. FSM - Federal Security Manager
19. GSC - Ground Security Coordinator
20. IAC - Indirect Air Carrier
21. IATA - International Air Transport Association
22. IC - Information Circular
23. ICAO - International Civil Aviation Organization
24. ID - Identification Medium
25. IED - Improvised Explosive Device
26. ISC - Inflight Security Coordinator

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- 27. LEO - Law Enforcement Officer
- 28. OJT - On-The-Job Training
- 29. OTP - Operational Test Piece
- 30. PIC - Pilot-In-Command
- 31. PSI - Principal Security Inspector
- 32. PTI - Positive Target Identification
- 33. SD - Security Directive
- 34. SIC - Screener-In-Charge
- 35. SIDA - Security Identification Display Area
- 36. TIP - Threat Image Projection
- 37. USPS - United States Postal Service
- 38. USSS - United States Secret Service

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II. **SCREENING RESPONSIBILITIES AND PROCEDURES**

A. **RESPONSIBILITIES.** The air carrier is responsible for the screening of persons, carry-on items, and when required, checked baggage. Screening shall be conducted using the facilities, equipment, and procedures described in this program to prevent or deter the unauthorized carriage of an explosive, incendiary, or a deadly or dangerous weapon on an airplane. Persons who perform screening shall be trained in accordance with this program.

B. **CHECKPOINT STAFFING AND SUPERVISION AT CATEGORY X, I AND II AIRPORTS.** Minimum staffing at active passenger screening checkpoints within the United States shall be as follows:

1. **Concourse Plan Screening.**

a. **Checkpoint Supervision:** The air carrier shall provide and train a CSS to be available at the screening point at all times of operation, with the exception of meal periods, scheduled breaks and emergency situations beyond the control of the air carrier. During meal periods, breaks and such emergencies the CSS shall designate a screener to act in his/her behalf and shall advise the designated screener of his/her whereabouts so that the designated screener is able to summon the CSS for assistance at all times. The requirement to provide a CSS is irrespective of whether fixed-post or alternative law enforcement response is provided by the airport operator. The CSS shall represent the certificate holder, supervise screeners, resolve problems and conflicts, manage incidents as they arise, and actively control all screening activities at the checkpoint. The CSS shall not routinely conduct x-ray screening, load bags on the x-ray conveyor or in the device, physically inspect property identified by screeners as needing additional inspection, control the exit lane, or be primarily responsible for operation of metal detectors. However, the CSS shall actively intervene, on a case-by-case basis, to resolve uncertainties in any of the functions performed by screeners as necessary to assure effective, vigilant, and courteous screening.

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- (k) Ensure collection, retention and submission to the airport operator of information required for the completion of the Screening Activities Report, FAA Form 1650-7.
 - 2. CSS Uniform. The CSS attire shall be distinctive from other clothing or uniforms worn by non-supervisory screeners or other employees at the airport. Acceptable attire is that which will immediately identify the CSS to LEO's and the public. A qualified CSS working in a non-supervisory capacity shall not wear distinctive attire.
 - 3. **CSS Equipment.** The CSS shall have immediately available at his or her station communication equipment to facilitate instant communication with the law enforcement organization supporting the screening point.
- F. Persons. All persons desiring to pass beyond the screening point or board an airplane must undergo screening. Screening of persons is normally accomplished through the use of metal detectors. Individuals are not permitted to retain any hand-carried items in their possession during screening other than articles of clothing and very small or thin objects such as boarding passes or tickets. All indications of unaccounted for metal on an individual's person must be satisfactorily resolved. Only upon satisfactory completion of screening and of the inspection of all hand-carried items may the individual be permitted to pass beyond the screening point.
- 1. If a person alarms the metal detection device, a determination must be made that the cause of this alarm is not a weapon or dangerous object. This can be accomplished by a hand-held metal detector, by asking the individual to remove extraneous metal from his or her person and repassing through the walk-through detector, or by a consent search of the person conducted by a representative of the air carrier. Persons who cannot be cleared by the air carrier using any combination of these procedures will be referred to the law enforcement officer.

Change 38, 2/1/94

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2. Every person has the option to refuse screening or to request a physical body search instead of metal detector screening. Persons who refuse to be screened will be denied passage beyond the screening point.
 3. A consent search of the person shall be conducted by persons of the same sex as that of the person being screened, unless the person being screened agrees otherwise. Guidelines pertaining to the screening of persons appear in appendices to this program.
- G. **CARRY-ON ITEMS.** All carry-on items passing through the screening checkpoint shall be screened using FAA-approved inspection methods.
1. If a person refuses to permit inspection of any carry-on item, that item shall not be allowed into the sterile area or inside an airplane cabin. The air carrier shall not knowingly transport that item as checked baggage or cargo.
 2. When an image is displayed on an x-ray monitor [REDACTED] an explosive, incendiary, or a deadly or dangerous weapon in a carry-on item, the carry-on item must be subjected to additional screening. Additional screening of the carry-on item must be accomplished in the presence of the passenger using the following inspection methods, which are listed in the order that they are required to be used.
 - a. Examine the carry-on item using an ETD device. The ETD device shall be operated using the procedures established in the air carrier's FAA-approved amendment. If an ETD device is not available for use, then,
 - b. Conduct a physical inspection of the carry-on item.
 3. **Continual Inspections.** The following measures shall be conducted at all category X, I, and II airports. Inspections of carry-on items shall be continually conducted at each x-ray unit in operation at each passenger screening checkpoint.
 - a. Where available, an ETD device must be used to inspect carry-on items that cannot be cleared by the x-ray operator. Items identified as suspect must be cleared using the measures outlined in the air carrier's FAA-approved ETD device amendment.

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(1) When the number of carry-on items selected by the x-ray operator for image resolution is not enough to ensure continual ETD device inspections, other items must be randomly selected to meet this requirement.

(2)

(3) The ETD device must be operated using the procedures established in the air carrier's FAA-approved amendment.

b. For each x-ray unit in operation not supported by an ETD device and its search area as described in 3.a. of this paragraph, physical inspections must be continually conducted of carry-on that cannot be cleared by the x-ray operator.

(1) When the number of carry-on items selected by the x-ray operator is not sufficient to ensure continual physical inspections, other items must be randomly selected to meet this requirement.

(2)

c.

d. Carry-on items of uniformed crewmembers

H. **DISCOVERY OF AN EXPLOSIVE, INCENDIARY, OR DEADLY OR DANGEROUS WEAPON IN A CARRY-ON ITEM.**

1. Whenever a deadly or dangerous weapon is discovered in a carry-on item, the air carrier shall:

a. maintain positive control of the carry-on item containing the deadly or dangerous weapon;

b. notify the appropriate law enforcement officials immediately; and

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B. **SCREENING CHECKPOINT SIGNS.** At each screening checkpoint, persons shall be informed of screening requirements in order to proceed past the inspection point. The air carrier shall ensure that:

1. a sign is posted that states:

- IT IS A CRIME TO CARRY A CONCEALED WEAPON ABOARD AIRPLANES
- FEDERAL SAFETY RULES REQUIRE INSPECTION OF PERSONS AND HAND-CARRIED ARTICLES PASSING AN INSPECTION POINT
- INSPECTION MAY BE REFUSED
- PERSONS REFUSING INSPECTION WILL NOT BE PERMITTED TO PASS THE INSPECTION POINT

2. a sign is posted that states:

THE AIRLINES ARE RESPONSIBLE FOR CONDUCTING SCREENING OPERATIONS AT THIS CHECKPOINT AS REQUIRED BY FEDERAL AVIATION REGULATIONS. IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CHECKPOINT SUPERVISOR. IF YOU ARE NOT SATISFIED WITH THE REPLY FROM THE SUPERVISOR, CONTACT YOUR AIRLINE REPRESENTATIVE.

C. **RADIATION EXPOSURE ADVISORY SIGNS.**

1. Whenever a screening device that emits radiation is used to inspect carry-on items or checked baggage, a sign must be posted at each point where carry-on items or checked baggage are accepted. The sign must state the following:

- INSPECTION WILL NOT AFFECT ORDINARY UNDEVELOPED FILM
- REMOVE ALL X-RAY, SCIENTIFIC, AND HIGH SPEED FILM FROM CARRY-ON AND CHECKED ARTICLES
- PASSENGERS MAY REQUEST PHYSICAL INSPECTION OF PHOTOGRAPHIC EQUIPMENT AND FILM PACKAGES

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- b. Notification to the passengers shall be accomplished by using written or verbal notice. (These notifications are independent of those public announcements required to be made by airport operators.)
 3. **Baggage Subject To Search.** At each baggage acceptance point, notify passengers that carry-on items and checked baggage are subject to search. This notification must be accomplished by using a written or verbal notice.
- E. **NOTIFICATION REQUIREMENTS OUTSIDE THE UNITED STATES.** Outside the United States,
1. Except for the screening checkpoint sign required in paragraph B.2. of this section, notification requirements identified in this section must be provided to all passengers.
 2. Signs must be posted in English and restated in the predominant local language.
 3. Whenever the sign or notification requirements of this section cannot be carried out, the air carrier must immediately notify its assigned PSI, following the procedures outlined in section XV., paragraph A.2. of this program.

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D. PASSENGER QUESTIONING.

1. At the initial point of contact with each passenger, he or she must be questioned individually, verbally or in writing, to obtain an answer of "YES" or "NO" to each of the following questions.
 - a. **QUESTION #1:** Has anyone unknown to you asked you to carry an item on this flight?
 - b. **QUESTION #2:** Have any of the items you are traveling with been out of your immediate control since the time you packed them?
2. The air carrier may question a family group traveling together, ensuring that a response is received from each member. A parent may answer for children under the age of 12.
3. A response of "YES" to either question:

If the passenger answers "YES" to question #1 and actually accepted an item for transport, the passenger must, under the supervision of the air carrier, identify the item that he or she has been asked to carry. The suspect item must be cleared using the procedures outlined in paragraph F. of this section.

If the passenger answers "YES" to question #2,:

- (1) Screen each piece of his or her carry-on items or checked baggage that have been out of their control using EDS or AT equipment. EDS or AT equipment must be operated using the procedures outlined in the air carriers' FAA-approved amendment, or
- (2) Under the direct supervision of the air carrier, the passenger shall be asked to open and inspect each piece of his or her carry-on items and checked baggage that have been out of their control. If the passenger discovers that an unknown, therefore suspect, item has been added to the contents of his or her carry-on items or checked baggage, the suspect item must be cleared using the procedures outlined in paragraph F. of this section.

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4. If the passenger answers "YES" to question #2, the checked baggage inspection is not required if the air carrier determines that the checked baggage was left in the control of:

a.

b.

The air carrier shall only accept this information as a clearance procedure, when the air carrier has verified by personal observation that the procedures for checked baggage storage are adequate on providing passengers to the air carrier.

5. When a written form is used, a specific verbal or written response to each of the questions must be obtained from the passenger. When a written form is used for non-English speaking passengers, it shall be:
- a. printed in the appropriate language and written so that the non-English speaking passenger can communicate that he or she understands the questions by recording his or her responses; and
- b. designed so that the air carrier can determine if the responses indicate the need to clear carry-on items or checked baggage, or both.
6. When a printed sign is used, the air carrier shall instruct each passenger to read the sign, and then obtain a specific verbal or written response to each of the questions.
7. The air carrier may use an electronic notice to pose the questions to the passengers. When an electronic notice is used, the system must ensure that:
- a. the passenger provides responses to each of the questions; and
- b. a failure to respond or a response of "YES" to either question will alert the air carrier of the need to clear carry-on items or checked baggage, or both.

Change 56, 5/1/2000

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8. A translator may be used to pose the questions if the translator is a direct air carrier employee or an authorized air carrier representative.
9. If the air carrier is unable to communicate with the passenger to determine the answers to each of the questions, [REDACTED] be cleared using the procedures outlined in paragraph F. of this section.
10. If the passenger refuses to answer either of the questions, or refuses to conduct the inspection required by paragraph D.3. of this section, the air carrier shall:
 - a. not transport any of the passengers' carry-on items and checked baggage; or
 - b. clear the passengers' carry-on items and checked baggage using the procedures outlined in paragraph F. of this section before transporting them.
11. A Federal LEO, [REDACTED]

E. CLEARANCE PROCEDURES FOR CHECKED BAGGAGE BELONGING TO A SELECTEE IDENTIFIED BY PASSENGER PROFILING OR BY THE PASSENGER IDENTITY CHECK: The checked baggage belonging to a passenger identified as a selectee shall be cleared [REDACTED]. The approved clearance procedures are listed in the order that they are required to be used. The air carrier shall ensure that no one other than the carrier, its agent or government agents have access to the contents or any of the compartments of the bags after they have been cleared.

Screen the checked baggage using EDS equipment. EDS equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment. If EDS equipment is not available for use, then,

Screen the checked baggage using AT equipment. AT equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment. If AT equipment is not available for use, then,

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In the presence of the passenger, screen the checked baggage using an ETD device that has been deployed for the purpose of screening checked baggage. (An ETD device deployed at the passenger screening checkpoint may be used as approved by the FAA). The ETD device shall be operated using the procedures outlined in the air carriers' FAA-approved amendment.

[REDACTED]

4. Conduct a Passenger Baggage Match

[REDACTED]

a.

[REDACTED]

(1)

(2)

[REDACTED]

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b.

Passenger Baggage Match

(1)

(2)

(a)

(b)

(c)

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F. **CLEARANCE PROCEDURES FOR SUSPECT ITEMS, OR FOR CARRY-ON ITEMS AND CHECKED BAGGAGE BELONGING TO A PASSENGER UNABLE TO PROVIDE ANSWERS DURING PASSENGER QUESTIONING:** Suspect items identified through questioning, or carry-on items and checked baggage belonging to a passenger who is unable to communicate responses to the questions posed by the air carrier, shall be cleared. The approved clearance procedures are listed in the order that they are required to be used.

1. Screen the suspect item, or carry-on item/checked baggage using EDS or AT equipment. EDS and AT equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment. If EDS or AT equipment is not available for use, then,

2. In the presence of the passenger, :

Examine the SUSPECT ITEM or CARRY-ON ITEM using an ETD device. The ETD device shall be operated using the procedures outlined in the air carriers' FAA-approved amendment, or

Examine the CHECKED BAGGAGE using an ETD device that



The ETD device shall be operated using the procedures outlined in the air carriers' FAA-approved amendment, and

(c) If an ETD device is not available for use, then,

3. In the presence of the passenger, [REDACTED] the suspect item or carry-on item/checked baggage. A physical inspection of each suspect item, or carry-on item/checked baggage, and its contents shall be conducted using a qualified screener. If it is determined through a physical inspection that the [REDACTED] suspect item or carry-on item/checked baggage has been altered or added to, the suspect item or carry-on item/checked baggage shall be subjected to a two-plane x-ray inspection to ensure that an explosive or incendiary has not been concealed within it.

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D. PASSENGER QUESTIONING.

1. At the initial point of contact with each passenger, he or she must be questioned individually, verbally or in writing, to obtain an answer of "YES" or "NO" to each of the following questions.
 - a. **QUESTION #1:** Has anyone unknown to you asked you to carry an item on this flight?
 - b. **QUESTION #2:** Have any of the items you are traveling with been out of your immediate control since the time you packed them?
2. The air carrier may question a family group traveling together, ensuring that a response is received from each member. A parent may answer for children under the age of 12.
3. A response of "YES" to either question:
 - a. If the passenger answers "YES" to question #1 and actually accepted an item for transport, the passenger must, under the supervision of the air carrier, identify the item that he or she has been asked to carry. The suspect item must be cleared using the procedures outlined in paragraph E. of this section.
 - b. If the passenger answers "YES" to question #2, :
 - Screen each piece of his or her carry-on items or checked baggage that have been out of their control using EDS or AT equipment. EDS or AT equipment must be operated using the procedures outlined in the air carriers' FAA-approved amendment, or
 - (2) Under the direct supervision of the air carrier, the passenger shall be asked to open and inspect each piece of his or her carry-on items and checked baggage that have been out of their control. If the passenger discovers that an unknown, therefore suspect, item has been added to the contents of his or her carry-on items or checked baggage, the suspect item must be cleared using the procedures outlined in paragraph E. of this section.

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4. If the passenger answers "YES" to question #2, the checked baggage inspection is not required if the air carrier determines that the checked baggage was left in the control of:
 - a. a direct air carrier employee or an authorized air carrier representative,
 - b. an individual personally known to the passenger, or
 - c. an authorized [REDACTED]. The air carrier shall only accept this information as a clearance procedure, when the air carrier has verified by personal observation that the procedures for checked baggage storage are adequate on [REDACTED] providing passengers to the air carrier.
5. When a written form is used, a specific verbal or written response to each of the questions must be obtained from the passenger. When a written form is used for non-English speaking passengers, it shall be:
 - a. printed in the appropriate language and written so that the non-English speaking passenger can communicate that he/she understands the questions by recording his/her responses; and
 - b. designed so that the air carrier can determine if the responses indicate the need to clear carry-on items or checked baggage, or both.
6. When a printed sign is used, the air carrier shall instruct each passenger to read the sign, and then obtain a specific verbal or written response to each of the questions.
7. The air carrier may use an electronic notice to pose the questions to the passengers. When an electronic notice is used, the system must ensure that:
 - a. the passenger provides responses to each of the questions; and
 - b. a failure to respond or a response of "YES" to either question will alert the air carrier of the need to clear carry-on items or checked baggage, or both.


Change 56, 5/1/2000

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8. A translator may be used to pose the questions if the translator is a direct air carrier employee or an authorized air carrier representative.
9. If the air carrier is unable to communicate with the passenger to determine the answers to each of the questions, then all carry-on items and checked baggage belonging to that passenger shall be cleared using the procedures outlined in paragraph E. of this section.
10. If the passenger refuses to answer either of the questions, or refuses to conduct the inspection required by paragraph D.3. of this section, the air carrier shall:
 - a. not transport any of the passengers' carry-on items and checked baggage; or
 - b. clear the passengers' carry-on items and checked baggage using the procedures outlined in paragraph E. of this section before transporting them.
11. A Federal LEO, 

Change 56, 5/1/2000

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CLEARANCE PROCEDURES FOR:

- **CHECKED BAGGAGE BELONGING TO A SELECTEE IDENTIFIED BY PASSENGER PROFILING OR BY THE PASSENGER IDENTITY CHECK.**
The checked baggage belonging to a passenger identified as a selectee shall be cleared [REDACTED]. The approved clearance procedures are listed in the order that they are required to be used; AND
- **SUSPECT ITEMS, OR FOR CARRY-ON ITEMS AND CHECKED BAGGAGE BELONGING TO A PASSENGER UNABLE TO PROVIDE ANSWERS DURING PASSENGER QUESTIONING.** Suspect items identified through questioning, or carry-on items and checked baggage belonging to a passenger who is unable to communicate responses to the questions posed by the air carrier, shall be cleared. The approved clearance procedures are listed in the order that they are required to be used.

The air carrier shall ensure that no one other than the carrier, its agent or government agents have access to the contents or any of the compartments of the bags after they have been cleared.

1. Screen the suspect item, or carry-on item/checked baggage using EDS equipment. EDS equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment. If EDS equipment is not available for use, then,
2. Screen the suspect item, or carry-on item/checked baggage using AT equipment. AT equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment. If AT equipment is not available for use, then,

Change 56, 5/1/2000

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3. In the presence of the passenger, :
 - a. Examine the SUSPECT ITEM or CARRY-ON ITEM belonging to a passenger unable to provide answers during passenger questioning using an ETD device. The ETD device shall be operated using the procedures outlined in the air carriers' FAA-approved amendment, or
 - b. Examine the CHECKED BAGGAGE belonging to a selectee, or belonging to a passenger unable to provide answers during passenger questioning using an ETD device [REDACTED] (An ETD device deployed at the passenger screening checkpoint may be used as approved by FAA). The ETD device shall be operated using the procedures outlined in the air carriers' FAA-approved amendment, and
 - c. If an ETD device is not available for use, then,
4. In the presence of the passenger, [REDACTED] the suspect item or carry-on item/checked baggage. A physical inspection of each suspect item, or carry-on item/checked baggage, and its contents shall be conducted using a qualified screener. If it is [REDACTED] through a physical inspection that the [REDACTED] suspect item or carry-on item/checked baggage has been altered or added to, the suspect item or carry-on item/checked baggage shall be subjected to a two-plane x-ray inspection to ensure that an explosive or incendiary has not been concealed within it.

Change 56, 5/1/2000

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~~SENSITIVE SECURITY INFORMATION~~

XII. SECURITY DIRECTIVES AND THREAT INFORMATION.

A. **SECURITY DIRECTIVES:** The air carrier must be able to respond immediately to both threat assessments and specific threats against civil aviation. When the FAA determines that immediate additional security measures are necessary to respond to such threats, the FAA will issue a security directive. The FAA security directive will contain specific, mandatory actions that the air carrier shall implement.

B. **THREAT INFORMATION:**

1. Except as provided in paragraphs XII.B.4. and XII.B.5, the air carrier shall immediately provide the FAA with all threat information it receives that could affect United States civil aviation. This includes threat information provided to the air carrier by a U.S. Government agency, a foreign government agency, or from private individual. If the information is from a foreign government agency or a private individual, the FAA will review the information and its source with the air carrier to protect any entities involved.

2. If threat information provided to the air carrier from any source is explicitly based on an FAA security directive or information circular and does not contain any additional information, then that information need not be reported back to the FAA.

3. The FAA entity to be notified is either the PSI or the servicing FAA CASFO/CASFU. However, in the event the air carrier receives time-sensitive material after normal business hours, it shall notify its PSI or FAA Office of Civil Aviation Security Intelligence, Washington, D.C., on

[REDACTED]

4.

[REDACTED]

5. The air carrier shall report actual or suspected acts of air piracy or hijacking in accordance with Section XI. In addition, the air carrier shall report any threat to hijack an aircraft.

Change 50, 6/27/98

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C. CONTINGENCY MEASURES :

1. In accordance with paragraph XII.A, the FAA will issue a security directive when the FAA determines that immediate additional security measures are necessary to respond to threats against civil aviation. The alert level declared will correspond with the Alert Levels described in the Aviation Security (AVSEC) Contingency Plan in Appendix XV. Countermeasures required may include all or some of the measures listed under the AVSEC Alert Level declared, as well as other measures considered necessary.
2. At category [REDACTED] airports, air carriers shall participate in an [REDACTED] table top exercise of contingency plans conducted by the airport operator beginning in 1994. At Category [REDACTED] airports the air carrier shall participate in a table top exercise of contingency plans conducted by the airport operator [REDACTED] beginning in 1994. These exercises will:
 - a. Simulate implementation of countermeasures selected by the FAA from the AVSEC Plan;
 - b. Include identification of local operating procedures that would be required to implement specific countermeasures; and
 - c. Be structured to identify the areas of responsibility of air carrier and airport personnel for the implementation of the countermeasures.

Change 39, 3/15/94

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XV. **SECURITY PROCEDURES FOR FLIGHTS DEPARTING FROM LOCATIONS OUTSIDE THE UNITED STATES.**

A. **GENERAL.** The air carrier shall adopt and carry out the following procedures for all scheduled passenger and public charter flights departing from airports outside of the United States.

1. [REDACTED]. The air carrier shall maintain a copy of all implementing procedures issued to meet the requirements of this Section.

2. [REDACTED]

3. **Baggage Acceptance.** The air carrier shall:
a. Conduct a positive passenger/checked baggage match

[REDACTED]

Change 37, 7/23/93

~~SENSITIVE SECURITY INFORMATION~~

(1)



(c) the baggage has been screened by EDS equipment. EDS equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment.

(2)



(3)

(4)

b. Accept baggage only from ticketed passengers



c.

Change 54, 6/28/99

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4. **Cabin Search Procedures at Foreign Stops.**

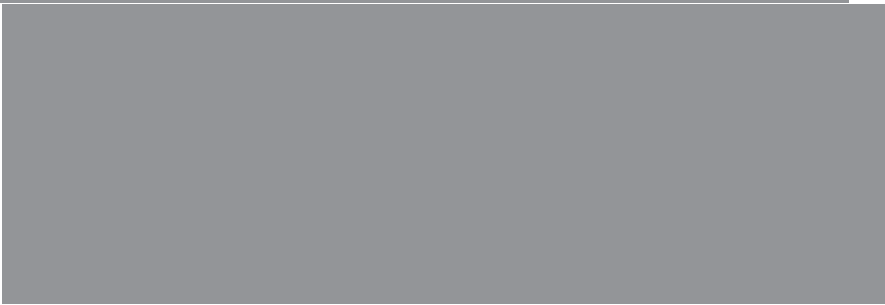


5. **Special Screening Requirements.** The air carrier must apply the following procedures to passengers when their ticket or itinerary information indicates that they originated from or transited through

a.

b.

d.



Change 56, 5/1/2000

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~~SENSITIVE SECURITY INFORMATION~~

d.

e.

Note: When a passenger indicates that they have interlined baggage but their ticket does not indicate their uninterrupted travel from origin, the air carrier must determine whether the passenger originated from or

6. **Ground Security Coordinator (GSC).** For each departing flight subject to this Section the air carrier shall:
 - a. Ensure that the GSC has completed the training specified in section XIII.H. of this program.
 - b. Require the GSC to be present at the airport while security procedures for the flight are being carried out.

7.

Change 55, 9/9/99

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~~SENSITIVE SECURITY INFORMATION~~

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B. **EXTRAORDINARY SECURITY.** For all passenger flights departing from airports in the countries designated by the Administrator in appendix VII.A., the air carrier shall adopt and carry out the following special procedures in addition to those requirements found in section XV.A.

1. **Checked Baggage.**

a. Except as provided for in 1.b. of this paragraph, search, x-ray, or screen using EDS equipment, all originating and interlining checked baggage [REDACTED] EDS equipment shall be operated using the procedures outlined in the air carriers' FAA-approved amendment.

b. [REDACTED]

c. Ensure that no one other than [REDACTED] has access to the contents or any of the compartments of checked baggage after it has been screened in accordance with 1.a. of this paragraph [REDACTED]

Change 56, 5/1/2000

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- 2. **Passenger Prescreening:** Prescreen all originating passengers or interline transfer passengers from foreign air carriers using either of the following procedures.
 - a. Apply the FAA Criteria outlined in a Security Directive, or
 - b. Apply CAPS and its supplemental procedures as outlined in the air carriers' FAA-approved amendment.
- 3. **Clearance Procedures For: Suspect Items/Baggage, Passengers Identified as a Selectee Through Passenger Prescreening, and Checked Baggage and Carry-On Items**

[REDACTED]

CHECKED BAGGAGE:

[REDACTED]

CARRY-ON ITEMS AND PASSENGERS IDENTIFIED AS A SELECTEE: Screening must occur at a point beyond which the passenger has had contact with other passengers [REDACTED]

[REDACTED]

CHECKED BAGGAGE BELONGING TO A SELECTEE IDENTIFIED BY THE FAA CRITERIA:

In the presence of the passenger, physically search each checked bag and its contents, or

Screen the checked baggage using EDS equipment. EDS equipment must be operated using the procedures in the air carrier's FAA-approved amendment.

- b. CHECKED BAGGAGE BELONGING TO A SELECTEE IDENTIFIED THROUGH CAPS: Screen the checked baggage using EDS equipment. EDS equipment must be operated using the procedures in the air carriers' FAA-approved amendment.

Change 56, 5/1/2000

~~SENSITIVE SECURITY INFORMATION~~

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- c. CARRY-ON ITEMS BELONGING TO A SELECTEE IDENTIFIED BY THE FAA CRITERIA:



- d. CARRY-ON ITEMS BELONGING TO A SELECTEE IDENTIFIED BY CAPS:



- e. PASSENGERS IDENTIFIED AS A SELECTEE BY THE FAA CRITERIA OR CAPS:



(1)



(2)

(3)

- f. BATTERY OPERATED, ELECTRICAL OR ELECTRONIC ITEMS IDENTIFIED AS SUSPECT:

Screen battery-operated, electrical or electronic items using the guidelines in appendix VIII, and

Screen any other type of suspect item using one of the following procedures:




Change 56, 5/1/2000

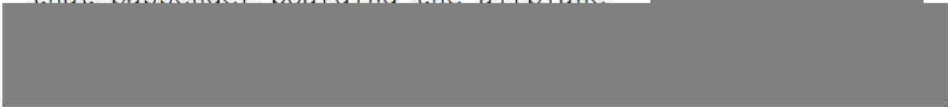
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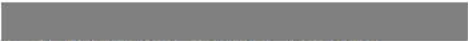
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4. **Questioning Enplaning Passengers.** Immediately prior to boarding any passengers who, since final screening, have had contact with passengers of an air carrier not covered by this section or had access to airport shops and services, the air carrier shall:
 - a. Question each passenger to determine if his or her carry-on baggage has left the passenger's control since the last security interview and to identify articles given to the passenger while at that airport or purchased from other than shops and services at that airport;
 - b. Physically search all carry-on baggage not in the passenger's continuous control since the last security interview; and
 - c. 

5. **Identity Check.** The air carrier shall compare each passenger's ticket or boarding pass with his or her passport or other photographic identification at a point beyond which the passenger will have no contact with the passengers of another air carrier not subject to this requirement. Any discrepancies must be resolved prior to that passenger boarding the airplane. 

6. **Area Security.** The air carrier shall:
 - a. Instruct its employees and agents to report unattended articles in the terminal building to the appropriate authority.
 - b. Ensure that sterile passenger hold areas that are left unattended or unsecured are searched prior to use.

7. **Mail.**

All non-letter mail items,  or more, tendered by a foreign civil postal administration shall be subjected to one of the screening procedures in XV.A.8.f.

Change 56, 5/1/2000

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Appendix III

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PERSON/HAND-CARRIED (CARRY-ON) ITEM SCREENING GUIDELINES

Section 316 of the Federal Aviation Act provides in part that, to the maximum extent practicable, the FAA Administrator shall require uniform procedures for the inspection, detention, and search of persons and property in air transportation to assure their safety and to assure that they receive courteous and efficient treatment by air carrier representatives and law enforcement personnel engaged in carrying out any air transportation security program. The functions and procedures delineated herein are for the guidance of air carrier and law enforcement personnel assigned to conduct or support established preboard screening. They are consistent with current legal guidelines and are designed to effect uniform application, optimum safety, and the courteous and efficient treatment of all persons subject to preboard screening.

I. AIR CARRIER PREBOARD SCREENING FUNCTIONS.

- A. Air carriers are responsible for carrying out prescribed preboard screening procedures.
- B. Air carriers are required to deny passage beyond the screening point to any person or property that has not been screened or inspected.
- C. Air carriers are required to immediately notify the supporting law enforcement officer when a weapon, explosive, or incendiary is discovered or suspected during the screening process. Notification should be accomplished discreetly to prevent undue alarm.

II. GUIDELINES FOR SCREENING PERSONS.

- A. **Step #1** -- Initial processing is conducted by an air carrier representative employee or agent of the air carrier using either a walk-through metal detector or a hand-held metal detector. If the person being screened does not alarm the detector, the person is cleared to proceed beyond the screening point. If the metal detector alarms, the person must be reprocessed to determine the cause of the alarm prior to being cleared to proceed beyond the screening point.
- B. **Step #2** -- Reprocessing is conducted by an air carrier representative whenever a person causes a metal detector to alarm during initial processing. The person causing the alarm divests his/her person of metal and is then reprocessed through a walk-through

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metal detector. (If the air carrier elects to do so, reprocessing may be done by hand-held metal detector in accordance with procedures described in Step #3.) Items taken from the person should be [REDACTED] inspected. Persons who do not alarm the metal detector during reprocessing are cleared to proceed beyond the screening point. However, if the walk-through metal detector alarms during reprocessing, the person must undergo additional screening prior to being cleared to proceed beyond the screening point.

- C. **Step #3** -- Additional screening is conducted by an air carrier representative whenever individuals cannot be cleared during Step #2. The person should again be requested to divest himself of metal. A hand-held metal detector is then used to determine and isolate the area of the alarm. Once the area has been isolated, the cause of the alarm should be determined, with the person's assistance, through a consent search either by observation, physical inspection of outer garments, or by inspection of the contents of a pocket. The system used should be the least offensive to the person while assuring positive identification of the unidentified metal. Physical inspections should be conducted by the most experienced personnel. A physical inspection of an isolated area that extends beyond inspection of the contents of a pocket may be considered sensitive and should be conducted by a person of the same sex as the person being inspected. In such instances, the screener may call upon the LEO to conduct this more extensive physical inspection. Good judgment must be used to ensure the LEO is alerted and performs the search whenever appropriate or necessary. Assurances that large belt buckles, prosthetic devices, etc., which cause a metal detector to alarm, are not being used to conceal a weapon, in most instances, can be accomplished by examination by the air carrier representative. All metal detector alarms must be resolved prior to a person being cleared to proceed beyond the screening point. In the event an alarm cannot be resolved or there is reason to believe a weapon may be concealed on the person being screened, the supporting LEO shall be advised.
- D. **Step #4** -- Further consent searches by the LEO providing support for the preboard screening procedures are conducted when the cause of a metal detector alarm cannot be ascertained by air carrier personnel after

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carrying out the procedures described in Steps 1 through 3. Under such circumstances, the law enforcement officer acts to assist the air carrier by virtue of his or her expertise and is not considered to be conducting a law enforcement frisk/search, unless in his or her professional judgment, the circumstances require same. Such a voluntary search shall be limited to the area of the unresolved alarm and only be conducted to the extent necessary to assure the absence of a weapon. These searches should be conducted by persons of the same sex as the person being frisked. If the cause for alarm is determined to be other than a deadly or dangerous weapon and not an object inimical to flight safety, an air carrier representative is to be advised. The air carrier representative may then grant permission for the person to proceed to board. If an explosive, incendiary, or deadly or dangerous weapon or other contraband is discovered, the LEO will take custody of and determine proper disposition of the item, and initiate any appropriate law enforcement action. If at any time during a voluntary search, when his or her professional judgment demands it, the LEO may conduct a full law enforcement frisk/search incident to arrest.

- E. Complete searches are to be conducted by a LEO whenever there is reason to believe a deadly or dangerous weapon may be concealed on the person, or at any time when, in the judgment of the LEO, circumstances or facts exist that require a more extensive search. The extent of these searches will be dictated by the necessity of the situation and the legal authority possessed by the LEO.

III. HAND-CARRIED (CARRY-ON) ITEM SCREENING GUIDELINES.

- A. **Step #1** -- Carry-on Item Inspection is conducted by an air carrier representative using an x-ray device or by physical inspection of the item (see Step #2). Metal detectors are not to be used to screen carry-on items. When using the x-ray, if all objects contained in the item are clearly identifiable as being other than an explosive, incendiary, or deadly or dangerous weapon, the item is cleared to be taken beyond the screening point. If the x-ray displays an image of an explosive, incendiary, or deadly or dangerous weapon, the law enforcement officer shall be advised immediately. Notification should be accomplished as discreetly as possible. Air carrier representatives should maintain positive control of the item until the supporting LEO

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is able to witness the opening of the item and verify that it contains an explosive, incendiary, or deadly or dangerous weapon. Air carrier personnel should refrain from removing or touching such objects and defer further action to the LEO. If the x-ray displays an image of an unidentifiable object [REDACTED] explosive, incendiary, or deadly or dangerous weapon to [REDACTED] or [REDACTED] such objects, the item must be subjected to physical inspection prior to being permitted beyond the screening point as in Step #2 below. Until an item is cleared, care shall be taken to assure that it remains in the control of the air carrier representative or LEO.

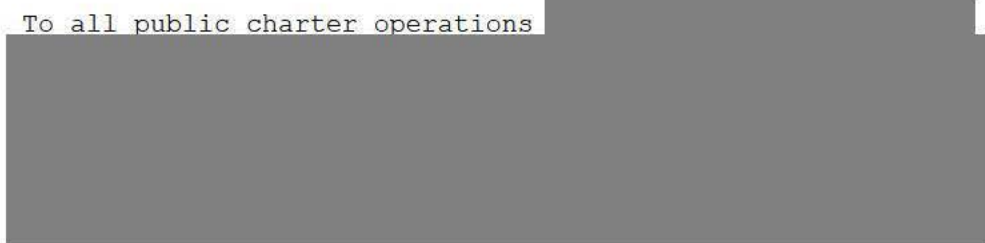
- B. **Step #2** -- Physical inspection is conducted by an air carrier representative where there is no operable x-ray device at the screening point or whenever an item cannot be cleared by observation of the x-ray image. If no explosive, incendiary, or deadly or dangerous weapon is discovered, the carry-on item may be permitted beyond the screening point. If an explosive, incendiary, or deadly or dangerous weapon is discovered, the LEO shall be advised immediately. Notification should be made as discreetly as possible. If a questionable object which might be inimical to the safety of the flight is discovered, the air carrier beyond the screening point. In determining if an object would be inimical to flight safety, it may be appropriate to secure the professional opinion of the supporting LEO. If an object or its possession is unlawful, the LEO will take appropriate action. If it is determines that a questionable object is not inimical to flight safety, the object may be permitted beyond the screening point. Here again, care should be taken to assure that items undergoing inspection are retained in the control of the air carrier representative or LEO until cleared.
- C. **Step #3** -- LEO's, upon learning of the discovery of an explosive, incendiary, or deadly or dangerous weapon, shall take steps to verify the discovery, take custody of the item, and initiate appropriate law enforcement action.

DESIGNATED FLIGHTS--EXTRAORDINARY SECURITY.

Applicability

The procedures in Section XV.B. shall be applied at airports in the regions and countries listed in Paragraph B. of this appendix for the following:

- a. To all air carrier scheduled flight operations; and
- b. To all public charter operations



The procedures in Section XV.B. shall be applied at airports in the regions and countries listed in Paragraph B. of this appendix for operations in which the air carrier has [redacted] to a [redacted], except as provided in Appendix VII.C.

- 3. The procedures in Section XV.B. shall be applied at airports in the regions and countries listed in Paragraph B. of this appendix [redacted] except as provided in Appendix VII.D.

B. Section XV.B., Designated Regions and Countries:



Change 58, 7/5/2000



Change 58, 7/5/2000

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US Department
of Transportation
Federal Aviation
Administration

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

Subject: FAA Criteria

Number: SD 95-06J

Date: March 22, 2001

EXPIRATION: March 31, 2002.

Security Directive (SD) 95-06J must be implemented immediately upon receipt. At that time, SD 95-06J supersedes SD 95-06I, dated March 23, 2000.

Changes from the previous SD are indicated by **bold text**.

REVISION SUMMARY: The following highlights most of the changes or deletions from the previous SD. This SD must be reviewed thoroughly to determine what adjustments to current procedures each air carrier must implement.

- **Extends the expiration date from March 31, 2001 to March 31, 2002.**
- [REDACTED]

ACTIONS REQUIRED BY U.S. AIR CARRIERS: Each air carrier operating in an extraordinary location designated in appendix VII.A. of the Air Carrier Standard Security Program (ACSSP) must apply the profile (FAA Criteria) outlined in this SD in accordance with ACSSP section XV.B.2.

FAA Criteria

- Objective: To effectively identify through the security interview in section II, those passengers who should be subjected to additional security controls to prevent the introduction of explosives, incendiaries, firearms and deadly or dangerous weapons into aircraft.
- Security Interview: The security interview shall be applied [REDACTED]

Checked baggage belonging to transfer passengers who have been determined to be selectees must be subjected to the same clearance procedures as checked baggage of originating passengers who are determined to be selectees. Similarly, checked baggage or items identified as suspect during the mandatory baggage control questioning must also be subjected to the prescribed clearance procedures.

- During the interview, originating passengers must have possession of all their carry-on and checked baggage.

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Security Directive 95-06J

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- B. The passenger and profiler must be able to communicate in a common language. Passengers who cannot communicate in a language understood by the profiler shall be made selectees. However, the profiler may interview the passenger through an interpreter if:
1. the interpreter is an employee of the airline;
 2. the interview is conducted with no more than one passenger (or family unit) at a time; and
 3. the interpreter is fluent in the passenger's language.
- C. Upon initial contact with each passenger, the profiler must determine whether the passenger, documentation, and/or baggage fits a current security directive. If so, the procedures specified in that directive must be applied. If not, the profiler proceeds with the security interview as follows:

Profilers shall review the passenger's documentation and observe the passenger's appearance and behavior. The purpose of the security interview is to resolve or confirm suspicious signs detected in the course of this review and observation.

D.

- ~~III~~ Elements: Profilers should take note of the following elements when reviewing passenger documentation and observing passenger appearance and behavior. The following elements are non-discriminatory and shall be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, profilers shall take the action specified.

- A. Critical Signs: A passenger displaying any of the critical signs listed in this paragraph must be screened as a selectee in accordance with ACSSP section XV.B.3. A passenger displaying the critical sign listed in paragraph A.3.e. of this section must be screened as a selectee in accordance with ACSSP section XV.A.5.

~~WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

Security Directive 95-06J

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1. The passenger shall be designated as a selectee if one of the following conditions applies, unless he/she is cleared by one of the conditions in paragraph A.2. If a passenger is not designated as a selectee under paragraph A.1. then the criteria in paragraph A.3. shall be applied.



2. Verification of any one of the following conditions clears a passenger designated as a selectee under paragraph A.1. of this section. If the passenger is cleared under this paragraph, the criteria in paragraph A.3. must still be applied.



3. If a passenger is determined not to be a selectee under paragraph A.1. of this section, then the following criteria must be applied to him/her. A passenger shall be designated as a selectee if one of the following conditions applies.



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Security Directive 95-06J

[REDACTED]

4. If a passenger is determined not to be a selectee under paragraph A. of this section, he/she is then checked for any suspicious signs in appearance and behavior as outlined in paragraph B. of this section.

B. Suspicious Signs - Appearance and Behavior: If at any point during the interview process (through the end of the mandatory baggage control questioning), any of the signs listed below become apparent, the profiler must resolve them or the passenger must be screened as a selectee in accordance with ACSSP section XV.B.3. [REDACTED]

[REDACTED]

3. Passenger refuses to cooperate with security staff.

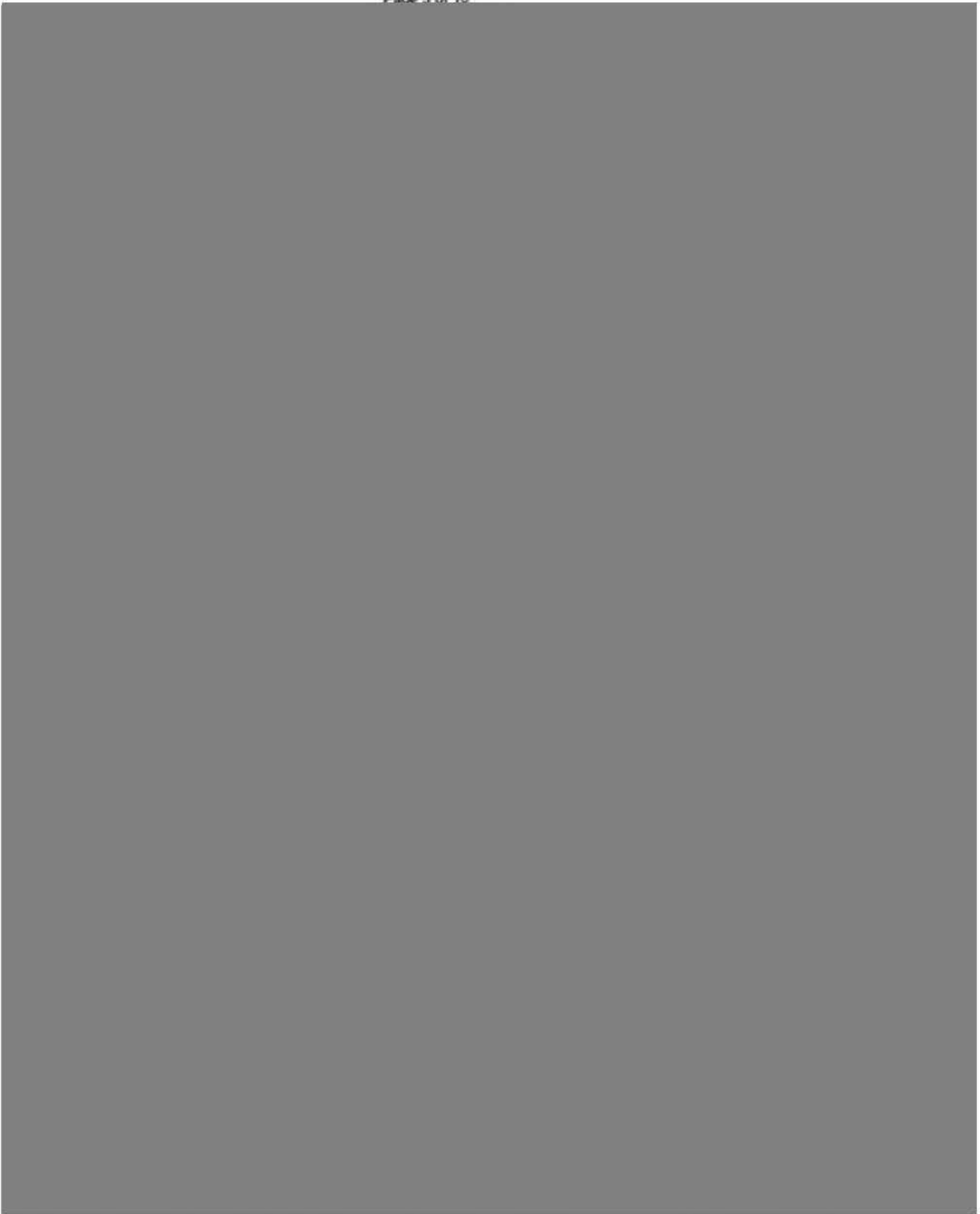
[REDACTED]

C. Positive Signs: The following positive signs are the only ones authorized. No additions can be made without prior authorization from the PSI. [REDACTED]

[REDACTED]

Security Directive 95-06J

Page 5 of 10



~~WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

D. Suspicious Signs - Documentation:

the profiler must check

documentation

- E. **Mandatory Baggage Control Questioning:** Prior to interviewing the passenger on baggage control issues, the profiler shall inform the passenger of the reason for it. The preferred statement is *"I am going to ask you some questions about your baggage because it has happened in the past that passengers have received without their knowledge items which turned out to be dangerous to the passengers and the flight (such as bombs or weapons)."* The purpose of this statement is to sensitize the passenger to the need to answer the interview questions honestly.

The profiler must next question all passengers so that the following determinations can be made. The profiler must pose the baggage control questions to each passenger individually. The only exception is a family group traveling together: husband and wife may be interviewed together, and parents may answer for children under the age of 12; children who are 12 or older must be asked the questions individually. The profiler must determine if any aspect of the responses about baggage control are suspicious and whether they call for screening procedures of ACSSP section XV.B.3. to be applied.

~~WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

Security Directive 95-06J

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1. Determine that the passenger owns the bags to be checked or carried on board and all their contents. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with ACSSP section XV.B.3.*
2. Determine that the passenger packed the bags or is aware of every item in the bag. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with ACSSP section XV.B.3.*
3. Determine that the bags have remained in the passenger's control from the time they were packed until the time of check-in. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with ACSSP section XV.B.3.*
4. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. *In the event of a positive response that is not augmented by a reasonable and credible explanation, apply security measures described in ACSSP section XV.B.3. to the bags and items in question.*
5. Determine if the passenger has any battery operated, electrical, or electronic devices meeting the description of any item in FAA security directives; or if the device was purchased, repaired, or out of the passenger's control during the trip. *Positive responses shall be confirmed or resolved by applying guidelines listed in ACSSP appendix VIII. to screen all electrical, electronic, or battery-operated devices deemed suspect.*

AIR CARRIER ACKNOWLEDGMENT: Within 24 hours of receiving this SD, the air carrier shall provide written confirmation to its assigned PSI, acknowledging receipt.

AIR CARRIER DISSEMINATION REQUIRED: The air carrier shall provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information in this SD, to ensure full implementation by the effective date.

The air carriers shall disseminate this information to senior management personnel, GSC's, and supervisory security personnel at extraordinary international locations only. U.S. air carrier local station security personnel should coordinate the information in this SD with local airport management and law enforcement personnel on a strict need-to-know basis. All recipients must limit dissemination within their respective organizations to personnel with an operational need-to-know.

All air carrier personnel performing security duties implementing this SD must be briefed by the air carrier on its content and the restrictions governing dissemination. No other dissemination may be made without prior approval of the Associate Administrator for Civil Aviation Security. Unauthorized dissemination of this document or information contained herein is prohibited by 14 CFR 108.18 and 191.5.

APPROVAL OF ALTERNATIVE MEASURES: With respect to the provisions of this SD, according to 14 CFR 108.18(c), air carriers may submit in writing to their PSI, proposed alternative measures and the basis for submitting the alternative measures, for approval by the Director of the Office of Civil Aviation Security Operations. In accordance with ACSSP section XV.A.2., the air carrier shall immediately notify their PSI whenever any procedure in this SD cannot be carried out by the carrier or its agents, or is not being carried out by a foreign government authority charged with performing security procedures.

~~**WARNING:** This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

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FOR FAA ACTION ONLY: The FAA shall issue this SD immediately to the corporate security element of all affected U.S. air carriers.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 093752, 300308Z Mar 93, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

/s/

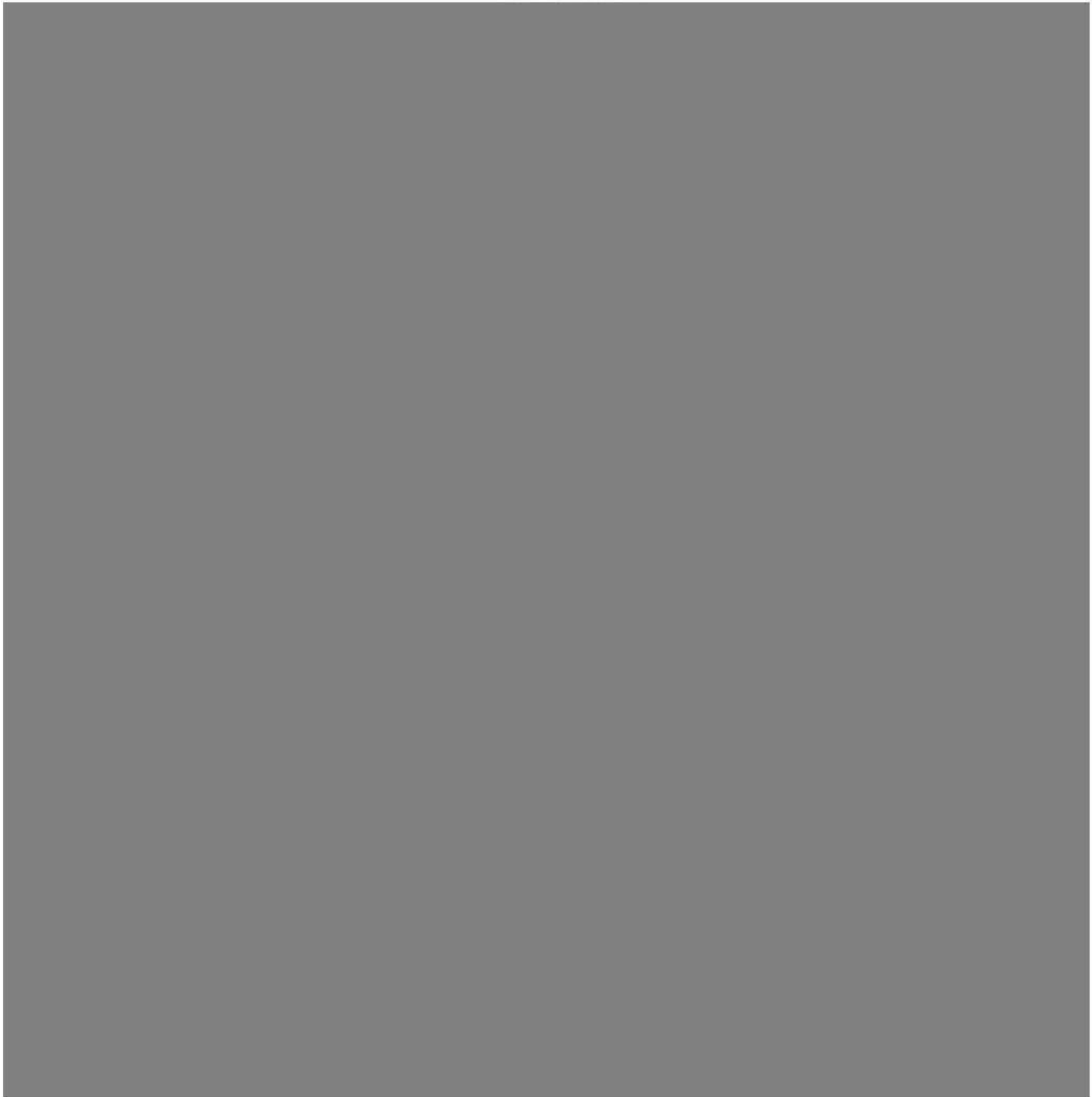
Michael A. Canavan
Associate Administrator for
Civil Aviation Security

~~WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

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Attachment 1



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~~**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**~~



US Department
of Transportation
Federal Aviation
Administration

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

Subject: FAA Criteria

Number: SD 95-06K

Date: September 26, 2001

EXPIRATION: March 31, 2002.

Security Directive (SD) 95-06K must be implemented immediately upon receipt. At that time, SD 95-06K supersedes SD 95-06J.

Changes from the previous SD are indicated by **bold text**.

REVISION SUMMARY: The following highlights most of the changes or deletions from the previous SD. This SD must be reviewed thoroughly to determine what adjustments to current procedures each air carrier must implement.

REVISION SUMMARY:

- **Critical Sign:** [REDACTED]

ACTIONS REQUIRED BY U.S. AIR CARRIERS: Each air carrier operating in an extraordinary location designated in appendix VII.A. of the Air Carrier Standard Security Program (ACSSP) must apply the profile (FAA Criteria) outlined in this SD in accordance with ACSSP section XV.B.2.

FAA Criteria

- I. Objective: To effectively identify through the security interview in section II, those passengers who should be subjected to additional security controls to prevent the introduction of explosives, incendiaries, firearms and deadly or dangerous weapons into aircraft.
- II. Security Interview: The security interview shall be [REDACTED]

Checked baggage belonging to transfer passengers who have been determined to be selectees must be subjected to the same clearance procedures as checked baggage of originating passengers who are determined to be selectees. Similarly, checked baggage or items identified as suspect during the mandatory baggage control questioning must also be subjected to the prescribed clearance procedures.

- A. During the interview, originating passengers must have possession of all their carry-on and checked baggage.

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- B. The passenger and profiler must be able to communicate in a common language. Passengers who cannot communicate in a language understood by the profiler shall be made selectees. However, the profiler may interview the passenger through an interpreter if:
 - 1. the interpreter is an employee of the airline;
 - 2. the interview is conducted with no more than one passenger (or family unit) at a time; and
 - 3. the interpreter is fluent in the passenger's language.
- C. Upon initial contact with each passenger, the profiler must determine whether the passenger, documentation, and/or baggage fits a current security directive. If so, the procedures specified in that directive must be applied. If not, the profiler proceeds with the security interview as follows:

Profilers shall review the passenger's documentation and observe the passenger's appearance and behavior. The purpose of the security interview is to resolve or confirm suspicious signs detected in the course of this review and observation.

D.



- III. Elements: Profilers should take note of the following elements when reviewing passenger documentation and observing passenger appearance and behavior. The following elements are non-discriminatory and shall be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, profilers shall take the action specified.



- A. Critical Signs: A passenger displaying any of the critical signs listed in this paragraph must be screened as a selectee in accordance with ACSSP section XV.B.3. A passenger displaying the critical sign listed in paragraph A.3.e. of this section must be screened as a selectee in accordance with ACSSP section XV.A.5.

1. The passenger shall be designated as a selectee if one of the following conditions applies, unless he/she is cleared by one of the conditions in paragraph A.2. If a passenger is not designated as a selectee under paragraph A.1. then the criteria in paragraph A.3. shall be applied.



2. Verification of any one of the following conditions clears a passenger designated as a selectee under paragraph A.1. of this section. If the passenger is cleared under this paragraph, the criteria in paragraph A.3. must still be applied.

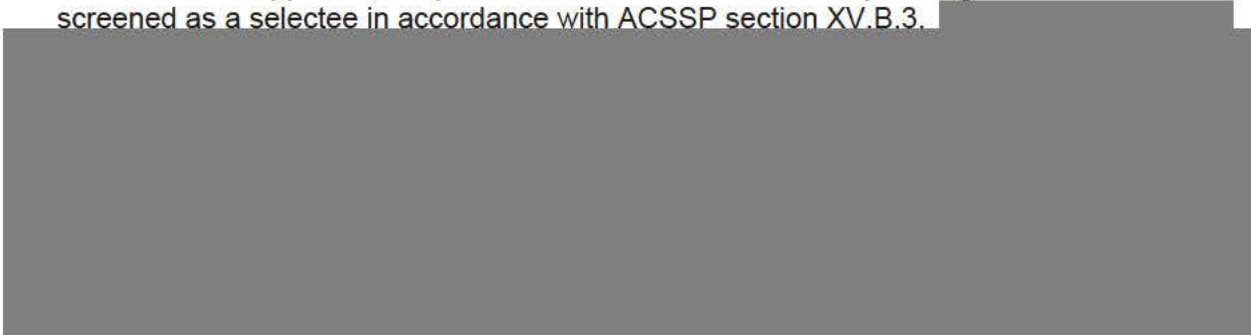


3. If a passenger is determined not to be a selectee under paragraph A.1. of this section, then the following criteria must be applied to him/her. A passenger shall be designated as a selectee if one of the following conditions applies.





- 4. If a passenger is determined not to be a selectee under paragraph A. of this section, he/she is then checked for any suspicious signs in appearance and behavior as outlined in paragraph B. of this section.
- B. Suspicious Signs - Appearance and Behavior: If at any point during the interview process (through the end of the mandatory baggage control questioning), any of the signs listed below become apparent, the profiler must resolve them or the passenger must be screened as a selectee in accordance with ACSSP section XV.B.3.

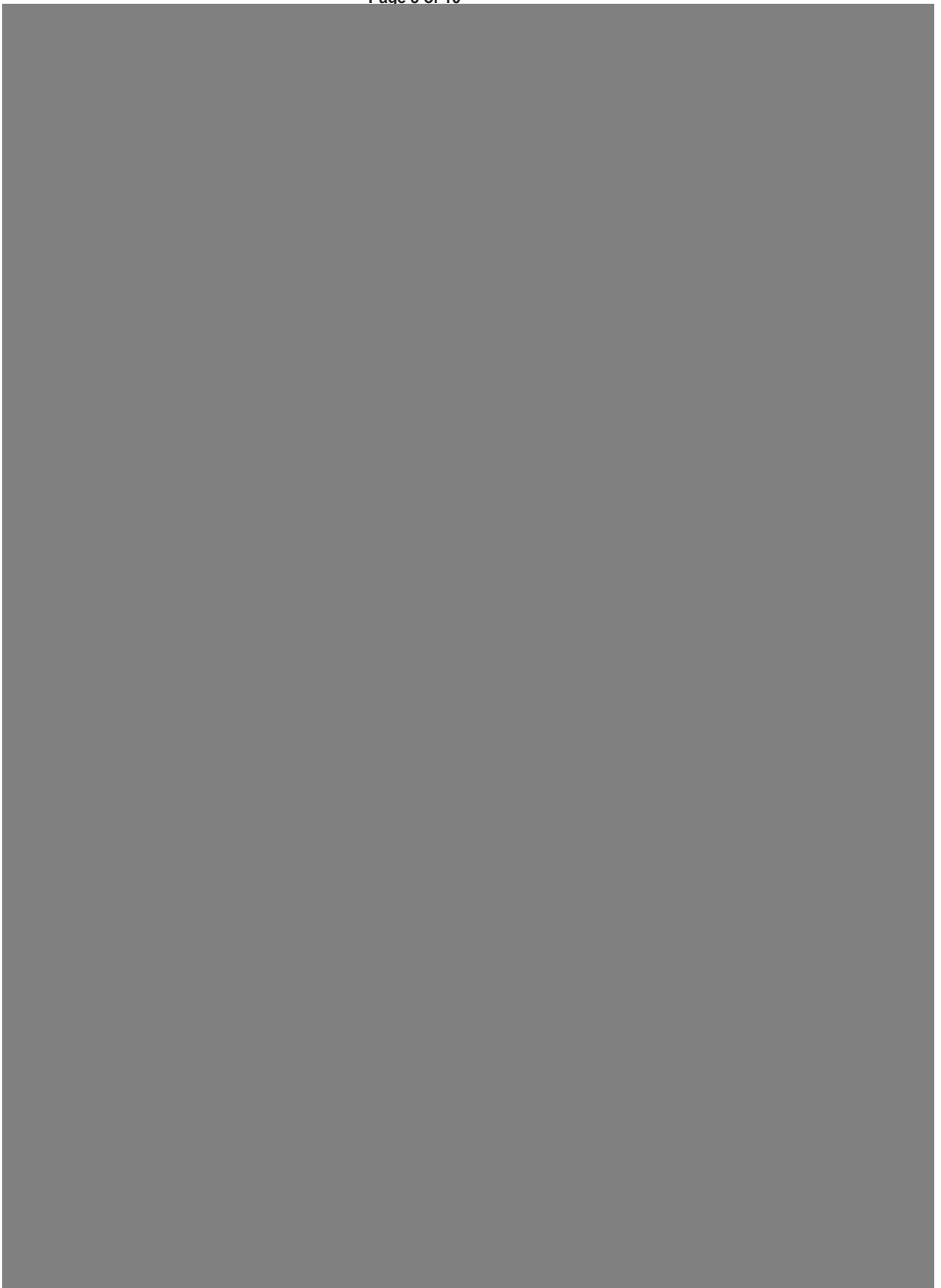


- 3. Passenger refuses to cooperate with security staff.



- C. Positive Signs: The following positive signs are the only ones authorized. No additions can be made without prior authorization from the PSI.





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D. Suspicious Signs - Documentation:

[REDACTED], the profiler must check

[REDACTED] documentation

E. Mandatory Baggage Control Questioning: Prior to interviewing the passenger on baggage control issues, the profiler shall inform the passenger of the reason for it. The preferred statement is *"I am going to ask you some questions about your baggage because it has happened in the past that passengers have received without their knowledge items which turned out to be dangerous to the passengers and the flight (such as bombs or weapons)."* The purpose of this statement is to sensitize the passenger to the need to answer the interview questions honestly.

The profiler must next question all passengers so that the following determinations can be made. The profiler must pose the baggage control questions to each passenger individually. The only exception is a family group traveling together: husband and wife may be interviewed together, and parents may answer for children under the age of 12; children who are 12 or older must be asked the questions individually. The profiler must determine if any aspect of the responses about baggage control are suspicious and whether they call for screening procedures of ACSSP section XV.B.3. to be applied.

1. Determine that the passenger owns the bags to be checked or carried on board and all their contents. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with ACSSP section XV.B.3.*
2. Determine that the passenger packed the bags or is aware of every item in the bag. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with ACSSP section XV.B.3.*
3. Determine that the bags have remained in the passenger's control from the time they were packed until the time of check-in. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with ACSSP section XV.B.3.*
4. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. *In the event of a positive response that is not augmented by a reasonable and credible explanation, apply security measures described in ACSSP section XV.B.3. to the bags and items in question.*
5. Determine if the passenger has any battery operated, electrical, or electronic devices meeting the description of any item in FAA security directives; or if the device was purchased, repaired, or out of the passenger's control during the trip. *Positive responses shall be confirmed or resolved by applying guidelines listed in ACSSP appendix VIII. to screen all electrical, electronic, or battery-operated devices deemed suspect.*

AIR CARRIER ACKNOWLEDGMENT: Within 24 hours of receiving this SD, the air carrier shall provide written confirmation to its assigned PSI, acknowledging receipt.

AIR CARRIER DISSEMINATION REQUIRED: The air carrier shall provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information in this SD, to ensure full implementation by the effective date.

The air carriers shall disseminate this information to senior management personnel, GSC's, and supervisory security personnel at extraordinary international locations only. U.S. air carrier local station security personnel should coordinate the information in this SD with local airport management and law enforcement personnel on a strict need-to-know basis. All recipients must limit dissemination within their respective organizations to personnel with an operational need-to-know.

All air carrier personnel performing security duties implementing this SD must be briefed by the air carrier on its content and the restrictions governing dissemination. No other dissemination may be made without prior approval of the Associate Administrator for Civil Aviation Security. Unauthorized dissemination of this document or information contained herein is prohibited by 14 CFR 108.18 and 191.5.

APPROVAL OF ALTERNATIVE MEASURES: With respect to the provisions of this SD, according to 14 CFR 108.18(c), air carriers may submit in writing to their PSI, proposed alternative measures and the basis for submitting the alternative measures, for approval by the Director of the Office of Civil Aviation Security Operations. In accordance with ACSSP section XV.A.2., the air carrier shall immediately notify their PSI whenever any procedure in this SD cannot be carried out by the carrier or its agents, or is not being carried out by a foreign government authority charged with performing security procedures.

FOR FAA ACTION ONLY: The FAA shall issue this SD immediately to the corporate security element of all affected U.S. air carriers.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 093752, 300308Z Mar 93, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

Michael A. Canavan
Associate Administrator for
Civil Aviation Security



Attachment 2





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: **TSA Criteria**

Number: SD-1544-95-06K

Date: **March 28, 2002**

EXPIRATION: **March 31, 2003**

Security Directive (**SD**) **1544-95-06K** must be implemented immediately upon receipt.
SD 1544-95-06K supersedes SD 95-06J, dated March 22, 2001.

Changes from the previous SD are indicated by **bold text**.

REVISION SUMMARY: The following highlights most of the changes or deletions from the previous SD. This SD must be reviewed thoroughly to determine what adjustments to current procedures each air carrier must implement.

- **Extends the expiration date from March 31, 2002 to March 31, 2003.**
- **Clarifies that passengers with electronic tickets must also have their flight information reviewed.**

- [REDACTED]
- [REDACTED]
- [REDACTED]

ACTIONS REQUIRED BY U.S. AIR CARRIERS: Each air carrier operating in an extraordinary location designated in appendix VII.A. of the Aircraft Operator Standard Security Program (AOSSP) must apply the profile (**TSA Criteria**) outlined in this SD in accordance with AOSSP section XV.B.2.

TSA Criteria

- I. Objective: To effectively identify through the security interview in section II, those passengers who should be subjected to additional security controls to prevent the introduction of explosives, incendiaries, firearms and deadly or dangerous weapons into aircraft.
- II. Security Interview: The security interview shall be applied at airports [REDACTED]

Checked baggage belonging to transfer passengers who have been determined to be selectees must be subjected to the same clearance procedures as checked baggage of originating passengers who are determined to be selectees. Similarly, checked baggage or

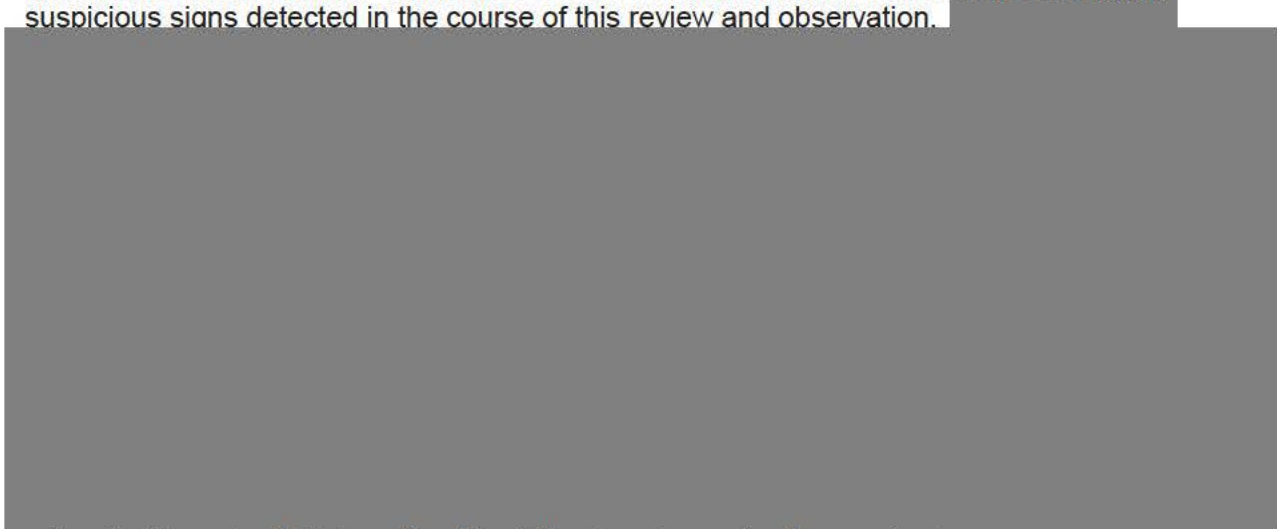
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items identified as suspect during the mandatory baggage control questioning must also be subjected to the prescribed clearance procedures.

- A. During the interview, originating passengers must have possession of all their carry-on and checked baggage.
- B. The passenger and profiler must be able to communicate in a common language. Passengers who cannot communicate in a language understood by the profiler shall be made selectees. However, the profiler may interview the passenger through an interpreter if:
 - 1. the interpreter is an employee of the airline;
 - 2. the interview is conducted with no more than one passenger (or family unit) at a time; and
 - 3. the interpreter is fluent in the passenger's language.
- C. Upon initial contact with each passenger, the profiler must determine whether the passenger, documentation, and/or baggage fits a current security directive. If so, the procedures specified in that directive must be applied. If not, the profiler proceeds with the security interview as follows:

Profilers shall review the passenger's documentation and observe the passenger's appearance and behavior. The purpose of the security interview is to resolve or confirm suspicious signs detected in the course of this review and observation.

D.



- III. Elements: Profilers should take note of the following elements when reviewing passenger documentation and observing passenger appearance and behavior. The following elements are non-discriminatory and shall be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, profilers shall take the action specified.



A. Critical Signs: A passenger displaying any of the critical signs listed in this paragraph must be screened as a selectee in accordance with AOSSP section XV.B.3. A passenger displaying the critical sign listed in paragraph A.3.e. of this section must be screened as a selectee in accordance with AOSSP section XV.A.5.

1. The passenger shall be designated as a selectee if one of the following conditions applies, unless he/she is cleared by one of the conditions in paragraph A.2. If a passenger is not designated as a selectee under paragraph A.1. then the criteria in paragraph A.3. shall be applied.



2. Verification of any one of the following conditions clears a passenger designated as a selectee under paragraph A.1. of this section. If the passenger is cleared under this paragraph, the criteria in paragraph A.3. must still be applied.



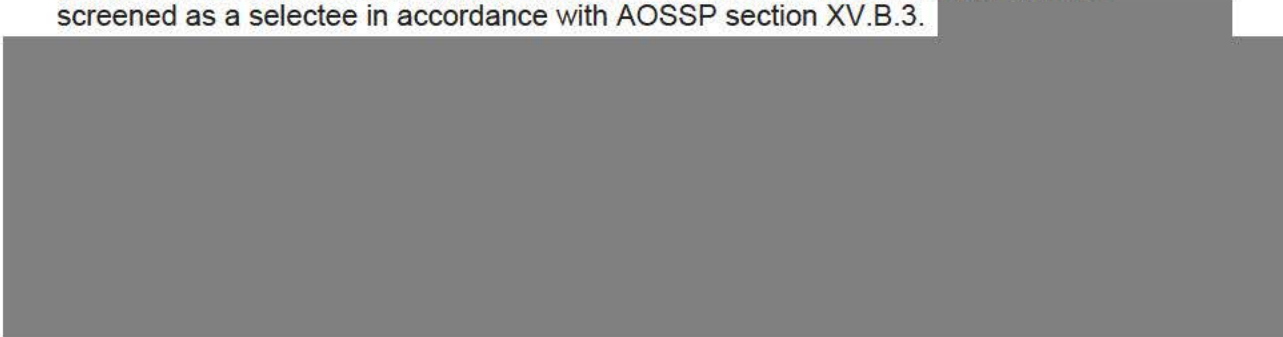
3. If a passenger is determined not to be a selectee under paragraph A.1. of this section, then the following criteria must be applied to him/her. A passenger shall be designated as a selectee if one of the following conditions applies.





- 4. If a passenger is determined not to be a selectee under paragraph A. of this section, he/she is then checked for any suspicious signs in appearance and behavior as outlined in paragraph B. of this section.

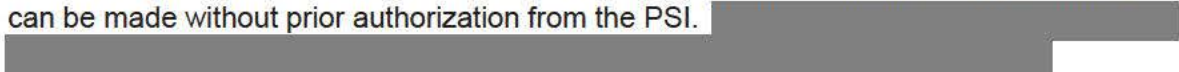
- B. Suspicious Signs - Appearance and Behavior: If at any point during the interview process (through the end of the mandatory baggage control questioning), any of the signs listed below become apparent, the profiler must resolve them or the passenger must be screened as a selectee in accordance with AOSSP section XV.B.3.

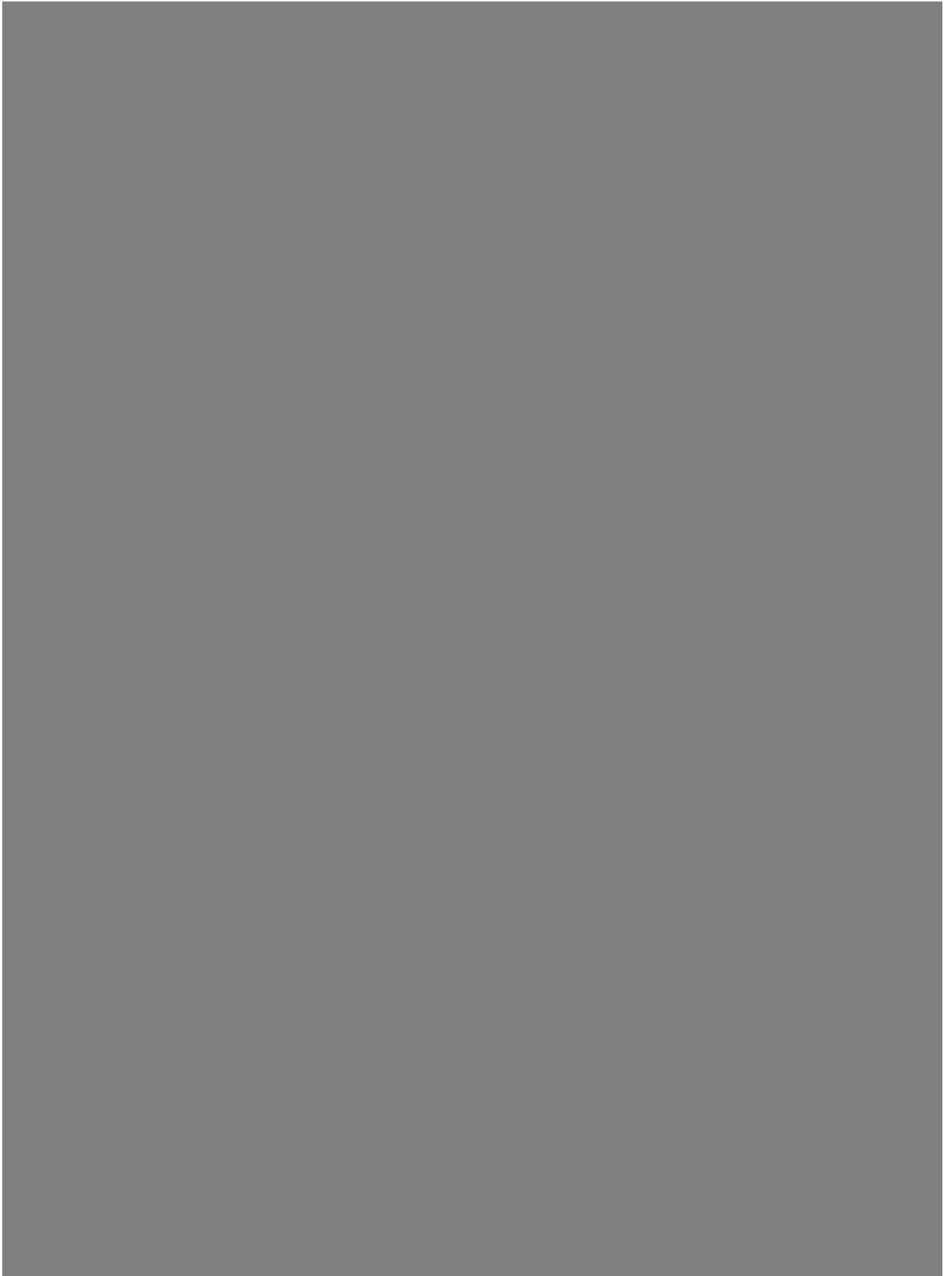


- 3. Passenger refuses to cooperate with security staff.



- C. Positive Signs: The following positive signs are the only ones authorized. No additions can be made without prior authorization from the PSI.





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D. Suspicious Signs - Documentation:



documentation

the profiler must check

- E. Mandatory Baggage Control Questioning: Prior to interviewing the passenger on baggage control issues, the profiler shall inform the passenger of the reason for it. The preferred statement is *"I am going to ask you some questions about your baggage because it has happened in the past that passengers have received without their knowledge items which turned out to be dangerous to the passengers and the flight (such as bombs or weapons)."* The purpose of this statement is to sensitize the passenger to the need to answer the interview questions honestly.

The profiler must next question all passengers so that the following determinations can be made. The profiler must pose the baggage control questions to each passenger individually. The only exception is a family group traveling together: husband and wife may be interviewed together, and parents may answer for children under the age of 12; children who are 12 or older must be asked the questions individually. The profiler must determine if any aspect of the responses about baggage control are suspicious and whether they call for screening procedures of AOSSP section XV.B.3. to be applied.

1. Determine that the passenger owns the bags to be checked or carried on board and all their contents. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
2. Determine that the passenger packed the bags or is aware of every item in the bag. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
3. Determine that the bags have remained in the passenger's control from the time they were packed until the time of check-in. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
4. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. *In the event of a positive response that is not augmented by a reasonable and credible explanation, apply security measures described in AOSSP section XV.B.3. to the bags and items in question.*
5. Determine if the passenger has any battery operated, electrical, or electronic devices meeting the description of any item in **TSA** security directives; or if the device was purchased, repaired, or out of the passenger's control during the trip. *Positive responses shall be confirmed or resolved by applying guidelines listed in AOSSP appendix VIII. to screen all electrical, electronic, or battery-operated devices deemed suspect.*

AIR CARRIER ACKNOWLEDGMENT: Within 24 hours of receiving this SD, the air carrier shall provide written confirmation to its assigned PSI, acknowledging receipt.

AIR CARRIER DISSEMINATION REQUIRED: The air carrier shall provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information in this SD, to ensure full implementation by the effective date.

The air carriers shall disseminate this information to senior management personnel, GSC's, and supervisory security personnel at extraordinary international locations only. U.S. air carrier local station security personnel should coordinate the information in this SD with local airport management and law enforcement personnel on a strict need-to-know basis. All recipients must limit dissemination within their respective organizations to personnel with an operational need-to-know.

All air carrier personnel performing security duties implementing this SD must be briefed by the air carrier on its content and the restrictions governing dissemination. No other dissemination may be made without prior approval of the Associate Administrator for Civil Aviation Security. Unauthorized dissemination of this document or information contained herein is prohibited by **49 CFR 1544.305 and 1520.**

~~**WARNING:** This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

APPROVAL OF ALTERNATIVE MEASURES: With respect to the provisions of this SD, according to 49 CFR 1544.305(c), air carriers may submit in writing to their PSI, proposed alternative measures and the basis for submitting the alternative measures, for approval by the Director of the Office of Civil Aviation Security Operations. In accordance with AOSSP section XV.A.2., the air carrier shall immediately notify their PSI whenever any procedure in this SD cannot be carried out by the carrier or its agents, or is not being carried out by a foreign government authority charged with performing security procedures.

FOR **TSA** ACTION ONLY: The **TSA** shall issue this SD immediately to the corporate security element of all affected U.S. air carriers.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to **STATE 162917, 2018262 Sep. 01**, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

//SI//

David F. Morrell
Associate Administrator for
Civil Aviation Security



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Attachment 2



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U.S. DEPARTMENT OF
HOMELAND SECURITY

Transportation Security
Administration

Aviation Security Directive

Subject: TSA International "Extraordinary Location" Criteria

Number: **SD-1544-95-06M**

Date: **March 31, 2004**

EXPIRATION: **March 31, 2005**

This Security Directive (SD) supersedes and cancels SD 1544-95-06L and must be implemented immediately. Changes from the previous SD are indicated by bold text.

INFORMATION: The criteria contained in this SD was developed for use in identifying those passengers who must be subject to additional screening. **This SD series has been revised to clarify when a passenger shall be designated a selectee.** The expiration date of this SD has been extended to **March 31, 2005.**

REVISION SUMMARY:

- **Extends the expiration date to March 31, 2005.**
- **Replaces "profiler" with "interviewer".**

APPLICABILITY: THIS SD APPLIES TO AIRCRAFT OPERATORS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1544.

ACTIONS REQUIRED: Each aircraft operator operating in an extraordinary location designated in Appendix VII.A. of the Aircraft Operator Standard Security Program (AOSSP) must **implement the measures set forth** in this SD in accordance with AOSSP section XV.B.2.

TSA Criteria

- I. Objective: To effectively identify through the security interview in section II, those passengers who should be subject to additional security controls to prevent the introduction of explosives, incendiaries, firearms and deadly or dangerous weapons into aircraft.
- II. Security Interview: The security interview shall be applied [REDACTED] to:
[REDACTED]

SENSITIVE SECURITY INFORMATION

~~WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.~~

Checked baggage belonging to transfer passengers who have been determined to be selectees must be subject to the same clearance procedures as checked baggage of originating passengers who are determined to be selectees. Similarly, checked baggage or items identified as suspect during the mandatory baggage control questioning must also be subject to the prescribed clearance procedures.

- A. During the interview, originating passengers must have possession of all their carry-on and checked baggage.
- B. The passenger and **interviewer** must be able to communicate in a common language. Passengers who cannot communicate in a language understood by the **interviewer** shall be made selectees. However, the **interviewer** may interview the passenger through an interpreter if:
 - 1. the interpreter is an employee of the airline;
 - 2. the interview is conducted with no more than one passenger (or family unit) at a time; and
 - 3. the interpreter is fluent in the passenger's language.
- C. Upon initial contact with each passenger, the **interviewer** must determine whether the passenger, documentation, and/or **checked baggage and accessible property** fit a current security directive. If so, the procedures specified in that directive must be applied. If not, the **interviewer** proceeds with the security interview as follows:

Interviewers shall review the passenger's documentation and observe the passenger's appearance and behavior. The purpose of the security interview is to resolve or confirm suspicious signs detected in the course of this review and observation.

D.



- III. Elements: **Interviewers** should take note of the following elements when reviewing passenger documentation and observing passenger appearance and behavior. The following elements are non-discriminatory and shall be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, **interviewers** shall take the action specified.

~~SENSITIVE SECURITY INFORMATION~~



A. Critical Signs: A passenger displaying any of the critical signs listed in this paragraph must be screened as a selectee in accordance with AOSSP section XV.B.3. A passenger displaying the critical sign listed in paragraph A.3.e. of this section must be screened as a selectee in accordance with AOSSP section XV.A.5.

1. The passenger shall be designated as a selectee if one of the following conditions applies, unless he/she is cleared by one of the conditions in paragraph A.2. If a passenger is not designated as a selectee under paragraph A.1. then the criteria in paragraph A.3. shall be applied.



2. Verification of any one of the following conditions clears a passenger designated as a selectee under paragraph A.1. of this section. If the passenger is cleared under this paragraph, the criteria in paragraph A.3. must still be applied.



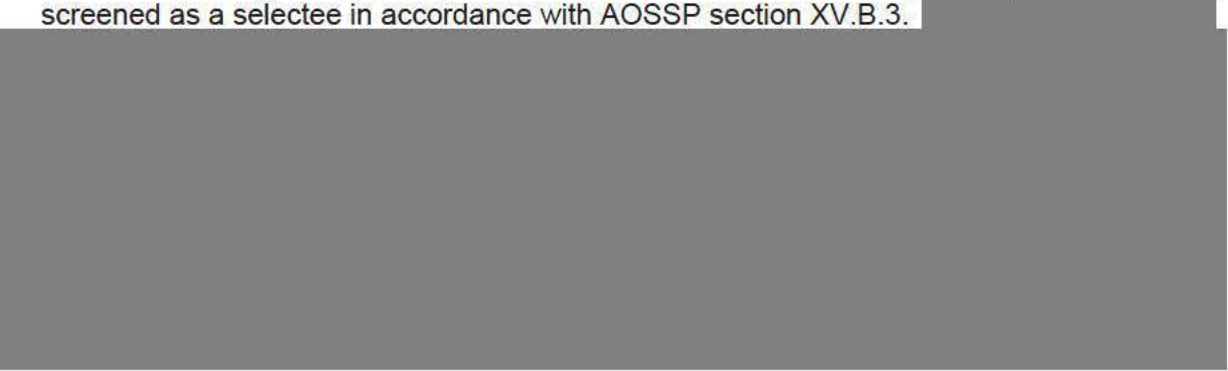
SENSITIVE SECURITY INFORMATION

3. If a passenger is determined not to be a selectee under paragraph A.1. of this section, then the following criteria must be applied to him/her. A passenger shall be designated as a selectee if one of the following conditions applies:



4. If a passenger is determined not to be a selectee under paragraph A. of this section, he/she is then checked for any suspicious signs in appearance and behavior as outlined in paragraph B. of this section.

- B. Suspicious Signs - Appearance and Behavior: If at any point during the interview process (through the end of the mandatory baggage control questioning), any of the signs listed below become apparent, the **interviewer** must resolve them or the passenger must be screened as a selectee in accordance with AOSSP section XV.B.3.



3. Passenger refuses to cooperate with security staff.





- C. Positive Signs: The following positive signs are the only ones authorized. No additions can be made without prior authorization from the PSI.



SENSITIVE SECURITY INFORMATION

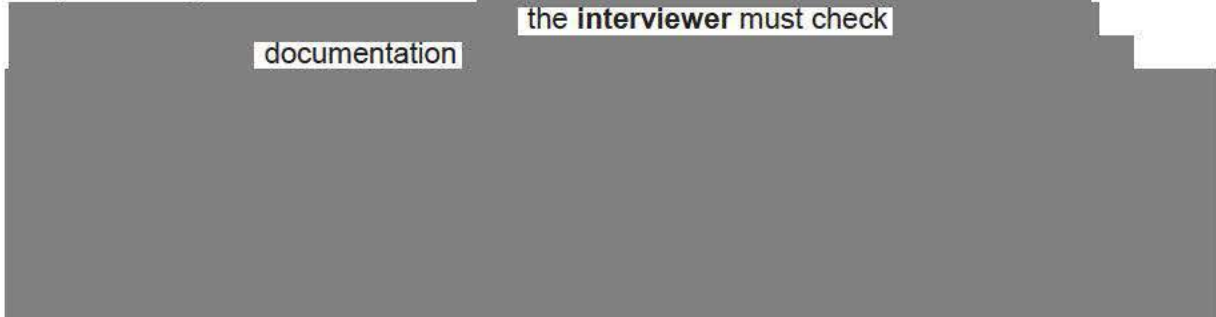
~~**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**~~



D. Suspicious Signs - Documentation:

the interviewer must check

documentation



- E. Mandatory Baggage Control Questioning: Prior to interviewing the passenger on baggage control issues, the **interviewer** shall inform the passenger of the reason for it. The preferred statement is *"I am going to ask you some questions about your baggage because it has happened in the past that passengers have received without their knowledge items which turned out to be dangerous to the passengers and the flight (such as bombs or weapons)."* The purpose of this statement is to sensitize the passenger to the need to answer the interview questions honestly.

The **interviewer** must next question all passengers so that the following determinations can be made. The **interviewer** must pose the baggage control questions to each passenger individually. The only exception is a family group traveling together: husband and wife may be interviewed together, and parents may answer for children under the age of 12; children who are 12 or older must be asked the questions individually. The **interviewer** must determine if any aspect of the responses about baggage control are suspicious and whether they call for screening procedures of AOSSP section XV.B.3. to be applied.

1. Determine that the passenger owns the bags to be checked or carried on board and all their contents. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*

SENSITIVE SECURITY INFORMATION

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2. Determine that the passenger packed the bags or is aware of every item in the bag. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
3. Determine that the bags have remained in the passenger's control from the time they were packed until the time of check-in. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
4. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. *In the event of a positive response that is not augmented by a reasonable and credible explanation, apply security measures described in AOSSP section XV.B.3. to the bags and items in question.*
5. Determine if the passenger has any battery operated, electrical, or electronic devices meeting the description of any item in TSA security directives; or if the device was purchased, repaired, or out of the passenger's control during the trip. *Positive responses shall be confirmed or resolved by applying guidelines listed in AOSSP Appendix VIII. to screen all electrical, electronic, or battery-operated devices deemed suspect.*

AIRCRAFT OPERATOR ACKNOWLEDGMENT: The aircraft operator **must immediately** provide written confirmation to its assigned PSI **indicating** receipt **of this SD**.

AIRCRAFT OPERATOR DISSEMINATION REQUIRED: The aircraft operator shall **immediately pass the information and directives set forth in this SD to all stations affected**, and provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information **and directives set forth** in this SD.

The aircraft operators shall disseminate this information to senior management personnel, ground security coordinators, and supervisory security personnel at extraordinary international locations only. All aircraft operator personnel implementing this SD must be briefed by the aircraft operator on its content and the restrictions governing dissemination.

APPROVAL OF ALTERNATIVE MEASURES: With respect to the provisions of this SD, **as stated in 49 CFR 1544.305(d)**, the aircraft operator may submit in writing to its PSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The aircraft operator shall immediately notify its PSI whenever any procedure in this SD cannot be carried out by the **aircraft** operator or its agents, or is not being carried out by a government authority charged with performing security procedures.

SENSITIVE SECURITY INFORMATION

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FOR TSA ACTION ONLY: The TSA shall issue this SD immediately to the corporate security element of all affected U.S. aircraft operators.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 2018262 Sep. 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

/s/

David M. Stone

Acting Administrator

Transportation Security Administration

SENSITIVE SECURITY INFORMATION

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AR 94

Attachment 1



SENSITIVE SECURITY INFORMATION

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Attachment 2



SENSITIVE SECURITY INFORMATION

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~~SENSITIVE SECURITY INFORMATION~~

**U.S. DEPARTMENT OF
HOMELAND SECURITY**

**Transportation Security
Administration**

Aviation Security Directive

Subject: TSA International "Extraordinary Location" Criteria

Number: **SD-1544-95-06N**

Date: March 31, 2005

EXPIRATION: **March 31, 2006**

This Security Directive (SD) supersedes and cancels SD 1544-95-06M and must be implemented immediately. Changes from the previous SD are indicated by bold text.

INFORMATION: The criteria contained in this SD were developed for use in identifying those passengers who must be subjected to additional screening.

REVISION SUMMARY:

- **Extends the expiration date to March 31, 2006**





APPLICABILITY: THIS SD APPLIES TO AIRCRAFT OPERATORS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1544 THAT OPERATE IN AN EXTRAORDINARY LOCATION DESIGNATED IN APPENDIX VII.A. OF THE AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM (AOSSP)

ACTIONS REQUIRED: Each affected aircraft operator must implement the measures set forth in this SD in accordance with AOSSP section XV.B.2.

TSA Criteria

I. Objective: To effectively identify, through the security interview in section II, those passengers who should be subjected to additional security controls to prevent the introduction of explosives, incendiaries, firearms, and deadly or dangerous weapons into aircraft.

II. Security Interview: The security interview shall be applied  to: 

~~SENSITIVE SECURITY INFORMATION~~

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Checked baggage belonging to transfer passengers who have been determined to be selectees must be subjected to the same clearance procedures as checked baggage of originating passengers who are determined to be selectees. Similarly, checked baggage or items identified as suspect during the mandatory baggage control questioning must also be subjected to the prescribed clearance procedures.

- A. During the interview, originating passengers must have possession of all their carry-on and checked baggage.
- B. The passenger and interviewer must be able to communicate in a common language. Passengers who cannot communicate in a language understood by the interviewer shall be made selectees. However, the interviewer may interview the passenger through an interpreter if:
 - 1. the interpreter is an employee of the airline;
 - 2. the interview is conducted with no more than one passenger (or family unit) at a time; and
 - 3. the interpreter is fluent in the passenger's language.
- C. Upon initial contact with each passenger, the interviewer must determine whether the passenger, documentation, and/or checked baggage and accessible property fit **the requirements** of a current SD. If so, the procedures specified in that directive must be applied. If not, the interviewer proceeds with the security interview as follows:

Interviewers shall review the passenger's documentation and observe the passenger's appearance and behavior. The purpose of the security interview is to resolve or confirm suspicious signs detected in the course of this review and observation.


D.



- III. Elements: Interviewers should take note of the following elements when reviewing passenger documentation and observing passenger appearance and behavior. The following elements are non-discriminatory and shall be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, interviewers shall take the action specified.


SENSITIVE SECURITY INFORMATION

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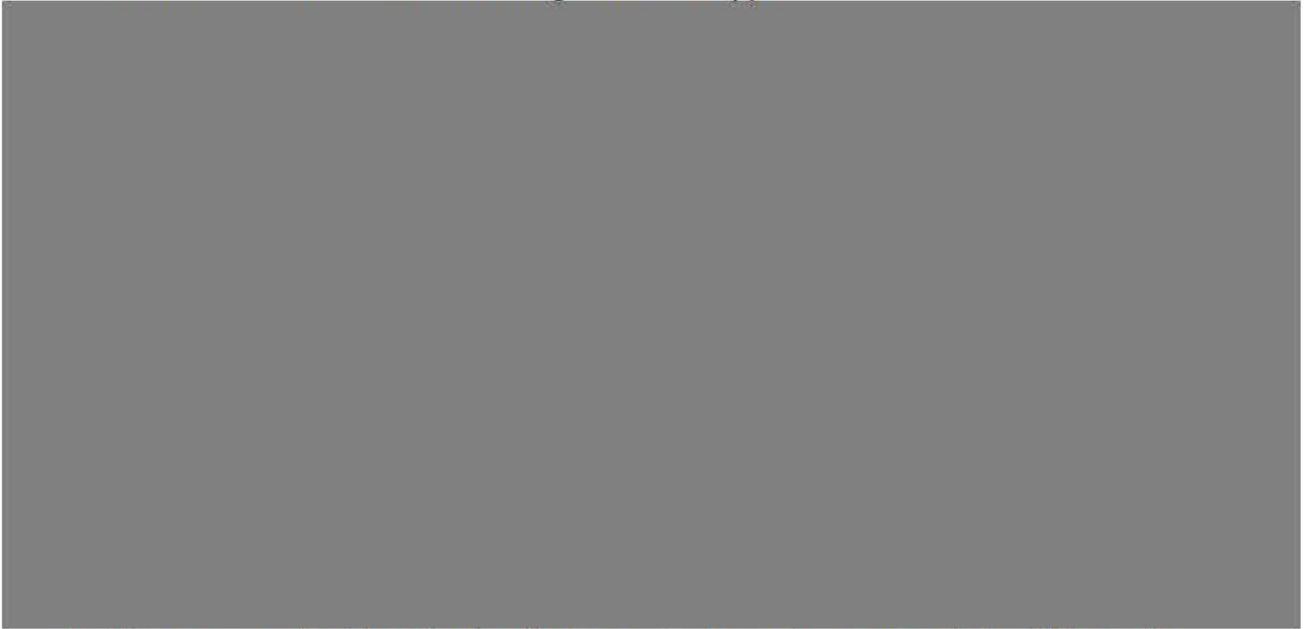


A. Critical Signs: A passenger displaying any of the critical signs listed in this paragraph must be screened as a selectee in accordance with AOSSP section XV.B.3. A passenger displaying the critical sign listed in paragraph A.3.e. of this section must be screened as a selectee in accordance with AOSSP section XV.A.5.

1. The passenger shall be designated as a selectee if one of the following conditions applies, unless he/she is cleared by one of the conditions in paragraph A.2. If a passenger is not designated as a selectee under paragraph A.1. then the criteria in paragraph A.3. shall be applied.

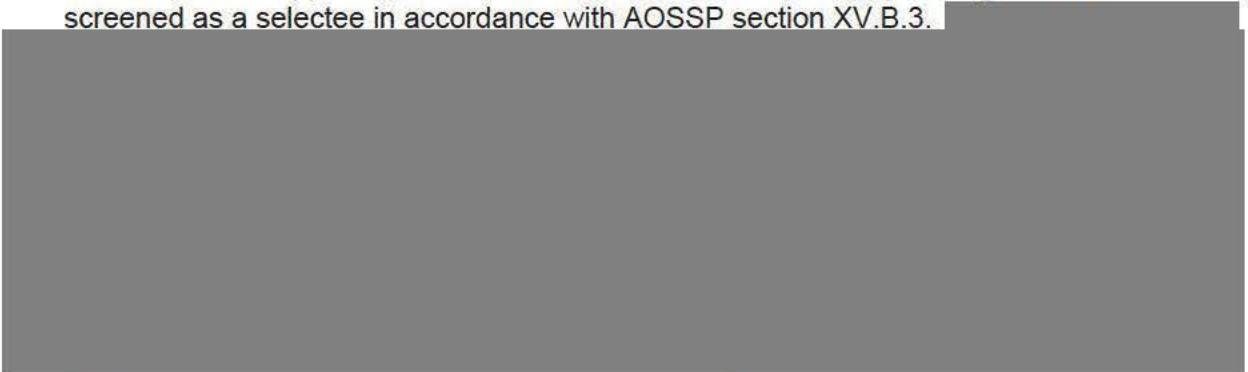
- 
2. Verification of any one of the following conditions clears a passenger designated as a selectee under paragraph A.1. of this section. If the passenger is cleared under this paragraph, the criteria in paragraph A.3. must still be applied.

3. If a passenger is determined not to be a selectee under paragraph A.1. of this section, then the following criteria must be applied to him/her. A passenger shall be designated as a selectee if one of the following conditions applies:

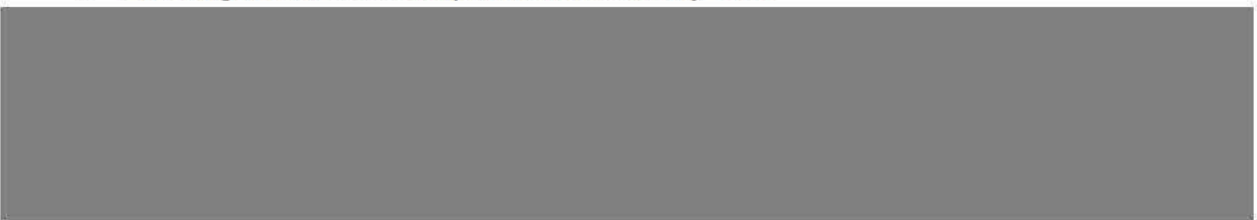


4. If a passenger is determined not to be a selectee under paragraph A. of this section, he/she is then checked for any suspicious signs in appearance and behavior as outlined in paragraph B. of this section.

- B. Suspicious Signs - Appearance and Behavior: If at any point during the interview process (through the end of the mandatory baggage control questioning), any of the signs listed below becomes apparent, the interviewer must resolve it or the passenger must be screened as a selectee in accordance with AOSSP section XV.B.3.

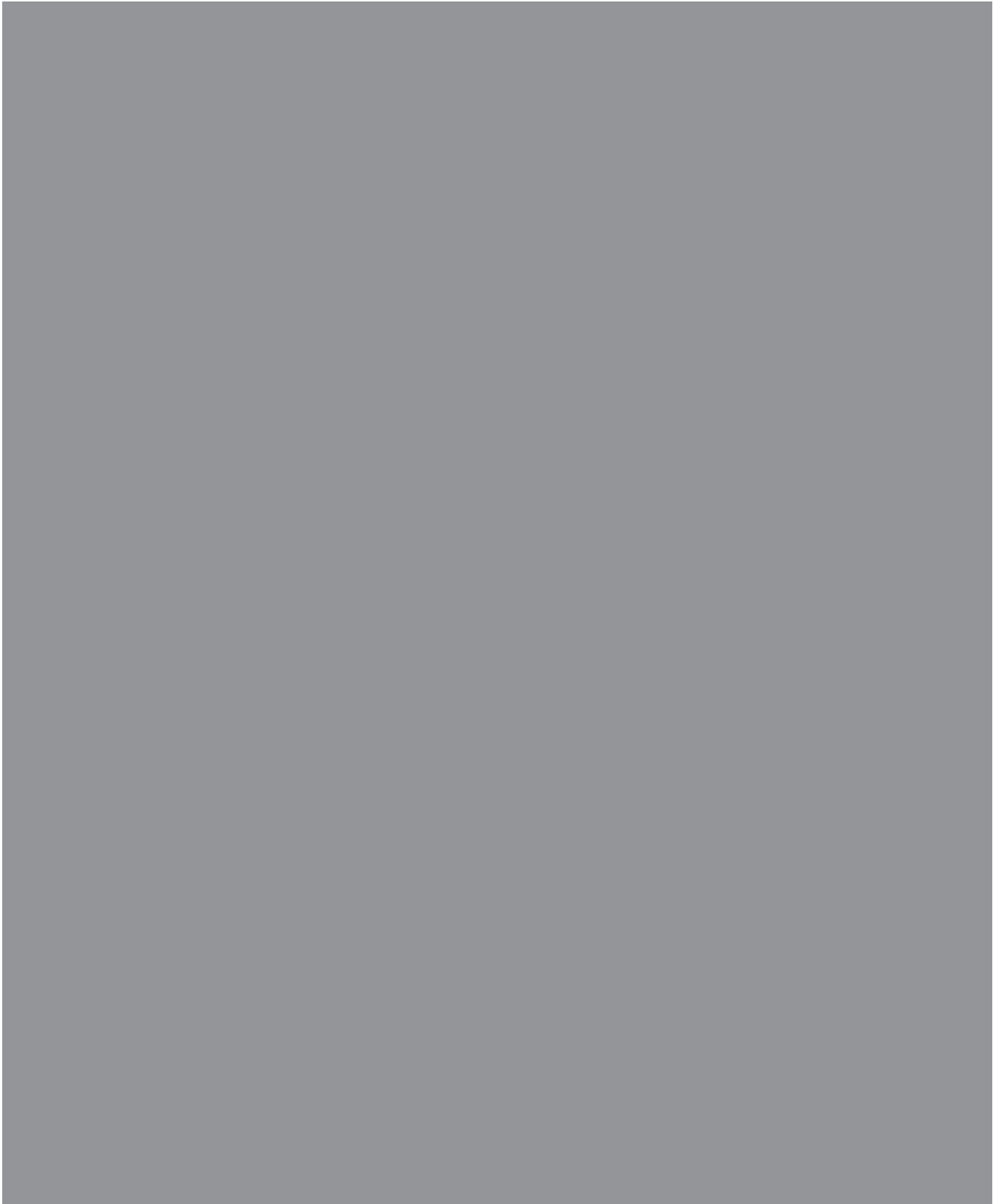


3. Passenger refuses to cooperate with security staff.



SENSITIVE SECURITY INFORMATION

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D. Suspicious Signs - Documentation:

[Redacted]

he interviewer must check

documentation

[Redacted]

SENSITIVE SECURITY INFORMATION

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- E. Mandatory Baggage Control Questioning: Prior to interviewing the passenger on baggage control issues, the interviewer shall inform the passenger of the reason for it. The preferred statement is *"I am going to ask you some questions about your baggage because it has happened in the past that passengers have received without their knowledge items which turned out to be dangerous to the passengers and the flight (such as bombs or weapons)."* The purpose of this statement is to sensitize the passenger to the need to answer the interview questions honestly.

The interviewer must next question all passengers so that the following determinations can be made. The interviewer must pose the baggage control questions to each passenger individually. The only exception is a family group traveling together: husband and wife may be interviewed together, and parents may answer for children under the age of 12; children who are 12 or older must be asked the questions individually. The interviewer must determine if any aspect of the responses about baggage control are suspicious and whether they call for screening procedures of AOSSP section XV.B.3. to be applied.

1. Determine that the passenger owns the bags to be checked or carried on board and all their contents. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*

SENSITIVE SECURITY INFORMATION

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2. Determine that the passenger packed the bags or is aware of every item in the bag. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
3. Determine that the bags have remained in the passenger's control from the time they were packed until the time of check-in. *In the event of a negative response that cannot be satisfactorily resolved, process the bags in question in accordance with AOSSP section XV.B.3.*
4. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. *In the event of a positive response that is not augmented by a reasonable and credible explanation, apply security measures described in AOSSP section XV.B.3. to the bags and items in question.*
5. Determine if the passenger has any battery operated, electrical, or electronic devices meeting the description of any item in TSA SDs; or if the device was purchased, repaired, or out of the passenger's control during the trip. *Positive responses shall be confirmed or resolved by applying guidelines listed in AOSSP Appendix VIII. to screen all electrical, electronic, or battery-operated devices deemed suspect.*

AIRCRAFT OPERATOR ACKNOWLEDGMENT: The aircraft operator must immediately provide written confirmation to its assigned PSI indicating receipt of this SD.

AIRCRAFT OPERATOR DISSEMINATION REQUIRED: The aircraft operator shall immediately pass the information and directives set forth in this SD to all stations affected, and provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this SD.

The aircraft operators shall disseminate this information to senior management personnel, ground security coordinators, and supervisory security personnel at extraordinary international locations only. All aircraft operator personnel implementing this SD must be briefed by the aircraft operator on its content and the restrictions governing dissemination. **No other dissemination may be made without prior approval of the Assistant Secretary of Homeland Security for the Transportation Security Administration. Unauthorized dissemination of this document or information contained herein is prohibited by 49 CFR Part 1520. See 69 Fed. Reg. 28066 (May 18, 2004).**

APPROVAL OF ALTERNATIVE MEASURES: With respect to the provisions of this SD, as stated in 49 CFR 1544.305(d), the aircraft operator may submit in writing to its PSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The aircraft operator shall immediately notify its PSI whenever any procedure in this SD cannot be carried out by the aircraft operator or its agents, or is not being carried out by a government authority charged with performing security procedures.

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FOR TSA ACTION ONLY: The TSA shall issue this SD immediately to the corporate security element of all affected U.S. aircraft operators.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 2018262 Sep. 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

/s/
David M. Stone
Assistant Secretary

SENSITIVE SECURITY INFORMATION

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Attachment 1



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Transportation
Security
Administration

APR 7 2006

INFORMATION

MEMORANDUM FOR: Michael Jackson
Deputy Secretary
Department of Homeland Security

FROM: Kip Hawley *KHP*
Assistant Secretary for Transportation Security

SUBJECT: Aircraft Operator Standard Security Program

Purpose

TSA is reissuing the Aircraft Operator Standard Security Program (AOSSP) in its entirety on April 10, 2006, to all U.S. air carriers who provide scheduled passenger and public charter passenger operations under 49 CFR Part 1544.101(a).

Background

The AOSSP contains security measures all U.S. air carriers are required to carry out in order to operate scheduled passenger and public charter passenger flights. The current AOSSP was last issued in January 1986. Since that time, 80 amendments have been issued, along with the security directives (SDs) required since September 11 which contain additional security measures.

Discussion

In May 2005, TSA provided the revised AOSSP to all U.S. air carriers for a 90-day notice and comment period. TSA evaluated all comments received and adopted those appropriate. Additionally, the security baseline has been adjusted by incorporating security measures contained in eight current SDs. Two new requirements were also added:

1. Voluntary Provisions of Emergency Services Program (mandated by Section 131 of the Aviation and Transportation Security Act)—Air carriers must institute a program to permit qualified law enforcement officers, firefighters, and emergency medical technicians to volunteer to provide emergency services onboard aircraft during flight.
2. Any passenger designated as a selectee as a result of GAPPS or the Selectee Watch List, who boarded an aircraft without being subject to selectee screening procedures, must be referred by air carriers to TSA for rescreening.

Aircraft Operator Standard Security Program



Transportation
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April 10, 2006

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Date: April 10, 2006
 Revision: Reissue

Aircraft Operator Standard Security Program

RECORD OF AMENDMENTS

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Chapter
1

1. INTRODUCTION

1.1. GENERAL

- A. The purpose of this AOSSP is to provide for the safety of persons and property traveling on flights provided by the aircraft operator and protect against acts of criminal violence, air piracy, and prevent or deter the introduction of explosives, incendiaries, weapons, and other prohibited items onboard an aircraft.
- B. Each aircraft operator must:
- 1) Maintain a readily available and complete copy of this AOSSP at its corporate security office and each airport served. It must be kept in a secure location.
 - 2) Restrict distribution, disclosure, and availability of this AOSSP to direct aircraft operator employees and authorized representatives with an operational need to know.
- C. Maintenance and distribution of this AOSSP may be in either electronic or hardcopy format. Electronic formats must be password-protected.
- D. More than one aircraft operator at a given airport may refer to the same copy of this AOSSP provided all aircraft operators that share such access agree in writing to the arrangement. That is, if the aircraft operator that has accepted the responsibility to maintain and distribute this AOSSP fails to do so, all aircraft operators that reference this AOSSP are not in compliance with the requirements in Section B. above, and may be subject to enforcement action.
- 1) Any written agreement between aircraft operators must expressly state failure to maintain an accessible and complete copy of this AOSSP at such stations may subject all aircraft operators to an enforcement action.
 - 2) Each party to the written agreement must maintain a copy of the agreement (either electronic or hardcopy format) at all affected stations.
- E. The aircraft operator must inform its direct employees and authorized representatives of the requirements governing:
- 1) SSI in 49 CFR 1520
 - 2) Fraud and intentional falsification of records in 49 CFR 1540.103
 - 3) Security responsibilities of employees and other persons in 49 CFR 1540.105(a)
- F. The aircraft operator must immediately notify its assigned PSI whenever any procedure in this AOSSP cannot be carried out by a direct aircraft operator employee or authorized representative or is not being carried out by a foreign government authority charged with performing security procedures. The notification must:
- 1) Specify the procedure that cannot be carried out
 - 2) Describe why the procedure cannot be carried out or is not being carried out
 - 3) Include a copy of any written prohibition by a foreign government authority

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- 4) Describe any alternate procedure or amendment proposed by the aircraft operator

1.2. APPLICABILITY

Each aircraft operator must adopt and implement a TSA-approved security program for all scheduled passenger and public charter passenger operations at locations within the United States, from the United States to a non-U.S. location, from a non-U.S. location to the United States, and from a non-U.S. location to a non-U.S. location (for example: to/from an intermediate stop).

- A. This AOSSP together with any alternate procedures and amendments constitutes a full program under 49 CFR 1544.101(a).
- B. The Federal Flight Deck Officer SOP is part of this AOSSP although it is posted on the TSA secure web board separately.
- C. The Common Strategy is part of this AOSSP although it is posted on the TSA secure web board separately.
- D. An aircraft operator that requests to adopt and carry out a partial program under 49 CFR 1544.101(b) and (c) or limited program under 49 CFR 1544.101(g) must contact its assigned PSI for the applicable security program.

1.3. GROUND SECURITY COORDINATOR – ROLES AND RESPONSIBILITIES

- A. In accordance with 49 CFR 1544.215(b), the aircraft operator must designate a GSC for each departing flight. The GSC must be present at the airport while security measures for the departing flight are being carried out.
- B. GSCs must immediately notify the ASC of any suspicious item, out of the ordinary activity, or major breach of security (for example: discovery of a firearm or knife onboard an aircraft or an unauthorized individual in a secured area) at the airport.
- C. The aircraft operator must maintain a liaison with the ASC to share information regarding security concerns at the airport. The aircraft operator must designate a GSC as the liaison representative.
- D. A GSC must ensure the application of security measures is monitored for each departing flight. These measures include:
 - 1) Screening of individuals, accessible property, and checked baggage at any location where TSA or the host government does not conduct screening operations
 - 2) Controlling access to the aircraft
 - 3) Servicing aircraft
 - 4) Ground support for in-flight emergency response
 - 5) Security of the SIDA, secured area, and AOA
 - 6) Accepting, screening, and loading cargo onboard aircraft
 - 7) Extraordinary security measures where they are in effect (See Chapter 11)

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1.6. DEFINITIONS

Accessible Property – Property intended to be accessible to an individual (for example: a passenger or direct aircraft operator employee or authorized employee) in the sterile area, aircraft cabin, secured area, or SIDA, as appropriate.

Accompanied Commercial Courier Consignments – Cargo associated with a passenger who receives specific compensation to accompany the consignment when tendered by an IAC within the United States or a regulated agent or IATA-approved agent outside of the United States.

Advanced Technology – An automated explosives detector that does not meet the minimum EDS certification standards established by TSA for detecting explosives in checked baggage.

Air Operations Area – A portion of an airport, specified in the airport security program, in which security measures specified in Part 1540 are carried out. This area includes aircraft movement areas, aircraft parking areas, loading ramps, and safety areas for use by aircraft regulated under 49 CFR Part 1544 or 1546, and any adjacent areas (such as general aviation areas) that are not separated by adequate security systems, measures, or procedures. This area does not include the secured area.

Air Waybill – The shipping document used for the transportation of air freight that includes conditions, limitations of liability, shipping instructions, description of commodity, and applicable transportation charges.

Aircraft Operator – As used in this AOSSP, a person who holds a full program under 49 CFR 1544.101(a), a partial program under 49 CFR 1544.101(b) and (c), and/or a limited program under 49 CFR 1544.101(g) that requires compliance with all or portions of this AOSSP.

All-Cargo Aircraft Operator – An aircraft operator that conducts all-cargo operations.

All-Cargo Operation – Any operation for compensation or hire that is other than a passenger-carrying operation.

Attended Aircraft – An aircraft for which a direct aircraft operator employee or authorized representative ensures access is limited to authorized individuals and property.

Authorized Representative – An individual who is not a direct employee of the aircraft operator, but is authorized to act on the aircraft operator's behalf to perform measures required by this AOSSP. For purposes of this AOSSP, authorized representative includes agents and contractors.

Cargo – Property 16 ounces (453.6 grams) or greater in weight, tendered for air transportation, including unaccompanied baggage, accounted for on an air waybill. All accompanied commercial courier consignments, whether or not accounted for on an air waybill, are also classified as cargo. U.S. Mail in accordance with 39 CFR, protected diplomatic pouches, and aircraft operator COMAT are not considered cargo.

Checked Baggage – Property tendered by or on behalf of a passenger and accepted by an aircraft operator for transport, which is inaccessible to passengers during flight. Accompanied commercial courier consignments are not classified as checked baggage.

Crewmember – A person assigned to perform duty in an aircraft during flight time.

Direct Aircraft Operator Employee – An individual employed and paid directly by the aircraft operator.

Exclusive Area – Any portion of a secured area, AOA, or SIDA, including individual access points, for which an aircraft operator or foreign air carrier that has a security program under Part 1544 or 1546 has assumed responsibility under 49 CFR 1542.111.

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Exclusive Area Agreement – An agreement between the airport operator and an aircraft operator or a foreign air carrier that has a security program under Part 1544 or 1546 that permits such an aircraft operator or foreign air carrier to assume responsibility for specified security measures in accordance with 49 CFR 1542.111.

Expedited Baggage – Baggage an individual: (1) Checked with the aircraft operator intended for transportation on the same aircraft on which he or she is scheduled to travel as a passenger; (2) Reported to the aircraft operator as missing or temporarily misplaced (presumably immediately after the flight's arrival upon failing to locate the baggage at baggage claim); and (3) Identified and the aircraft operator has returned back to him or her via an accelerated return process.

Explosives Detection System – A TSA-certified automated device, or combination of devices, which has the ability to detect in checked baggage, the amounts, types, and configurations of explosive materials as specified by TSA.

Explosives Trace Detection – A TSA-certified device, which has the ability to detect explosives particles on items intended to be carried into the sterile area or transported onboard aircraft.

Firearm – Any weapon, including a starter gun and antique firearm, that will or is designed to or may be readily converted to expel a projectile by the action of an explosive, or the frame or receiver of any such weapon.

Foreign Air Carrier – Any person other than a citizen of the United States, who undertakes directly, by lease or other arrangement, to engage in air transportation.

Hold Area – A sterile portion of an airport at a non-U.S. location where passengers and accessible property screened to TSA standards do not mix with passengers and accessible property that have not been screened to TSA standards.

Improvised Explosive Device – A device fabricated in an improvised manner which incorporates explosives or destructive, lethal, noxious, pyrotechnic, or incendiary chemicals in its design. Generally an IED will consist of an explosive, a power supply, a switch or timer, and a detonator or initiator.

In-service – An aircraft available for flight in revenue service that has not been removed from service for reasons of maintenance (for example: inspection, overhaul, repair, preservation, or replacement of parts). For purposes of this definition, maintenance excludes preventive maintenance such as replacement of small standard parts not involving complex assembly (includes, but not limited to, light bulbs, oil changes, and tire changes).

Indirect Air Carrier – Any person or entity within the United States not in possession of an FAA air carrier operating certificate that undertakes to engage indirectly in air transportation of property and uses for all or any part of such transportation the services of an air carrier. This does not include the United States Postal Service or its representative while acting on behalf of the USPS.

International Air Transportation Association-registered Cargo Agent – An agent that provides a cargo sale, booking, consolidation, or forwarding service to an aircraft operator outside the United States and is approved by IATA in accordance with the terms of IATA Resolutions 801 and 811 – Cargo Agency Administration Rules.

Known Shipper – A shipper meeting the criteria set forth in this AOSSP and who is not a direct air carrier or IAC.

Law Enforcement Officer – A sworn employee of a government entity (Federal – including FFDOs and U.S. military police – State, local, territorial, and tribal) with full power of arrest, who is trained and commissioned to enforce the public criminal laws of the jurisdiction(s) in which he or she is commissioned. For purposes of this AOSSP, at locations outside the United States, an LEO refers to a law enforcement authority.

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Out-of-service – An aircraft not available for flight in revenue service because it has been removed from service for reasons of maintenance (for example: inspection, overhaul, repair, preservation, or replacement of parts). For purposes of this definition, maintenance excludes preventive maintenance, such as replacement of small standard parts not involving complex assembly (includes, but not limited to, light bulbs, oil changes, and tire changes).

Overfly/Overflight – Any flight departing from an airport or location outside the United States, which transits the territorial airspace of the United States enroute to an airport or location outside the United States.

Pat-Down Search – An inspection of an individual's body conducted by physically touching the individual following the measures in this AOSSP and Persons & Accessible Property Screening Procedures.

Person – An individual, corporation, company, association, firm, partnership, society, joint-stock company, or governmental authority. It includes a trustee, receiver, assignee, successor, or similar representative of any of them.

Positive Target Identification – Information regarding the target, such as an "N" registration number of an aircraft, a crewmember's full name, a valid baggage tag number, industry-type nomenclature, or any other normally non-public information included in a bomb threat indicating firsthand or unique knowledge of the target.

Principal Security Inspector – The TSA-designated inspector responsible for direct oversight of an aircraft operator's implementation of and compliance with its TSA-approved security program and any approved amendments, SDs, and approved alternate measures to SDs. The PSI serves as the primary interface with the AOSSP.

Private Charter – Any aircraft operator flight – (1) For which the charterer engages the total passenger capacity of the aircraft for the carriage of passengers; the passengers are invited by the charterer; the cost of the flight is borne entirely by the charterer and not directly or indirectly by any individual passenger; and the flight is not advertised to the public, in any way, to solicit passengers. (2) For which the total passenger capacity of the aircraft is used for the purpose of civilian or military air movement conducted under contract with the Government of the United States or the government of a foreign country.

Prohibited Items – Items that cannot be transported in checked baggage, accessible property, or on an individual's person, and which are not permitted in the sterile area. (See TSA Prohibited Items List, which can be found on the TSA website at www.tsa.gov)

Public Charter – Any charter flight that is not a private charter.

Qualified Individual – An individual, including a member of the United States military, licensed, certified, or otherwise credentialed by a unit of the United States, who provides emergency medical technician, firefighter, or LEO services under the Voluntary Provisions of Emergency Services Program.

Regulated Agent – An agent, freight forwarder, or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority with respect to cargo, courier, and express parcels or mail.

Screener – A TSA employee or an individual contracted by TSA, or a direct aircraft operator employee or authorized representative trained and certified to TSA standards, authorized to inspect individuals, accessible property, checked baggage, and/or cargo for the presence of explosives, incendiaries, weapons, or other prohibited items. For purposes of this AOSSP, screener includes Transportation Security Officer.

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Screening Location – Each site at which individuals, accessible property, checked baggage, and/or cargo is inspected for the presence of explosives, incendiaries, weapons, and other prohibited items. These include the screening checkpoint or boarding gate where individuals and accessible property are inspected with metal detectors, x-ray units, and other methods; concourse, lobby, or baggage make-up areas where checked baggage is inspected with an EDS and/or searched using an ETD; and locations where cargo is inspected.

Screening Supervisor – A TSA employee or an individual contracted by TSA or a direct aircraft operator employee or authorized representative, trained and certified to TSA standards, who directly supervises screeners and the screening process. At some airports, a lead screener may be designated to perform functions of a screening supervisor. In this AOSSP, when the term screening supervisor is used, it also refers to a lead screener designated to perform supervisory functions. For purposes of this AOSSP, screening supervisor includes Transportation Security Officer Supervisor.

Secured Area – A portion of an airport, specified in the airport security program, in which certain security measures in Part 1542 are carried out. This area is where aircraft operators and foreign air carriers that have a security program under Part 1544 or 1546 enplane and deplane passengers and sort and load baggage, and any adjacent areas not separated by adequate security measures.

Security Identification Display Area – A portion of an airport, specified in the airport security program, in which security measures are carried out. This area includes the secured area and may include other areas of the airport. (NOTE: A SIDA only applies to locations within the United States)

Security Restricted Area – Airside areas of an airport into which access is controlled to ensure security of civil aviation. Such areas will normally include, *inter alia*, all passenger departure areas between the screening checkpoint and the aircraft, the ramp, baggage make-up areas, cargo sheds, mail centers, airside catering, and aircraft cleaning premises. (NOTE: A security restricted area only applies to non-U.S. locations.)

Shipper – The individual or entity that originates and tenders cargo for air transportation, excluding aircraft operators and IACs.

Small Package – Any cargo package tendered to an aircraft operator for transport on the next available flight under the aircraft operator's designated express/small package service.

Sterile Area – A portion of an airport, defined in the airport security program, that provides passengers access to boarding aircraft and to which the access generally is controlled by TSA, or by an aircraft operator under Part 1544 or a foreign air carrier under Part 1546, through the screening of persons and property.

Specific Aircraft – An aircraft identified in a bomb threat by flight number, departure time, or actual location at the time of the threat when the text of the threat also includes PTI.

Specific Ground Facility – An area owned or exclusively operated by the aircraft operator identified in the bomb threat when the text of the threat also includes PTI.

Suspect Bag/Item – A bag or item that alarms an EDS or ETD for which the cause of the alarm has not been cleared with alarm resolution protocols.

Territorial Airspace – The airspace over the United States and the airspace overlying the territorial waters between the U.S. coastline and 12 nautical miles from the U.S. coastline.

Travel Authorization – Any electronic or written document that authorizes an individual to travel on an aircraft operator's aircraft.

United States – In a geographical sense, the States of the United States, the District of Columbia, and territories and possessions of the United States, including the territorial sea and the overlying airspace.

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Unknown Shipper – A shipper other than a known shipper, as defined in this AOSSP.

Wet Lease – A leasing arrangement whereby the lessor provides to the lessee an entire aircraft and at least one crewmember.

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1.7. ABBREVIATIONS

49 CFR	Title 49 Code of Federal Regulations
AIM	Aeronautical Information Manual
AOA	Air Operations Area
AOG	Aircraft On Ground
AOSC	Aircraft Operator Security Coordinator or AOSC designee
AOSSP	Aircraft Operator Standard Security Program
APIS	Advance Passenger Information System
ASC	Airport Security Coordinator or ASC designee
ASTM	American Society for Testing and Materials
AT	Advanced Technology
ATC	Air Traffic Control
CAPPS	Computer-Assisted Passenger Prescreening System
CBP	U.S. Customs and Border Protection
CHRC	Criminal History Records Check
COMAT	Company Material
DHS	U.S. Department of Homeland Security
DOD	U.S. Department of Defense
DOT	U.S. Department of Transportation
EA	Emergency Amendment
EDIFACT	Electronic Data Interchange for Administration, Commerce, and Transport
EDS	Explosives Detection System
EOD	Explosives Ordnance Disposal
ETD	Explosives Trace Detection
FAA	Federal Aviation Administration
FAM	Federal Air Marshal
FBI	Federal Bureau of Investigation
FDA	Food and Drug Administration
FFDO	Federal Flight Deck Officer
FSD	Federal Security Director or FSD designee (at locations within the United States)
GSC	Ground Security Coordinator
HHMD	Hand-held Metal Detector
HSAS	Homeland Security Advisory System

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IAC	Indirect Air Carrier
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ID	Identification
IED	Improvised Explosive Device
ISC	In-flight Security Coordinator
LEO	Law Enforcement Officer
NATO	North Atlantic Treaty Organization
NORAD	North American Aerospace Defense Command
NRC	Nuclear Regulatory Commission
OJT	On-the-job Training
PIC	Pilot-In-Command
PNR	Passenger Name Record
PPBM	Positive Passenger Bag Match
PSI	Principal Security Inspector
PTI	Positive Target Identification
PWD	Persons with Disabilities
RON	Remain Overnight
SD	Security Directive
SIDA	Security Identification Display Area
SOP	Standard Operating Procedures
SSE	Shipper's Security Endorsement
SSI	Sensitive Security Information
SSR	Special Services Request
TSA	Transportation Security Administration
TSOC	Transportation Security Operations Center
ULD	Unit Load Device
USC	United States Code
USPS	United States Postal Service
VPES	Voluntary Provision of Emergency Services
WTMD	Walk-through Metal Detector

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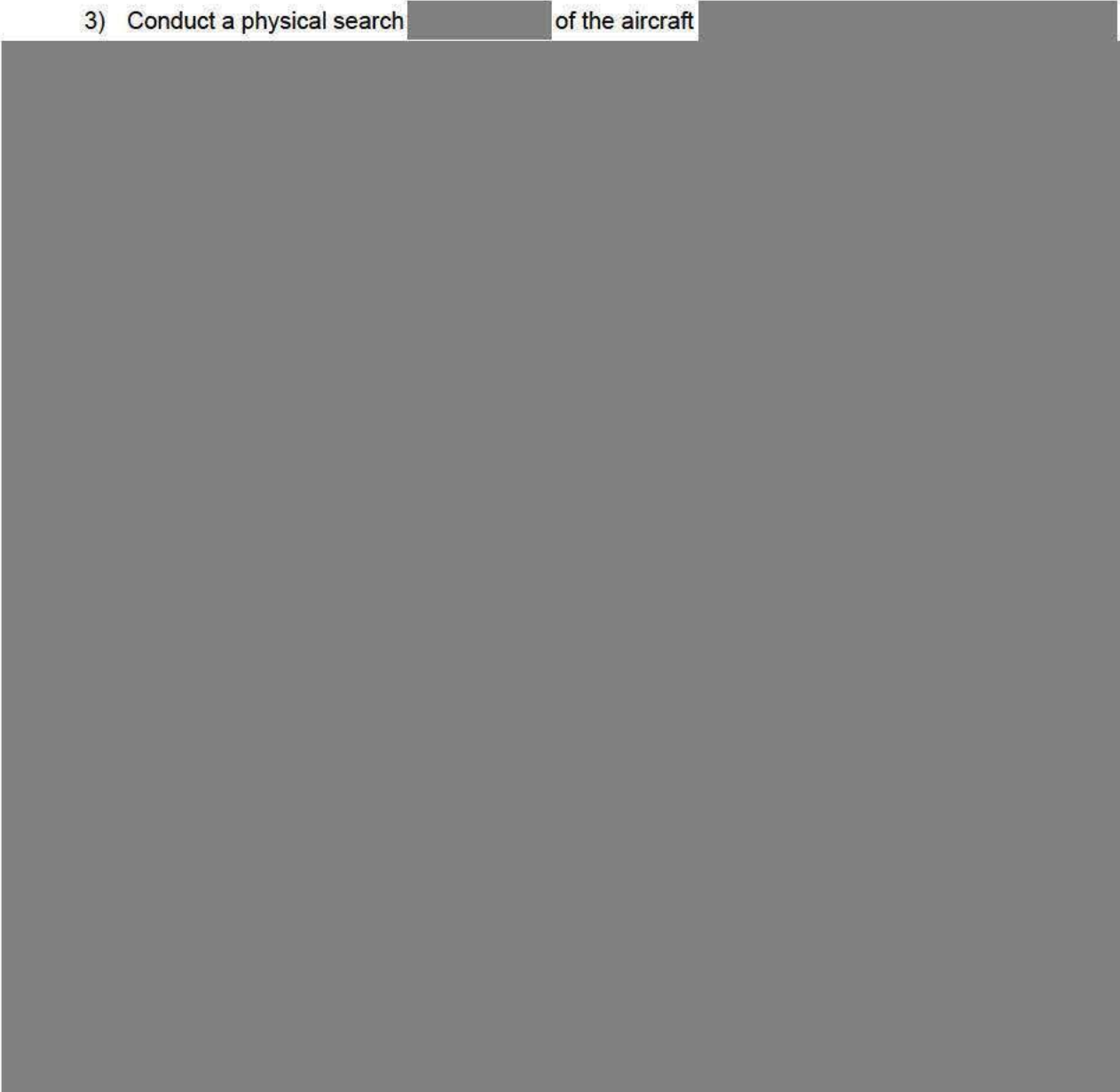
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7.8. FLIGHTS DEPARTING A NON-U.S. LOCATION

This section applies to flights departing a non-U.S. location serving as the last point of departure to the United States and from a non-U.S. location to a non-U.S. location (for example: an intermediate stop).

7.8.1. INTERMEDIATE STOPS

- A. At each intermediate stop at a non-U.S. location where passengers are allowed to deplane, the aircraft operator must:
 - 1) Require all deplaning transit passengers to take all their carry-on items with them.
 - 2) Ensure all passengers remaining on the aircraft reclaim their carry-on items.
 - 3) Conduct a physical search [REDACTED] of the aircraft [REDACTED]



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7.8.2. SIGNS AND NOTIFICATION REQUIREMENTS

The aircraft operator must provide the notifications in Sections A. through C. below, to passengers. These notifications may be written and/or verbal:

- A. Carry-on Items and Checked Baggage. At each baggage acceptance point, the aircraft operator must notify passengers that all carry-on items and checked baggage are subject to search.
- B. Firearms in Checked Baggage
 - 1) At every acceptance location where passengers tender checked baggage for transport, the aircraft operator must advise passengers that loaded firearms are prohibited in checked baggage and inform them of their obligation to notify the aircraft operator of unloaded firearms contained in checked baggage.
 - 2) The aircraft operator may obtain signs from TSA. Aircraft operator notifications must include the following language:
 - a. United States Federal regulations require unloaded firearms in checked baggage be declared to the aircraft operator. This may be accomplished either orally or in writing before the passenger checks the baggage.
 - b. Each firearm must be unloaded and carried in a locked, hard-sided container to which only the individual checking the baggage retains the key or combination.
 - c. Passengers failing to declare firearms or transporting loaded firearms are subject to substantial civil and criminal penalties under United States law.
 - d. Unauthorized explosive or incendiary devices are prohibited in checked baggage at all times.
- C. If the aircraft operator elects written notification, it must post conspicuous signs in English and the predominant local language.

7.8.3. CHECKED BAGGAGE ACCEPTANCE LOCATIONS

The aircraft operator may only accept checked baggage from passengers at the following locations:

- A. Ticket counters and boarding gates located inside the airport terminal
- B. Curbside locations at the airport terminal provided a direct aircraft operator employee or authorized representative maintains positive control of all checked baggage accumulated at curbside locations
- C. Off-airport locations provided an amendment is approved by its assigned PSI

7.8.4. CREWMEMBER AUTHORIZATION

- A. Before any crewmember is authorized to board his or her assigned flight, a direct aircraft operator employee or authorized representative must verify the aircraft operator employee ID of each crewmember and his or her assignment on that flight.
- B. If the direct aircraft operator employee or authorized representative cannot verify the identity and flight assignment of a crewmember, he or she must deny boarding to the crewmember and notify the LEO and TSOC at 703-563-3240 or 877-456-8722.

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7.8.5. INDIVIDUALS AND ACCESSIBLE PROPERTY

- A. The aircraft operator must search all individuals (for example: service personnel, to include cleaners, caterers, and fuelers) and their accessible property, prior to boarding the aircraft, following the procedures in the Persons & Accessible Property Screening Procedures.
- B. The measures in Section A. above do not apply to:



7.8.6. PASSENGER ID CHECK

- A. A direct aircraft operator employee or authorized representative must compare each passenger's ticket or boarding pass with his or her valid passport or other photo ID at a point beyond which the passenger will have contact with passengers of another aircraft operator not subject to this chapter (Chapter 7). Any discrepancies must be resolved prior to that passenger boarding the aircraft.
- B. At airports where passports are not required, the aircraft operator may accept personal ID recognized by Immigration and Customs Enforcement for admission to the United States.
- C. The aircraft operator must designate a passenger a selectee if any of the following conditions occurs:



- D. The aircraft operator must ensure that the accessible property and checked baggage of a passenger designated a selectee in Section C. above are physically searched following the procedures in the Persons & Accessible Property Screening Procedures and Checked Baggage Screening Procedures.

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7.8.7. PASSENGERS AND ACCESSIBLE PROPERTY

- A. The aircraft operator must conduct continual screening of passengers and their accessible property at the screening checkpoint or at the gate during the boarding process, except for the allowance in Section E. below.
 - 1) For passengers, an HHMD or full pat-down search following the procedures in the Persons & Accessible Property Screening Procedures. [REDACTED]
 - 2) For passengers' accessible property, a physical search of their accessible property including:
 - a. Prohibited items, which can be found on the TSA website at www.tsa.gov, with an emphasis on suspicious looking liquids
 - b. Battery-operated, electrical, or electronic items following the procedures in the Persons & Accessible Property Screening Procedures [REDACTED]
 - 3) The measures in Section 2) above must be conducted in the presence of the passenger.
 - 4) The measures in Sections 1) and 2) above are in addition to the screening of all passengers at the screening checkpoint.
- B. The continual screening of passengers in Section A. above must include: [REDACTED]
- C. The aircraft operator must not transport onboard the aircraft any prohibited, suspicious, dangerous, or potentially deadly item discovered during these searches.
- D. The aircraft operator must immediately notify the GSC, LEO, and TSOC at 703-563-3240 or 877-456-8722 of any suspicious, dangerous, or potentially deadly item discovered during these searches.
- E. If the aircraft operator has a departing flight operating from a hold area that does not allow its passengers to mix with passengers from any other flight, the continual screening requirement may be performed at the entrance to the hold area. Any passenger who leaves the hold area must be screened, along with all of his or her accessible property, upon re-entering the hold area.

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NOTE: The aircraft operator's uniformed crewmembers, whose identity and flight assignment have been verified following the measures in Section 7.8.4., need not be screened as required in Section A. above.

7.8.8. SPECIAL SCREENING PROCEDURES

The aircraft operator must verify the measures below are followed for passengers whose travel



7.8.9. FIREARMS IN CHECKED BAGGAGE

- A. In accordance with 49 CFR 1544.203(f), upon presentation of a firearm for transport, the aircraft operator must require the passenger to declare the firearm is unloaded and locked in a hard-sided container and retain the key or combination to the container.
- B. If the firearm in the hard-sided, locked container is inside a piece of checked baggage, the aircraft operator must place a written confirmation of the passenger's declaration inside the checked baggage and proximate to, but not inside of, the hard-sided, locked container.
- C. If the firearm is not inside another piece of checked baggage (for example: a rifle case), the aircraft operator must place a written confirmation of the passenger's declaration inside the hard-sided, locked container.
- D. The aircraft operator must not ask the passenger to demonstrate how his or her firearm is packed or show that it is unloaded.
- E. The aircraft operator must transport the checked baggage containing the firearm in an area of the aircraft not accessible to passengers and not in the flightcrew compartment.
- F. If a firearm that has not been declared is discovered in checked baggage during the screening process, the aircraft operator must:
 - 1) Maintain exclusive control of the checked baggage containing the firearm
 - 2) Immediately notify the GSC and LEO

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7.8.10. TRANSPORT OF FIREARMS

Upon arrival in the United States, during TSA screening of continuing checked baggage, if the checked baggage containing a firearm alarms the EDS, the screener must verify the firearm was properly declared and resolve the EDS alarm following the procedures in the Checked Baggage Screening Procedures.

- A. If the checked baggage containing the firearm is locked, upon request by TSA, the aircraft operator must make a good faith effort to locate and accompany the passenger who checked the baggage to the designated screening location where that passenger will be asked to relinquish the key or combination to the hard-sided, locked container that contains the firearm to TSA or the LEO.
 - 1) If the passenger does not wish to provide the key or combination to the locks, the passenger may unlock the locks, but must not open the container. Only TSA or the LEO (not the passenger) may open the container containing the firearm. NOTE: In lieu of accompanying the passenger to the designated screening location, the passenger may elect to relinquish the key or combination to a direct aircraft operator employee or authorized representative.
 - 2) If the passenger does not come to the screening location after attempts have been made to summon the passenger, the checked baggage containing the firearm must not be transported.
- B. If the EDS alarm is not resolved, the aircraft operator must not transport on a continuing flight the checked baggage containing the firearm.

7.8.11. CHECKED BAGGAGE



- A. The aircraft operator must ensure that originating checked baggage is screened prior to loading it onboard an aircraft. Originating checked baggage must be screened by:
 - 1) The aircraft operator following the procedures in the Checked Baggage Screening Procedures OR
 - 2) The aircraft operator following checked baggage screening procedures approved by its assigned PSI OR
 - 3) The host government in accordance with ICAO checked baggage screening standards.
- B. The aircraft operator must ensure that interlined checked baggage, except for checked baggage originating in the United States, is screened prior to loading it onboard an aircraft. Interlined checked baggage must be screened by:
 - 1) The aircraft operator following the procedures in the Checked Baggage Screening Procedures OR
 - 2) The aircraft operator following checked baggage screening procedures approved by its assigned PSI OR
 - 3) The host government in accordance with ICAO checked baggage screening standards.

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- C. The aircraft operator must ensure that checked baggage belonging to a passenger identified as a selectee is inspected 
 - 1) The checked baggage and its contents are inspected by a TSA-approved EDS with TSA-approved software or in his or her presence by physical search following the procedures in the Checked Baggage Screening Procedures.
 - 2) If the aircraft operator determines through a physical search that the emptied checked baggage item has been altered or added to, it must ensure that the emptied checked baggage item is subject to two-plane x-ray screening to ensure an explosive or incendiary has not been concealed within it.
- D. The aircraft operator must prevent unauthorized access to checked baggage in the make-up area and at all times while enroute to and loading onboard the aircraft.
- E. Only direct aircraft operator employees, authorized representatives, and host government agents may have access to checked baggage from the time it is screened until transferred to another aircraft operator or foreign air carrier or delivery to the baggage claim area at the intended destination point.
- F. The aircraft operator must conduct a PPBM, which demonstrates a passenger's checked baggage is not transported on the intended flight without the passenger. However, unaccompanied checked baggage may be transported when the aircraft operator documents any one of the following exceptions:


- 7) The aircraft operator receiving the written message in Section 6) above must ensure the checked baggage has been screened by one of the methods identified in Section A. or B. above, prior to loading onboard an aircraft unless the requesting aircraft operator has provided documentation that screening, by one of the methods in Section A. or B. above, has already been performed.

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- 8) Checked baggage (for example: expedited checked baggage) forwarded from an aircraft operator not subject to this section (Section F.) may be transported only after it has been screened by one of the methods identified in Section A. or B. above. The aircraft operator desiring transport of the baggage must document that the passenger has filed a lost/missing baggage claim or document that the baggage misconnected or was inadvertently not loaded on the flight that carried the passenger.
 - 9) If the aircraft operator did not receive a written message, email, fax, teletype, or electronic message from another aircraft operator requesting transport of unaccompanied checked baggage, the unaccompanied checked baggage must be screened by one of the methods identified in Section A. or B. above.
- G. The aircraft operator must maintain written or electronic PPBM records [REDACTED] after the flight has reached its intended destination point.

7.8.12. AIRCRAFT SECURITY

The aircraft operator must follow the measures in Section 12.1. to ensure there is no unauthorized access to parked aircraft.

7.8.13. INTENTIONALLY LEFT BLANK

7.8.14. TECHNICAL STOP

- A. A technical stop is a stop made for refueling, aircraft repair, or crewmember change purposes only. At a technical stop:
- 1) Passengers may not deplane except as provided for in Section 3) below.
 - 2) Passengers may not enplane except as provided for in Section 3) below.
 - 3) Passengers may not transfer from one aircraft to another except if passengers transfer as a result of an unscheduled change and the aircraft operator ensures all passengers remain in the sterile area or hold area of the airport.
 - 4) Cargo, mail, and checked baggage may not be loaded or offloaded from one aircraft to another except if the aircraft operator transfers these items as a result of an unscheduled change and the aircraft operator ensures there has been no unauthorized access to them.
- B. At a technical stop, the aircraft operator is not required to apply the other measures in this section (Section 7.8.) except for those measures in Sections 7.8.4. and 7.8.5.

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Chapter
11

11. EXTRAORDINARY LOCATIONS

For all passenger flights departing from airports in regions and countries designated by TSA as requiring extraordinary security measures and in addition to the measures in Section 7.8., the aircraft operator must:

- A. For all scheduled passenger operations, apply the measures in Sections 11.2. through 11.7. at airports in regions and countries listed in Section 11.1.
- B. For all public charter operations where the aircraft operator operates, apply the measures in Sections 11.2. through 11.7. at airports in regions and countries listed in Section 11.1.



- C. For passenger operations in which the aircraft operator has wet leased to a foreign air carrier, apply the measures in Sections 11.2. through 11.7. at airports in regions and countries listed in Section 11.1., except as provided in Section 13.1.
- D. For public charter operations in which the aircraft operator has chartered to a foreign air carrier, apply the measures in Sections 11.2. through 11.7. at airports in regions and countries listed in Section 11.1., except as provided in Section 13.2.

11.1. REGIONS AND COUNTRIES REQUIRING EXTRAORDINARY SECURITY MEASURES



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11.2. AIRCRAFT SECURITY

- A. The aircraft operator must ensure that there is no unauthorized access to parked aircraft by one of the following two options:



- 1) Conduct a thorough physical search  of the aircraft including all:



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C. The aircraft operator must:



11.3. AREA SECURITY

The aircraft operator must:

- A. Instruct its direct aircraft operator employees and authorized representatives to report unattended articles in the terminal building to a GSC.
- B. 

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11.4. PASSENGER PRESCREENING

- A. Passengers departing airports in regions and countries listed in Section 11.1. must be subject to a security interview.
- B. The security interview must be applied to each originating passenger and interlined passenger from a foreign air carrier.
 - 1) During the interview, originating passengers must have possession of all their accessible property and checked baggage.
 - 2) The passenger and interviewer must be able to communicate in a common language. A passenger who cannot communicate in a language understood by the interviewer must [REDACTED] However, the interviewer may interview the passenger through an interpreter if:
 - a. The interpreter is a direct aircraft operator employee or authorized representative
 - b. [REDACTED]
 - c. The interpreter is fluent in the passenger's language
 - 3) Upon initial contact with each passenger, the interviewer must determine whether the passenger, documentation, and/or accessible property and checked baggage meet the requirements in this Section (Section 11.4). If so, the procedures specified in this Section (Section 11.4) must be applied. [REDACTED]
- 4) Except in the case of International Office of Migration refugees, passengers' nationalities are deemed to be that of the passport presented to the interviewer. Passengers who are refugees traveling to the United States under the auspices of the International Office of Migration and authorized to enter the United States by the U.S. Department of State should be treated the same as U.S. passport holders. In essence, the nationality of these passengers is no longer that of the country they are emigrating from, but that of the country to which they are immigrating. Accordingly, each passenger must be interviewed and the determination of selectee status is made on a case-by-case basis. [REDACTED]

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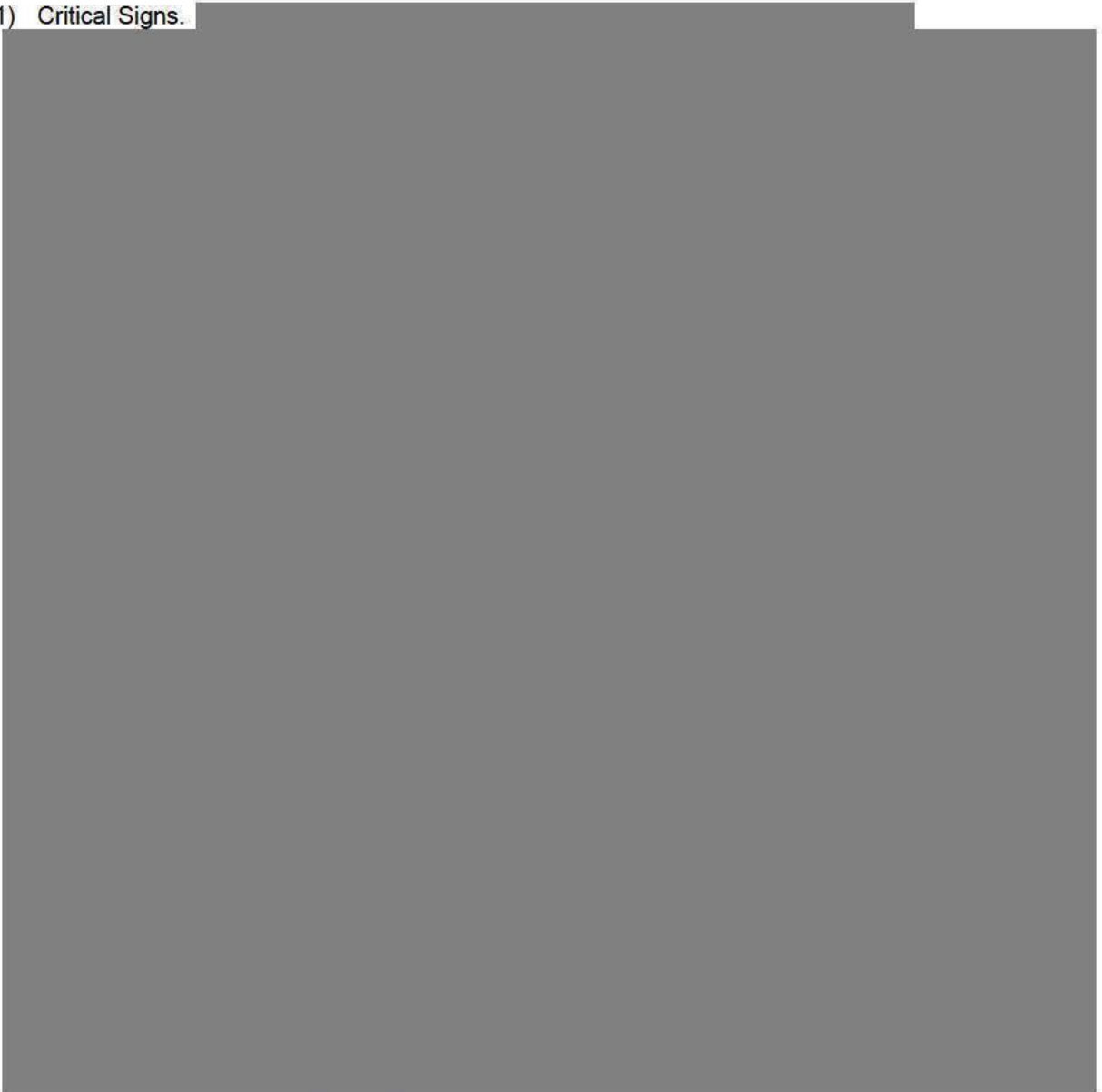
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- C. Elements. Interviewers should take note of the following elements when reviewing a passenger's documentation and observing a passenger's appearance and behavior. The following elements are non-discriminatory and must be applied during the security interview in a uniform and consistent manner. When the elements listed below are noted, interviewers must take the action specified.



1) Critical Signs.



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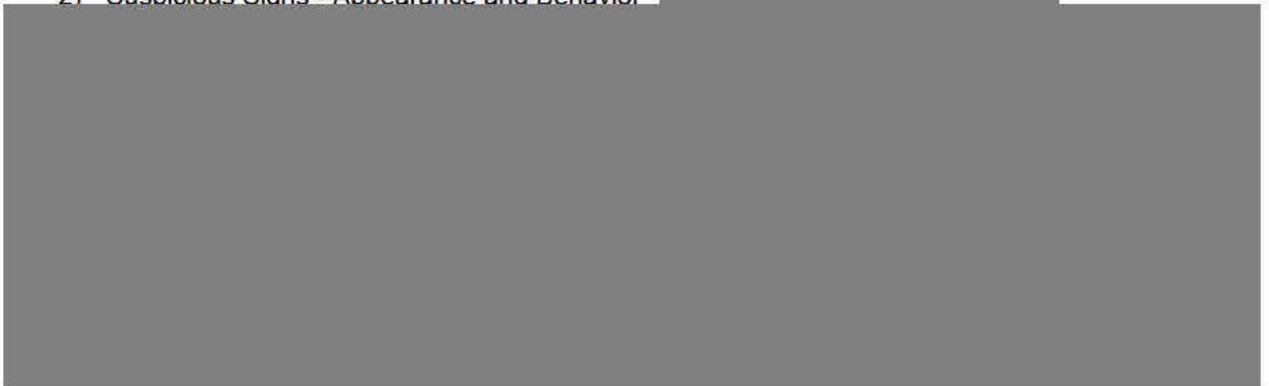
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2) Suspicious Signs - Appearance and Behavior



c. Passenger refuses to cooperate with security staff



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3) Positive Signs.



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4) Suspicious Signs -



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- 5) Mandatory Baggage Control Questioning. Prior to interviewing the passenger, the interviewer must inform the passenger of the reason for the questioning. The preferred statement is, "I am going to ask you some questions about your baggage because it has happened in the past that passengers have received, without their knowledge, items which turned out to be dangerous to passengers and the flight (such as bombs or weapons)." The purpose of this statement is to sensitize the passenger of the need to answer the interview questions honestly. The interviewer must next question all passengers so the following determinations can be made. The interviewer must pose the baggage control questions to each passenger individually.



- a. Determine if the passenger owns the baggage to be checked or carried onboard and all of its contents. In the event of a negative response that cannot be satisfactorily resolved, process the baggage in question following the measures in Section 11.5.
- b. Determine if the passenger packed the baggage or is aware of every item in the baggage. In the event of a negative response that cannot be satisfactorily resolved, process the baggage in question following the measures in Section 11.5.
- c. Determine if the baggage has remained in the passenger's control from the time the baggage was packed until the time of check-in. In the event of a negative response that cannot be satisfactorily resolved, process the baggage in question following the measures in Section 11.5.
- d. Determine if the passenger has received and is carrying any articles received from others. These articles may be packages, medicine, books, or any other items. In the event of a positive response not augmented by a reasonable and credible explanation, apply measures in Section 11.5. to the baggage and items in question.
- e. Determine if the passenger has any battery-operated, electrical, or electronic items or items that were purchased, repaired, or out of the passenger's control during his or her trip. Positive responses must be subject to the measures in Section 11.7.

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11.5. SELECTEE PASSENGER SCREENING PROCEDURES

The aircraft operator must inspect each passenger designated as a selectee and his or her accessible property and checked baggage (to include items identified as suspect during the mandatory baggage control questioning) following the procedures in Sections 11.5.1. through 11.5.4.

11.5.1. SELECTEE PASSENGERS

- A. The aircraft operator must inspect each selectee passenger at a point beyond which the selectee passenger will have contact with other passengers of an aircraft operator not covered by this chapter (Chapter 11) or have access to airport shops and services.
- B. The aircraft operator must inspect each selectee passenger following the measures in Section 11.4. by HHMD or physical search, or WTMD screening following the procedures in the Persons & Accessible Property Screening Procedures.

11.5.2. SELECTEE PASSENGERS' CHECKED BAGGAGE

- A. The aircraft operator must, for each passenger designated a selectee following the measures in Section 11.4., ensure that the selectee passenger's checked baggage and its contents are inspected by a TSA-approved EDS with TSA-approved software or in his or her presence by physical search following the procedures in the Checked Baggage Screening Procedures.
- B. If the aircraft operator determines through a physical search that the emptied checked baggage item has been altered or added to, it must ensure that the emptied checked baggage item is subject to two-plane x-ray screening to ensure an explosive or incendiary has not been concealed within it.

11.5.3. SELECTEE PASSENGERS' ACCESSIBLE PROPERTY

- A. The aircraft operator must inspect each selectee passenger's accessible property at a point beyond which the selectee passenger, once reunited with his or her accessible property, will have contact with other passengers of an aircraft operator not covered by this chapter (Chapter 11) or have access to airport shops and services.
- B. The aircraft operator must, for each passenger designated a selectee following the measures in Section 11.4., ensure that the selectee passenger's accessible property and its contents are searched by ETD or in his or her presence, empty the accessible property item and conduct a physical search of its contents and x-ray screen the accessible property item following the procedures in the Persons & Accessible Property Screening Procedures.
- C. If the aircraft operator determines through a physical search that the emptied accessible property item has been altered or added to, it must ensure that the emptied accessible property item is subject to two-plane x-ray screening to ensure an explosive or incendiary has not been concealed within it.

11.5.4. SELECTEE PASSENGERS' BATTERY-OPERATED, ELECTRICAL, OR ELECTRONIC ITEMS AND SUSPECT ITEMS

The aircraft operator must:

- A. Inspect battery-operated, electrical, or electronic items or items purchased, repaired, or out of the passenger's control during the trip following the measures in Section 11.7.
- B. Inspect suspect items, other than those items identified in Section A. above, in the presence of the passenger by a TSA-approved EDS with TSA-approved software, x-ray screening, or physical search.

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11.6. QUESTIONING ENPLANING PASSENGERS

Immediately prior to boarding those passengers who, since final screening, have had contact with passengers of an aircraft operator not covered by this chapter (Chapter 11) or access to airport shops and services, the aircraft operator must:

11.7. BATTERY-OPERATED, ELECTRICAL, OR ELECTRONIC ITEMS

This section applies to all battery-operated, electrical, or electronic items deemed suspect in Section 11.4.C.5)e. or identified in Section 11.5.4.:

- A. The item in question must be subject to physical search. The individual performing the search must look for signs of tampering
- B. For items in checked baggage that contain batteries, ask the passenger to remove the batteries if they are removable
- C. If the physical search is inconclusive, reveals evidence of tampering, or if the passenger refuses to remove batteries that are removable, a GSC must be notified.

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- 5) The aircraft operator must immediately:
 - a. Provide the host Government authorities, United States legal attaché or Regional Security Officer at the nearest U.S. embassy or Consulate, and TSOC at 703-563-3240 or 877-456-8722 a description of any item it has prohibited from transportation and the name and destination of the passenger attempting to transport the item.
 - b. Provide the appropriate airport authority and all other aircraft operators operating from that airport a description of any item it has prohibited from transportation and the name and destination of the passenger attempting to transport the item.

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- C. Initial Training and Annual Recurrent Training Testing
- 1) The aircraft operator must test each employee and representative following Sections A. and B. (as appropriate) of the Direct Aircraft Operator and Authorized Representative Training Outline – at Extraordinary Locations contained in Section 17.4.4.
 - 2) The test must require each employee and representative to:
 - a. Demonstrate task proficiency and conceptual mastery
 - b. 
 - c. Diagram or describe each successive step in the process of applying the security interview

17.4.4. DIRECT AIRCRAFT OPERATOR EMPLOYEE AND AUTHORIZED REPRESENTATIVE TRAINING OUTLINE – AT EXTRAORDINARY LOCATIONS

- A. Initial training
- 1) Threats to U.S. civil aviation/dynamics of international terrorism
 - a. Overview
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~~SENSITIVE SECURITY INFORMATION~~

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Aircraft Operator Standard Security Program

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17.5. INTENTIONALLY LEFT BLANK

17.6. CATERING SECURITY

The aircraft operator must train each direct aircraft operator employee and authorized representative who performs any measure in Chapter 10. Employees and representatives need only receive training in subject areas that correspond to their assigned duties and responsibilities. This training must include:

- A. Visual inspection of catering carts, sealed items, and supplies (to the extent permitted by local laws and hygiene standards)
- B. Physical search of the inside portion of assigned transport vehicles
- C. Seal and monitor catering carts
- D. Escort assigned sterile transport vehicles

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Persons & Accessible Property Screening Procedures

Persons & Accessible Property Screening Procedures



Transportation
Security
Administration

TSA intends that aircraft operators implement these standard screening procedures in carrying out functions related to security screening of passengers, direct employees, authorized representatives, and accessible property. Nothing in these procedures is intended to create any substantive or procedural rights, privileges, or benefits enforceable in any administrative, civil, or criminal matter by prospective or actual witnesses or parties. See *United States v. Caceres*, 440 U.S. 741 (1979).

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Chapter

1

1. INTRODUCTION

1.1. PURPOSE

The purpose of the Persons & Accessible Property Screening Procedures (referred to as "this document") is to establish uniform procedures and standards for providing security screening, as required by the aircraft operator's TSA-approved or foreign air carrier's TSA-accepted security program, with the following goals:

- A. Screen and inspect persons and accessible property to deter, detect, and prevent the introduction of unauthorized explosives, incendiaries, weapons, and other prohibited items into a sterile area or onboard an aircraft.
- B. Ensure screening affords uniform, courteous, and efficient treatment to the maximum extent practicable.

1.2. DOCUMENT CONTROL AND AVAILABILITY

- A. The aircraft operator must maintain at all screening locations where it conducts screening:
 - 1) A complete copy of this document and associated addendums
 - 2) Any other document required by TSA (for example: alarm logbooks)
 - 3) The manufacturers' operating manuals for the equipment present
- B. This document is considered SSI. If maintained electronically, it must be password protected to prevent unauthorized access in accordance with 49 CFR Part 1520.
- C. The GSC must protect this document from unauthorized use and properly secure it when the screening location is in operation and when closed. All hardcopies of this document must be placed in stand-alone binders, appropriately marked, and separated from other SSI materials (for example: ETD alarm logs, calibration/verification logs and certificates, and shift reports). Individual binders containing these items may be secured in the same storage container (for example: cabinets and desk drawers) as this document.
- D. This document must be reasonably available to screeners for their review. The GSC must establish appropriate means to make this document available to screeners.
- E. This document must not be taken home or to any other location away from the aircraft operator's office areas, screening locations, training rooms, or break rooms.
- F. Please direct all Persons & Accessible Property Screening Procedures questions to the aircraft operator's assigned PSI.

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1.3. APPROVED SCREENING METHODS

All individuals and accessible property passing through a screening location must be screened using the inspection methods contained in this document and any additional direction and guidance issued by TSA headquarters. Direct aircraft operator employees and authorized representatives who conduct screening must neither deviate from this document nor create any local policies contrary to the screening procedures in this document.

1.4. PROHIBITED AND HAZARDOUS MATERIAL ITEMS

- A. The Prohibited Items List in Appendix 1 contains a list of prohibited items which are not permitted in the sterile area or onboard an aircraft, unless exempted by this document or the aircraft operator's TSA-approved or foreign air carrier's TSA-accepted security program. Some items that are prohibited in the sterile area and onboard an aircraft may be transported in checked baggage (see Checked Baggage Screening Procedures).
- B. Certain materials are regulated as hazardous materials under the HMR in 49 CFR Parts 175 through 180. Unless subject to exception, hazardous material items may only be transported in accordance with these regulations which govern quantity, marking, labeling, packaging, and notification.

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1.5. DEFINITIONS

Additional Screening – Screening of an individual or accessible property to resolve an alarm or suspected threat.

Alarm – An audible sound emitted from a WTMD, HHMD, or ETD. This document also uses the term when a screener discovers a possible or obvious threat via x-ray screening, physical search, or pat-down search.

Alarm Resolution – To resolve an alarm during any part of the screening process and determine whether an individual or accessible property possesses prohibited items.

Co-located Exit Lane – An access control point located next to a screening location where individuals exit a sterile area into a public area of an airport.

Exit Lane – An access control point where individuals exit a sterile area into a public area of an airport.

Explosives Trace Portal – A TSA-certified automated detection device, which detects explosive particles on people who are attempting to board an aircraft or enter into a sterile area.

Line Monitor and Bin Loader – A direct aircraft operator employee or authorized representative (who does not need to be a qualified screener) stationed in front of the WTMD who assists individuals in divesting items for x-ray screening and helps prepare individuals for the screening process.

Mobility Aid – A device or assistance mechanism used by a person with a disability to aid in his/her mobility such as a cane, crutches, or animals.

[REDACTED]

Property Search Screener – A screener who is assigned the function of ETD operator and/or physical search screener.

Same Gender Screening – When conducting HHMD searches or full/limited pat-down searches, the screener conducting the search is of the same gender as the screened individual presents him/herself to be.

Screening Location Lane – The designated path or route at a screening location for individuals to pass through the screening process. A lane will usually contain a WTMD and x-ray screening system.

Secure Queue Area – A queuing area for additional screening that has barriers (for example: rope stanchions) established around the area to bar individuals from having contact with other individuals outside the area or screened accessible property.

Security Breach – When an individual enters the sterile area at the screening location without submitting to all screening and inspection of his/her person and accessible property following the procedures in this document.

Selectee Screening – A special screening requirement for individuals designated selectees.

Sensitive Body Areas – The breasts (females only), genitals, and buttocks.

Threat Image Projection – Computer software that allows fictional images of threats to be digitally displayed in the image of passengers' baggage onto the x-ray monitor.

[REDACTED]

Unsecure Queue Lane – A queuing area for additional screening that does not have barriers (for example: rope stanchions) established to prevent individuals from having contact with other individuals outside the area or screened accessible property.

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1.6. ABBREVIATIONS

ASC	Airport Security Coordinator or ASC designee
BEP	Bureau of Engraving and Printing
CFR	Code of Federal Regulations
DHS	U.S. Department of Homeland Security
DOT	U.S. Department of Transportation
EDS	Explosives Detection System
ETD	Explosives Trace Detection or Explosives Trace Detection Device
ETP	Explosives Trace Portal
FAA	Federal Aviation Administration
FAM	Federal Air Marshal
FDA	Food and Drug Administration
FEMA	Federal Emergency Management Agency
FFDO	Federal Flight Deck Officer
FSD	Federal Security Director or FSD designee (at locations within the United States)
GSC	Ground Security Coordinator
HHMD	Hand-held Metal Detector or "hand-wand"
HMR	DOT Hazardous Materials Regulations
ICE	Immigration and Customs Enforcement
ID	Identification
IED	Improvised Explosive Device
LEO	Law Enforcement Officer
NRC	Nuclear Regulatory Commission
NSA	National Security Agency
OFLMILG	U.S. State Department's Office of Foreign Missions Interagency Liaison Group
OJT	On-The-Job Training
OSHA	Occupational Safety and Health Administration
OTP	Operational Test Piece
POC	Point of Contact
PWD	Persons with Disabilities
SD	Security Directive
SIDA	Security Identification Display Area
SOP	Standard Operating Procedures
SSI	Sensitive Security Information
TIP	Threat Image Projection
TRX	Threat Image Projection Ready X-ray
TSA	Transportation Security Administration
TSOC	Transportation Security Operations Center
WTMD	Walk-through Metal Detector

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Chapter
2

2. PERSONNEL STAFFING, DUTIES, AND RESPONSIBILITIES

2.1. STAFFING

- A. Staffing will vary depending on the volume of passenger traffic, airport size, and peak hour demand. All procedures in this document are based on availability of a screener assigned to perform each of the following duties. However, the following list of duties should not be interpreted to be the minimum screening location staffing model:
- X-ray screening of accessible property
 - Physical and/or ETD search of accessible property
 - HHMD/pat-down search of individuals
 - WTMD screening of individuals
 - Exit lane monitoring, if an exit lane is co-located to a screening location
- B. Each screening location must include at least one screening supervisor. The GSC or screening supervisor may assign additional screeners to a screening location and other direct aircraft operator employees and authorized representatives (who may or may not be qualified screeners) to non-screening functions (for example: line monitors and bin loaders).

2.2. SCREENER DUTIES

- A. The screening functions are: x-ray screening of accessible property, WTMD screening of individuals, HHMD/pat-down searches of individuals, and ETD and/or physical search of accessible property. Screeners must be able to perform each screening function. However, screeners must perform only those duties of the specific screening function to which they are conducting at that moment.
- B. Screeners must be rotated through each different screening function throughout their shift in order to promote effective, vigilant, and courteous screening. During continuous screening operations, screening supervisors are encouraged to rotate screeners to a new position at no more than 30-minute intervals. Screeners may also be assigned as an exit lane monitor at co-located exit lanes and as a line monitor or bin loader.

2.2.1. X-RAY SCREENING OF ACCESSIBLE PROPERTY

The x-ray operator is responsible for screening accessible property using an x-ray unit following the procedures in this document.

2.2.2. PHYSICAL AND ETD SEARCH OF ACCESSIBLE PROPERTY

The property search screener is responsible for screening accessible property by physical and/or ETD search following the procedures in this document.

2.2.3. HAND-HELD METAL DETECTOR AND PAT-DOWN SEARCH OF INDIVIDUALS

The HHMD screener is responsible for screening individuals of the same gender using the HHMD in conjunction with a pat-down search following the procedures in Sections 7.3. and 7.4. and conducting a pat-down search, when requested by an individual, following the procedures in Section 7.4. All HHMD and pat-down searches must be conducted by screeners of the same gender as the individual presents him/herself to be except as provided for in Section 7.5. This rule applies to all references of same-gender screening in this document.

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2.2.4. WALK-THROUGH METAL DETECTOR SCREENING OF INDIVIDUALS

The WTMD screener monitors individuals passing through the WTMD. When necessary, the WTMD screener must refer individuals for additional screening following the procedures in this document.

2.2.5. EXIT LANE MONITOR

Where the aircraft operator has assumed responsibility for an exit lane, the exit lane monitor, posted at exit lanes, must immediately report unauthorized access to the sterile area to the GSC and LEO. The exit lane monitor does not need to be screener qualified.

2.3. COMMUNICATIONS EQUIPMENT

The screening supervisor must have communications equipment at the screening location in order to provide direct communication with the LEO supporting that screening location. This equipment must be tested daily and the results recorded. The records must be maintained at the airport for a minimum of 30 calendar days from the date of the communication test.

2.4. PHOTOGRAPHING, VIDEOTAPING, AND FILMING SCREENING LOCATIONS

- A. TSA does not prohibit the public, passengers, or press from photographing, videotaping, or filming screening locations unless the activity interferes with a screener's ability to perform his/her duties or prevents the orderly flow of individuals through the screening location. Photographing X-ray/EDS/EDT monitors, screens, or emitted images is not permitted. GSCs must forward requests by commercial entities to photograph a screening location to the TSA Office of Strategic Communications and Public Information.
- B. The aircraft operator must not confiscate or destroy the photographic equipment or film of any individual photographing a screening location.
- C. Whenever possible, x-ray monitor images should not be visible to the public or press. When physical constraints prevent x-ray images from being fully protected from public viewing, screeners must ensure no member of the public or press is in a position to observe an x-ray monitor for an extended period of time.
- D. In addition to this policy, State statutes or local laws or ordinances may prohibit photographing, videotaping, or filming screening locations. Direct aircraft operator employees and authorized representatives should be familiar with these State or local laws or ordinances. However, State and local authorities will enforce such laws. Direct aircraft operator employees and authorized representatives who perform screening functions may alert the LEO to individuals who may be violating these State or local laws, but must not confront these individuals.

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Chapter 7

7. SCREENING OF INDIVIDUALS

All individuals seeking authorized access to the sterile area via a screening location or onboard an aircraft must undergo screening following the procedures in this chapter (Chapter 7), except those identified in Section 6.3. Additional instructions on screening of selectees, children, persons with disabilities, the private screening process, and screening of animals are located in Chapters 9 through 13. Appendix 3 provides additional screening procedures for airports equipped with ETP equipment.

7.1. WALK-THROUGH METAL DETECTOR SCREENING

All individuals who access the screening location must undergo WTMD screening. The exceptions to this screening are: individuals eligible for an alternative screening procedure (see Section 6.3.), persons with disabilities that prevent them from walking through the WTMD (see Chapter 11), and those individuals who request a full-body pat-down search in lieu of WTMD screening. Screeners must perform WTMD screening as described below:

A. Positioning and Preparation

- 1) Stand approximately 2 feet away from the WTMD on the sterile side to allow visibility of the WTMD's operational panel. (NOTE: If the WTMD is displaying any signs of malfunctioning, do not use it and immediately notify the screening supervisor.)
- 2) Ensure the screener's body positioning allows for individuals requiring additional screening to be immediately directed to the additional screening queuing area or into the direct control of another screener.
- 3) Face the oncoming flow of individuals.

B. Assessment and Advisements



- 1) Based on a quick visual assessment, screeners must make their best effort to direct the individual to divest items that must be x-ray screened prior to the individual passing through the WTMD. (NOTE: Multiple screeners or other individuals (for example: line monitors or bin loaders) may complete this process as determined by local screening location staffing.) Items that must be x-ray screened are:

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- d. Outer coats and jackets (including: suit coats, sport coats, athletic warm-up jackets, and blazers). (NOTE: If the individual claims the clothing item is acting as their outermost garment, do not require it to be removed.) 
 - e. Laptop computers and video cameras that use video cassettes (for example: VHS, BETA, and Super-8) must be removed from their carrying cases and submitted separately for x-ray screening with no other items on or underneath them except for the clothing articles required to be removed in Section d. above.
- 2) The WTMD screener must inspect the boarding pass of each individual passing through the WTMD to verify if the passenger has been designated as a selectee (for example: by the presence of "SSSS" on the boarding pass or other similar marking). (See Chapter 9 for exceptions to this procedure.) If the individual is designated as a selectee, refer to the procedures in Section 9.1. Assess the individual for eligibility for alternative screening procedures following the procedures in Section 6.3. If the individual is eligible for alternative screening procedures, refer him/her to that process.
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- c. Screeners must not encourage, direct, or otherwise require the following individuals to remove shoes that meet the criteria for profiled footwear:



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C. Screening Process

- 1) Motion and/or verbally instruct one individual at a time to step through the WTMD.
- 2) Observe the individual as he/she enters the WTMD and listen for an audible alarm of the WTMD. V

[REDACTED]

- 3) If the individual does not alarm the WTMD, the individual is clear

[REDACTED]

- 4) If the individual causes the WTMD to alarm, offer him/her one opportunity to step back through the WTMD, divest more items, and pass through the WTMD a second time. (NOTE: Second pass procedures may be suspended for a specified period of time if the GSC determines the second pass significantly disrupts screening location throughput. During periods where the second pass option is not in use, any individual alarming the WTMD must proceed directly to additional screening.)
 - a. Screeners must make every effort to recommend items that the individual could divest, based on the WTMD alarm zone lights (if activated) and a quick visual assessment of the individual. All divested items must be x-ray screened unless they are exempted from x-ray screening by this document.
 - b. Screeners must not encourage the removal of rings and earrings.



[REDACTED]

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- d. Screeners may allow other individuals to access the WTMD while an individual is divesting items in preparation for a second pass.
 - e. Individuals may decline a second pass and proceed directly to additional screening.
 - f. 
- 5) The screener should offer an individual a second opportunity to clear the WTMD when he/she passes through the WTMD simultaneously with another individual or runs, hops, skips, jumps, or drags/shuffles his/her feet, regardless of whether or not the WTMD alarms.
- a. The screener must provide verbal correction to the individual on how to properly pass through the WTMD.
 - b. The screener does not need to encourage further divesting prior to making the second pass.
 - c. The screener must direct an individual who declines a second pass to additional screening.
- 6) Refer the individual for additional screening if any of the following circumstances occur during the second pass through the WTMD (except as noted):
- a. The individual causes the WTMD to alarm.
 - b. The individual passes through the WTMD simultaneously with another individual (except when carrying a child).
 - c. The individual passes through the WTMD by running, hopping, skipping, jumping, or dragging/shuffling his/her feet. (NOTE: The location of the individual's hands is not relevant.)
 - d. 
 - e. The WTMD does not alarm, but the individual is an adult accompanying a child who has alarmed the WTMD and the child appears to be too young to be left unattended in the process. (If a screener is not sure whether or not the child can be left unattended, he/she should ask the parent or guardian for his/her preference.)
 - f. The WTMD does not alarm, but the individual is a child accompanying an adult who alarmed the WTMD and the child appears to be too young to be left unattended in the process. (If a screener is not sure whether or not the child can be left unattended, the screener should ask the accompanying adult for his/her preference.)
- 7) Additional tasks for WTMD screeners:
- a. If requested by an individual, initiate private screening following the procedures in Chapter 12.
 - b. Deny access to the screening location to any individual who refuses to be screened.

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- c. Control the flow of individuals accessing the screening location in a manner that does not create an unmanageable number of individuals waiting for additional screening. (NOTE: An appropriate and manageable number of individuals waiting for additional screening is a local standard based on screening location configuration, space, and staffing.)
- d. Wait until the audible WTMD alarm clearly ends before motioning additional individuals to pass through the WTMD.
- 8) All individuals who do not require additional screening are considered satisfactorily screened unless otherwise designated a selectee.
- D. Supervisory Notification – Suspend WTMD screening and notify the screening supervisor if an individual:
 - 1) Becomes irate, unruly, or engages in any other behavior that prevents the screener from performing the WTMD screener function.
 - 2) Departs the screening location without completing the screening process. Implement local breach procedures if the individual accesses the sterile area or an aircraft without completing screening. [REDACTED]
 - 3) Requests to speak to the screening supervisor.
 - 4) Becomes medically incapacitated.

7.2. CONTROL AND TRANSFER OF INDIVIDUALS REQUIRING ADDITIONAL SCREENING

- A. Individuals who alarm the WTMD or are referred by the WTMD screener for additional screening must be physically separated from cleared individuals and all accessible property. The physical separation should be designed to prevent the passing of prohibited items and reasonably ensure the individual does not exit the screening process until the required additional screening is completed.
- B. If physical separation does not exist, a screener must be assigned to monitor and control the individual's access to cleared individuals and accessible property.

NOTE: If an individual who alarms the WTMD has any contact with a screened and cleared individual and/or accessible property prior to undergoing additional screening, the cleared individual and his/her accessible property must be rescreened.

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7.3. HAND-HELD METAL DETECTOR SEARCH


All individuals referred for additional screening by the WTMD screener must be screened using an HHMD. Except as provided for in Section 7.5., all HHMD searches must be conducted by screeners of the same gender as the individual presents him/herself to be. Screeners must honor requests by individuals for a full-body pat-down search instead of an HHMD search. (See Section 7.4.)

A. Positioning and Preparation

- 1) Wait until a designated HHMD search location is available in the HHMD search area.
- 2) Escort the individual to the HHMD search area.
- 3) At screening locations where the HHMD search area is not located in the immediate vicinity of the x-ray unit, the HHMD screener should reasonably ensure accessible property remains within the line of sight of the individual/accessible property owner awaiting additional screening. (NOTE: Multiple screeners or other individuals (for example: line monitors and bin loaders) may complete this process as determined by local screening location staffing.)
 - a. The HHMD screener should request the individual awaiting additional screening to identify his/her accessible property on the x-ray belt.
 - b. If the individual's accessible property is cleared after x-ray screening, the HHMD screener should carry all the accessible property to the HHMD search area.
 - c. The HHMD screener should place the accessible property in a location visible to the individual while the screener conducts an HHMD search of the individual.
 - d. The HHMD screener must not permit the individual access to his/her accessible property until the HHMD search is complete and the individual is cleared.
- 4) Make every effort to ensure a working HHMD is available for use.
- 5) Wear aircraft operator-issued gloves.

B. Assessment and Advisements

- 1) Advise the individual of the necessity to conduct the HHMD search.
- 2) Advise the individual that upon completion of the HHMD search, a pat-down search will be required that will include the individual's arms, sides, abdomen, back, and leg areas.
- 3) Advise the individual to divest all removable metal items from his/her person (including: belts with metal studs and belts made of metal).

- 
- 4) After the individual has divested of all removable metallic items, the screener must ask the individual if there is anything on his/her person that may cause the HHMD to alarm (for example: a metal implant) before proceeding with the HHMD search.
 - 5) Advise the individual that if the HHMD alarms, it may be necessary to conduct a pat-down search of the area to determine the cause of the alarm. Demonstrate the HHMD alarm to the individual.



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C. HHMD Screening Process Part 1 – Order and Areas of Coverage

During all HHMD searches, the screener must pass the HHMD 


- 1) Instruct the individual to sit down in a chair. Whenever possible, position the chair facing the x-ray belt on which the individual's screened accessible property is located, if applicable.
- 2) Test the HHMD prior to beginning the search of each individual by passing it  over a metal object.
- 3) Wand the individual's foot areas.
 - a. Ask the individual to raise one foot at a time for wandng. If the individual claims that he/she is not able to lift a leg high enough for screening, the screener may assist, with the individual's permission, in raising the leg with his/her free hand.
 - b. Wand the foot areas by passing the wand around the feet in two motions:



- c.
- 4) Ask the individual to stand with his/her feet shoulder width apart, his/her arms outstretched, and palms upward. Whenever possible, the individual should be facing the x-ray belt on which the individual's screened accessible property is located, if applicable.
- 5) Wand the individual's body outline and back side in the following order:
 - a. Begin at the top of the head.



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- 6) Move around to the individual's front side in a position that does not block the individual's direct line of vision to his/her accessible property on the x-ray belt, if practicable. Search the individual's front side as follows:



7)

- a. Perform the pat-down



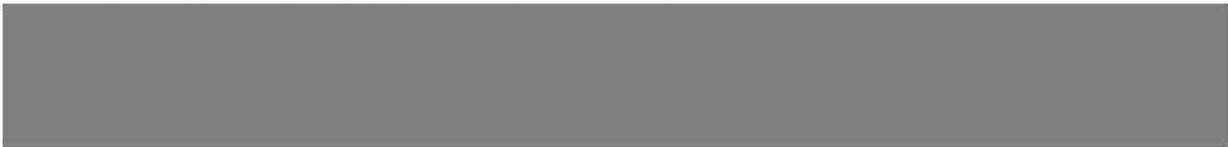
- b. Arms, Sides, and Upper Torso:

- i. Ensure the individual is positioned with his/her arms outstretched.



- c. Back:

- i. Move around to the back side of the individual.



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d. Legs:

i.

ii.

iii

iv. Repeat this process for the other leg.

e.

8)

9) After the individual has been fully searched with the HHMD and any and all alarms have been resolved, the individual is considered satisfactorily screened. The HHMD screener must then inspect the individual's boarding pass to determine whether or not the individual is designated a selectee (unless not required following the procedures in Chapter 9). If the individual is designated a selectee, refer to the procedures in Chapter 9. (NOTE: HHMD screeners should remind all individuals to pick up any screened personal property from the x-ray belt, if applicable.)

D. HHMD Screening Process Part 2 – Standard HHMD Search Alarm Resolution Process

1) If the HHMD alarms, use the following process to resolve the alarm:

- a. **Divest:** Ask the individual to divest any items that may be causing the alarm.
- b. **Reward:** Pass the HHMD over the same area, whether or not items were divested. If the area does not realarm, it is considered resolved.
- c. **Inform:** If the HHMD alarms a second time, [REDACTED]
- d. **Pat down:** [REDACTED]

2)

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E. HHMD Screening Process Part 3 – Non-Standard HHMD Search and Alarm Resolution Processes



2) HHMD alarms on footwear:



- 4) Resolving alarms of the belt buckle area:
 - a. Ask the individual to open the belt buckle.



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e. If the HHMD alarms:




5) Wanding the inner leg portions of individuals wearing long dresses, baggie pants, skirts, kilts, robes, or other like garments. (NOTE: This is commonly referred to as the 'step forward' method.)

- a. Conduct the entire HHMD search of the individual, with the exception of between the legs. Then ask the individual to lower his/her arms.
- b. While standing in front of the individual, ask the individual to maintain the shoulder width position, take one step forward, and angle the leading foot outward.



h. General guidance for the step forward method:

- i. 
- ii. Do not touch the person with the HHMD.
- iii. Do not ask the individual to raise the skirt or any article of clothing to the extent of exposing an area that the individual considers sensitive.
- iv. Wanding of unclothed skin is not required.

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6) Resolving HHMD search alarms on headwear:



7) Resolving HHMD search alarms in sensitive body areas:



8) Resolving HHMD search nuisance alarms believed to be caused by metal in the screening area floor:

At each screening location, the GSC should make a general assessment as to whether HHMD search nuisance alarms are an issue. If the assessment indicates that HHMD search nuisance alarms are not commonly received during HHMD searches, screeners should follow the standard HHMD search and alarm resolution procedures. If nuisance alarms are determined to be a common occurrence, screeners must follow one of the following two options:

a. HHMD Search Nuisance Alarm Option One – Knee-to-Ankle Wanding:

- i. While the individual is seated for wanding at the beginning of the HHMD search, the screener must pass the HHMD from the individual's mid-knee to his/her ankle.



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b. HHMD Search Nuisance Alarm Option Two – Knee-to-Ankle Pat-Down Search:



- F. Supervisory Notification – Suspend HHMD search and notify the screening supervisor when:
- 1) An individual becomes irate or unruly.
 - 2) An individual departs the area prior to completing the screening process.
 - 3) An individual requests to speak to the screening supervisor.
 - 4) The HHMD displays signs of malfunctioning. If an HHMD malfunctions during the HHMD search of an individual, the search must be conducted again from the beginning using a properly functioning HHMD.
 - 5) An individual requests private screening.
 - 6) An HHMD search alarm cannot be satisfactorily resolved.
 - 7) The HHMD alarms on a cup that was carried through the WTMD.
 - 8) An actual or possible prohibited item is discovered.
 - 9) In any other circumstance that prevents the screener from properly performing the screening function.

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7.4. PAT-DOWN SEARCH

There are two types of pat-down searches:

Limited Pat-Down Search:

[REDACTED]

Full-Body Pat-Down Search:

[REDACTED]

This section (Section 7.4.) outlines procedures for conducting a full-body pat-down search.

[REDACTED]

A. Positioning and Preparation

- 1) Except as provided for in Section 7.5., all pat-down searches must be conducted by screeners of the same gender as the individual presents him/herself to be (see Section 2.2.3.).
- 2) If requested by the individual, conduct the search in a private screening location. Additionally, prior to conducting a pat-down search of sensitive body areas, offer private screening to the individual.
 - a. If the search is conducted in a private location, ensure all the individual's screened accessible property is carried by a screener to the private screening location. Do not allow the individual access to the accessible property until he/she is fully screened.
 - b. Always have an aircraft operator-provided witness of the same gender (see Section 2.2.3.) as the individual act as a witness in the private screening location.
 - c. The aircraft operator must honor requests that a witness of the individual's choosing be present during the search.
 - d. If the individual is traveling with a minor (that is: an individual who appears to be under the age of 18), do not involuntarily separate him/her from the minor.
 - e. If the individual to be searched is a minor, TSA requires that an adult witness (for example: a parent, guardian, aircraft operator escort) be present during the search, if such a witness is available.
- 3) Wear aircraft operator-issued gloves. If the individual requests the screener use a new pair of gloves, honor the request whenever new gloves are available.

B. Assessment and Advisements

- 1) Advise the individual of the necessity to conduct the search and briefly describe the process. Include an advisement that it will be necessary to touch sensitive areas of the body (for example: breast area for females; genitals and buttocks for males and females) and that the back of the hand will be used when touching these areas.
- 2) Assess the individual for items that must be divested prior to beginning the search.

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- 3) Advise the individual to remove all items from all pockets (not just metal-based items), belts, and shoes. All removed items must be x-ray screened [REDACTED]
 - 4) Screeners may recommend the individual remove any head covering he/she is wearing, provided screeners simultaneously offer private screening. If an individual declines to remove the head covering, follow the procedures in Section 7.4.C.2).
 - 5) Ask the individual if he/she has any areas on his/her body that may be sensitive or painful if touched. (If such sensitive or painful areas exist, the screener must use caution and the lightest pressure possible to still be able to clear the area of prohibited items.)
 - 6) Every effort must be made to position the individual so that he/she is facing the x-ray belt on which the individual's screened accessible property is located, if applicable.
 - 7) If the individual carried a plastic, paper, or Styrofoam® cup to the screening area, ensure it is screened following the procedures in Section 7.3.E.1).
 - 8) Advise the individual to stand with his/her feet shoulder width apart and his/her arms outstretched and palms upward.
 - 9) Begin the search while standing behind the individual.
- C. Screening Process Part 1 – Pat-down Search Techniques and Order of Coverage
- 1) General techniques for patting down individuals:
 - a. [REDACTED]
 - b. [REDACTED]
 - c. When searching sensitive areas, use the back of the hand.
 - d. Always advise the individual before performing a search that requires turning or pulling any article of clothing before the action occurs.
 - e. Do not reach inside the individual's clothing.
 - 2) [REDACTED] the head area:
[REDACTED]

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4) Mentally divide the back of the body in half vertically and pat down one side as follows:

- a. Shoulder: [REDACTED]
- b. Underarm and arm: [REDACTED]
- c. Back and side areas: [REDACTED]
- d. Waistline: [REDACTED]
- e. Buttocks: [REDACTED]
- f. Leg: [REDACTED]
- g. Ankle and foot: [REDACTED]
- h. [REDACTED]
- i. [REDACTED]

5) Mentally divide the front of the body in half vertically and pat down one side as follows:

- a. Front torso down to the waist: [REDACTED]
- i. Inform the female that you will need to search her breast area and describe the process to her. Include a hands-off demonstration.
[REDACTED]
- b. Waistline: [REDACTED]

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- c. Crotch: For males and females, [REDACTED]
- d. Leg: [REDACTED]
- e. [REDACTED]
- f. Foot: Ask the individual to sit down and raise one foot at a time. [REDACTED]

D. Screening Process Part 2 – Suspicious Area Resolution

- 1) If a screener is unable to determine that an area on the individual's body is not concealing an item, the screener must:
 - a. Ask the individual if he/she has an item placed in the area and if he/she is able to remove it.
 - b. If the individual removes an item, pat down the area again and make a determination as to whether or not the item was the source of suspicion.
 - c. If the individual does not remove an item or a removed item does not clear the area, treat the area as suspicious and notify the screening supervisor.
- 2) If an actual or possible prohibited item is discovered, follow the procedures in Section 7.8.
- 3) After all areas of the body have been patted down and any and all suspicious areas have been cleared, the individual is considered screened and may proceed through the screening process. (NOTE: Screeners should remind all individuals to pick up their screened accessible property from the x-ray belt, if applicable.)

E. Supervisory Notification – Suspend screening and notify the screening supervisor when:

- 1) An individual becomes irate, unruly, or engages in any other behavior that prevents the screener from performing the pat-down search
- 2) An individual departs the screening location prior to completing the screening process
- 3) An individual requests to speak to the screening supervisor
- 4) An individual requests private screening (if not already in a private screening location)
- 5) A suspicious area cannot be satisfactorily cleared
- 6) An actual or possible prohibited item is discovered

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7.5. OPPOSITE GENDER SCREENING

At some airports, extraordinary circumstances may occur where a screener of the same gender as the individual being screened presents him/herself to be is not available to complete HHMD and/or pat-down screening requirements (for example: due to an unanticipated or unauthorized absence). Under these staff shortage emergencies, modified screening procedures for individuals of the opposite gender as provided for in this section (Section 7.5.) are authorized when necessary. Screening supervisors must apply the following procedures under these circumstances:

- A. Notifications (within 24 hours of each new staff shortage event). The screening supervisor must notify the GSC, specifying the anticipated duration of the staff shortage. The screening supervisor must provide subsequent updates to the GSC if the reported duration is exceeded.
- B. Notice. The screening supervisor must ensure that the following notice is provided to an individual of the opposite gender before the individual enters the WTMD:
 - 1) A screener of the same gender as the individual presents him/herself to be is not available
 - 2) A screener of the opposite gender will be required to complete the screening process which may include physical contact between the screener and the individual
 - 3) Once the individual enters the WTMD, the individual will be required to complete the screening process
- C. Screening Process. All individuals of the opposite gender must be screened following the procedures in this chapter (Chapter 7) with the following modifications:
 - 1) If the individual is subject to additional screening to resolve a WTMD alarm, screeners must apply additional WTMD divesting cycles in an attempt to resolve the alarm.
 - 2) If additional WTMD divesting cycles are not sufficient to resolve the alarm, refer the individual for additional screening. The screening supervisor must:
 - a. Offer the individual private screening
 - b. Ensure that an aircraft operator-coordinated witness is present to act as a witness to private screening, as described in Section 12.2. If available, the witness should be the same gender as the individual presents him/herself to be
 - c. Report any irregularities or unusual circumstances that occur during the screening process to the GSC as soon as practicable

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7.6. UNDERCLOTHING BODY PIERCINGS

During HHMD searches, screeners may encounter situations where the individual advises the screener that the alarm is the result of an underclothing body piercing. Often the piercing may be a sensitive area and not readily removable in the screening location area. To clear HHMD search alarms that the individual states are the result of a metal body piercing, the screener must apply the following procedures:

A. Non-sensitive Area Underclothing Body Piercings



- a. Option 1: Remove the piercing in the screening location area if it does not involve exposing a sensitive body area.
- b. Option 2: Be escorted to a private screening location to remove the item in private.



B. Sensitive Area Underclothing Body Piercings. (Breasts of a female or genitals on a male or female.)



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7.7. SUSPECTED IED COMPONENT DISCOVERY

- A. While conducting screening of an individual, screeners must maintain constant vigilance for the presence of non-prohibited items that exhibit characteristics of IED components even though such items may not have been assembled into a completed IED. Such items include, but are not limited to:



- B. If the screener discovers suspected unassembled IED components on the individual's person, notify the screening supervisor. The screening supervisor must ensure that:



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7.8. PROHIBITED ITEM DISCOVERY

- A. Except for firearms and suspected IEDs (see Section E. below), ask the individual to relinquish the prohibited item.
 - 1) If the individual relinquishes the item to the screener, the screener must maintain control of the item until possession can be transferred to the screening supervisor.
 - 2) If the individual does not relinquish the item, the screener must not attempt to physically disarm the individual. The screener must immediately notify the screening supervisor, who must in turn notify the LEO.
- B. Keep the individual under observation. If the individual attempts to leave the screening location, screeners must make verbal efforts to keep the individual in the screening location area, but must not attempt to physically detain him/her. If the individual leaves the area, the screening supervisor must notify the GSC and LEO.
- C. If the item is [REDACTED] on the Prohibited Items List in Appendix 1 or is a hazardous material that is prohibited in accessible property, but permitted in checked baggage, notify the screening supervisor. The screening supervisor must advise the owner that the item is prohibited from being carried into the sterile area or onboard an aircraft and offer him/her the following two options:
 - Option 1: Exit the screening location and dispose of the item in a manner of his/her choosing, then return and be re-screened. A screener or screening supervisor must keep control of the prohibited item until the individual has been escorted out of the screening location area. The screening supervisor must make suggestions for disposal (for example: request the aircraft operator to accept it as a checked baggage item, return it to a vehicle, give it to a non-traveling companion, or mail it).
 - Option 2: Voluntarily abandon the item to a screener or screening supervisor. The screening supervisor must clearly advise the individual that if he/she chooses to voluntarily abandon the item, no provisions will be made to return the item to him/her nor will it be held for later pick-up.
- D. If the item is [REDACTED] on the Prohibited Items List in Appendix 1, the screener must immediately notify the screening supervisor who must in turn notify the GSC and LEO.
- E. If the prohibited item is a firearm or suspected IED, immediately contact the screening supervisor. The screening supervisor must contact the GSC and LEO and request an immediate response.
 - 1) [REDACTED]
 - 2) Keep the individual under observation. If the individual attempts to leave the area, screeners must make verbal efforts to keep the individual in the area, but must not attempt to physically detain him/her. If the individual leaves the area, the screening supervisor must notify the GSC and LEO.
 - 3) [REDACTED]

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**Chapter
8**

8. SCREENING OF ACCESSIBLE PROPERTY

All individuals requesting access to the sterile area via a screening location or onboard an aircraft must submit their accessible property for screening following the procedures in this chapter (Chapter 8). Exceptions to screening of accessible property and alternative screening procedures can be found in Chapter 6. Additional procedures on the screening of selectees, children, persons with disabilities, the private screening process, screening of animals, and screening of special property items are located in Chapters 9 through 14.

8.1. X-RAY SCREENING OF ACCESSIBLE PROPERTY

All accessible property accessing the screening location or onboard an aircraft must undergo x-ray screening, [REDACTED]

[REDACTED] X-ray operators should perform x-ray screening following the process below:

A. Positioning and Preparation:

1) Sit or stand directly in front of the x-ray unit's video monitor and operator's panel.

2) [REDACTED]

3) If the x-ray unit is displaying any signs of malfunctioning, do not use it and immediately notify the screening supervisor.

4) General x-ray unit usage and precautionary instructions:

a. Operate the x-ray unit [REDACTED]

b. Individuals and animals must not be x-ray screened.

c. Do not reach into the x-ray tunnel or let anyone else reach into the tunnel when the radiation source is active.

d. Do not allow items to be manually pushed through the x-ray safety curtains.

e. [REDACTED]

f. [REDACTED]

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B. Assessment and Advisements:

- 1) X-ray operators must remain focused on the x-ray monitor during the screening process. Therefore, the x-ray operator will not usually have direct communication with an individual submitting accessible property for screening.
- 2) Assessing an individual and advising him/her on what must be submitted for x-ray screening is found in Section 7.1.B. and is commonly done by another screener. However, if necessary, the x-ray operator may assess the accessible property and determine what must be submitted for x-ray screening.

C. Screening Process:

- 1)
- 2)
- 3)



Each

item must be placed into one of the following categories:

- a. No Threat – [redacted]
- b. Possible Threat [redacted]






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- c. Obvious Threat 
- 4) The x-ray operator must take the following actions based on how he/she has categorized the item:
 - a. No Threat: 
 - b. Possible Threat or Suspect Property 



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c. Obvious Threat Property



D. Supervisory Notification – The x-ray operator must notify the screening supervisor when:

- 1) He/she sees an image of an obvious threat on the x-ray monitor
- 2) An individual becomes irate, unruly, or engaged in any other behavior that prevents the screener from performing the screening of accessible property
- 3) An individual requests to speak to the screening supervisor
- 4) An individual becomes medically incapacitated

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8.2. ADDITIONAL SCREENING OF ACCESSIBLE PROPERTY

Items [REDACTED] must undergo additional screening which must be conducted by the property search screener. The purpose of additional screening is to locate the item of suspicion for prohibited item resolution or determine the item or area of suspicion does not contain a prohibited item. Any prohibited item discovered during additional screening must not be permitted access to the sterile area or onboard an aircraft. This section (Section 8.2.) describes the procedures, screener actions, and search techniques required when conducting additional screening. When directed to do so by the screening supervisor or LEO, screeners must follow the screening techniques described in this section when assisting in resolving obvious threat bags.

A. Positioning and Preparation:

- 1) Property search screeners must position themselves in a location that enables them to hear and quickly respond to a summons from the x-ray operator. (Exactly where the screener stands will vary widely based on individual screening location configuration.)
- 2) Property search screeners must wear aircraft operator-issued gloves for all additional screening of accessible property.
- 3) [REDACTED]

B. Assessments and Advisements:

- 1) Prior to beginning additional screening of accessible property, identify the owner of the item.
- 2) Advise the owner of the item that the bag must undergo additional screening.
- 3) Ask the individual to locate any other accessible property and accompany the screener to the search area. The screener must carry the suspect bag to the search area and ensure the individual has no contact with the suspect bag.

C. Screening Process:

- 1) Threat Area Search – After taking control of the suspect bag/item, the property search screener must conduct a threat area search as follows:

[REDACTED]

e. The bag/item is clear provided:

[REDACTED]

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- D. Supervisory Notification: Any screener involved in the screening of accessible property must notify the screening supervisor if an individual:
 - 1) Becomes irate, unruly, or engages in any other behavior that prevents the screener from performing the screening of accessible property
 - 2) Departs the screening location without completing the screening process. If the individual accesses the sterile area or aircraft with uncleared accessible property, the screener must initiate local breach procedures
 - 3) Requests to speak to the screening supervisor
 - 4) Becomes medically incapacitated




8.3. EXPLOSIVES TRACE DETECTION SEARCH

ETD devices determine whether or not trace amounts of an explosive are present in or on an individual's accessible property. An alarm of an ETD does not mean that an IED is present; rather, it prompts the screener to conduct a more in-depth inspection of the item to determine whether it contains an IED. This section (Section 8.3.) lists the procedures that a screener must follow when conducting an ETD search. It also describes the ETD alarm resolution process and the requirements for general care of the ETD and associated search area.

A. ETD Availability

An ETD is considered available when it is present at the screening location and operational. An ETD that has multiple items waiting for an ETD search is considered to be available.

B. Sampling Procedures

- 1) The screener must transport all items to be sampled to the sampling area. 
- 2) Sample on a dedicated, hard-surface, nonporous tabletop. No other objects are permitted on the sample table. To minimize damage to electronic/electrical items, extreme care should be taken when electronic items must be lifted off the table to conduct sampling.
- 3) 
- 4) Maintain control of the item (do not let the individual have access to the item or its contents).
- 5) 

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Date: April 10, 2006
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6) Use smart sampling techniques:



C. Types of ETD Searches (see Section E. below, for ETD search alarm resolution procedures.)

1) ETD Search.



2) ETD Search



D. ETD Sampling Techniques for Searching Specific Items



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E. ETD Search Alarm Resolution

1) Initial Alarms. After receipt of an initial alarm of the ETD, all the following must occur:

a. Notify the screening supervisor who will complete an alarm logbook entry and oversee the remaining search actions on the item. The screening supervisor must attach a printout of the alarm to the alarm recording form.

b. Conduct an



c.

d.

e. If no additional alarms occur and any and all prohibited item discoveries have been resolved, the screening supervisor must clear the item.

2) Second and Subsequent ETD Search Alarms

a. The screening supervisor must gather information required and record each subsequent ETD alarm with an entry in the "Second Alarm" section of the ETD Monthly Alarm Log (Attachment 8-2).



3) GSC and LEO Notification. If at any time during the ETD search alarm resolution process the screening supervisor is unable to clear an item

, he/she must make the following notifications:

a. The GSC and LEO.

b. If neither the LEO nor GSC is able to clear the item for access into the sterile area or onboard an aircraft, the aircraft operator must deny transport of the item.

c. If either the GSC or LEO clears the item for access into the sterile area or onboard an aircraft, the aircraft operator of the intended flight has the right to deny transport of the item onboard its aircraft. In such cases, the screening supervisor must brief the passenger so that he/she understands that the screening process cleared the item(s) and that any objections he/she has must be discussed with the aircraft operator.

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8.4. PHYSICAL SEARCH PROCEDURES

A. General instructions and precautions for physical searches:

- 1) Screeners must carry all items to the search area and maintain control of the items.
- 2) Prior to beginning the search, screeners must ask the passenger if there are any weapons, sharp objects, needles, etc.
- 3) Screeners must always look at an area before reaching in and touching/searching the area.
- 4) 
- 5) 
- 6) 
- 7) Screeners must never smell, taste, dispense, or sample in any way an individual's accessible property during the physical search process.
- 8) Screeners generally should offer to repack the individual's accessible property at the conclusion of a physical search. The individual may decline the offer in which case the screener should not assist in repacking the property. Screeners are not permitted to repack parachutes (see Section 14.2.).
- 9) It is the aircraft operator's responsibility to conduct searches for security purposes. Screeners are not authorized to conduct physical searches required by warrants on behalf of law enforcement agencies unless otherwise authorized by TSA headquarters or the GSC.

B.  Bag Search – 



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C. Physical Search Techniques.

1)

2)

3) Briefcases, Attaché Cases, and Small Suitcases:

hand on the exterior, thus determining if the item is of normal thickness.

4) Rolled and Layered Clothing:

5) Coats and Jackets:

6) Magazines and Newspapers:

7) Toiletry Kits and Other Unattached Pouches/Containers:

8) Umbrellas:

9) Wrapped Packages, Boxes, or Other Containers:

10) Pillboxes and Medicine Bottles:

11) Footwear:

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- 12) Aerosol Cans: [REDACTED]
- 13) Bottles or Other Liquid/Food Containers: Do not [REDACTED], smell the contents, or [REDACTED] food items. Do not make the individual drink the liquid or eat the food. [REDACTED]
- 14) Cameras: [REDACTED]
- 15) Electronic or Electrical Devices: [REDACTED]
- 16) Books, Magazines, and Notebooks: [REDACTED]
- 17) [REDACTED]
- 18) Suspected Controlled Substances or Drug Paraphernalia: Upon discovery of suspected controlled substances or drug paraphernalia, do not handle the items any further. Maintain control of them and immediately notify the screening supervisor, who must in turn notify the GSC and LEO.
- 19) Pet Carriers: Ensure the animal is removed prior to initiating the physical search. [REDACTED]
- 20) Compressed Gas Cylinder [REDACTED]

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Date: July 10, 2006

Revision: Immediate Change

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8.4.1. REPORTING OF U.S. CURRENCY OR OTHER MONETARY INSTRUMENTS

- A. It is not illegal for an individual to travel on commercial flights within the United States carrying large amounts of **U.S. currency or other monetary instruments** on his/her person and in accessible property.
- B. However, there are **reporting requirements for an individual who transports U.S. currency or other monetary instruments in an aggregate amount exceeding \$10,000 at one time** from the United States to a non-U.S. location **and from a non-U.S. location to the United States.**
 - 1) If during the screening process, a screener discovers **U.S. currency or other monetary instruments in an aggregate amount** appearing to exceed \$10,000, the screener must notify the screening supervisor.
 - 2) The screening supervisor must check if the owner of the **U.S. currency or other monetary instruments is traveling from the United States to a non-U.S. location or from a non-U.S. location to the United States** by reviewing the individual's travel documents.
 - 3) If the screening supervisor confirms the individual is traveling to **or from the United States**, the screening supervisor must notify the GSC, **CBP**, and LEO

8.5. PROHIBITED ITEM DISCOVERY

- A. For items [REDACTED] on the Prohibited Items List in Appendix 1 and hazardous material items that are permitted in checked baggage:



- 2) Immediately notify the screening supervisor. The screening supervisor must advise the owner of the prohibited or hazardous material item that it is prohibited from carriage into the sterile area or onboard an aircraft and offer him/her the following two options:
 - a. Option 1: Exit the screening location and dispose of the item in a manner of his/her choosing, then return and be screened again. A screener or screening supervisor must keep control of the prohibited or hazardous material item until the individual has been escorted out of the sterile screening location area. The screening supervisor must make suggestions for disposal (for example: submit it to the aircraft operator as a checked baggage item, return it to a vehicle, give it to a non-traveling companion, or mail it).
 - b. Option 2: Voluntarily abandon the item to the screening supervisor. The screening supervisor must clearly advise the individual that if he/she chooses to voluntarily abandon the item, no provisions will be made to return the item to him/her nor will it be held for later pick-up.
- 3) Keep the individual under observation. If the individual attempts to leave the area, screeners must make verbal efforts to keep the individual in the area, but must not attempt to physically detain him/her. If the individual leaves the area, the screening supervisor must notify the GSC and LEO.




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B. For items  on the Prohibited Items List in Appendix 1:



- 2) Keep the individual who presented the bag for screening under observation. If the individual attempts to leave the area, screeners must make verbal efforts to keep the individual in the area, but must not attempt to physically detain him/her.
- 3) Immediately notify the screening supervisor.



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ATTACHMENT 8-1: ETD SEARCH ALARM RESOLUTION CHART



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Chapter
9

9. SCREENING OF SELECTEES

Selectee screening performed at the screening location must be conducted in one of the following configurations:



9.1. SELECTEE SCREENING OF INDIVIDUALS

- A. The WTMD screener must inspect the boarding pass of each individual passing through the WTMD to verify if the passenger has been designated a selectee (for example: by the presence of "SSSS" on the boarding pass or other similar marking). It is permissible to have a screener on the public side of the WTMD check the boarding pass for selectee status provided all of the following conditions are met:
 - 1) The selectee is positively identified to a screener inside the screening location who will ensure the selectee undergoes all the required searches.
 - 2) A screener takes possession of the passenger's boarding pass until all searches have been completed.
 - 3) The handoff of the selectee is conducted as discreetly as possible. In particular, screeners must not verbally use the term "selectee" when referring the selectee to other screeners.
- B. Conduct the standard WTMD screening of the selectee to include a second pass if applicable
- C.



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D.

E.

- F. If the individual is designated a selectee, the screener must escort the selectee to his/her accessible property to initiate the accessible property selectee screening requirements in Section 9.2. (Note: Screeners may conduct simultaneous searches of the selectee and his/her property.)

9.2. SCREENING ACCESSIBLE PROPERTY OF SELECTEES

- A. In addition to the standard x-ray screening procedures in Section 8.1., a selectee's accessible property,

[Redacted]

B.

[Redacted] a screener or screening supervisor must apply a distinctive marking to the selectee's boarding pass to indicate the selectee screening process has been completed. The GSC must ensure local procedures avoid applying the required distinctive marking over the electronic coding portion of the boarding pass (for example: bar code information).

9.3. INDIVIDUALS EXEMPT FROM SELECTEE SCREENING

A

B

C

[Redacted]

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Persons & Accessible Property Screening Procedures

9.4. INDIVIDUALS SEEKING EXEMPTION FROM SELECTEE DESIGNATION

9.5. GATE SCREENING OF SELECTEES

At locations within the United States, gate screening is not routinely conducted at the boarding gate for individuals designated as selectees. However, under extraordinary circumstances ([REDACTED]

[REDACTED] the GSC may choose to dispatch screeners to a boarding gate to conduct selectee screening of that individual. Under these circumstances, the following screening procedures must be followed:

- A. For the Individual Designated a Selectee:
 - 1) Screeners must [REDACTED]
 - 2) Screeners must conduct [REDACTED] following the procedures in [REDACTED]
 - 3) If during the screening process, a screener discovers a possible or actual prohibited item, follow the procedures in Section 7.8.
- B. For the Accessible Property of the Individual Designated a Selectee:
 - 1) Screeners must conduct [REDACTED] bag search following the procedures in Section 8.4.B.
 - 2) If during the screening process, a screener discovers a possible or actual prohibited item, follow the procedures in Section 8.5.

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Chapter
12

12. PRIVATE SCREENING

Private screening is defined as the screening of an individual or accessible property in a location where the public cannot view the screening. Any individual may request private screening of his/her person or accessible property. The aircraft operator must ordinarily honor requests for private screening. The following are some circumstances when private screening must be offered by the aircraft operator:

- A. Any time a pat-down search of sensitive body areas is necessary, which are defined as: the breasts (females only), genitals, and buttocks. (See Section 7.3.E.7))
- B. When screening requires lifting or raising clothing of PWDs using an assistive device or mobility aid such as a prosthetic device, cast, or body brace (see Section 11.8.) or the screening of other areas that a PWD may consider private.
- C. When it is determined that an alarm cannot be resolved unless headwear or a face covering is removed. (See Sections 7.3.E.6) and 7.4.C.2)b.)
- D. When the screener becomes aware of a PWD with a medical condition or special situation. (See Chapter 11.)
- E. When body piercings are present under clothing in a sensitive body area, the screener must allow the individual to remove the piercing in private. (See Section 7.6.)

12.1. PRIVATE SCREENING LOCATION

- A. The private screening location must be a separate room or an area shielded by curtains or another mechanism adjacent to the screening location to prevent the public from seeing into the room or area.
- B. If possible, the private screening location should be inside the sterile area.
- C. If the private screening location is not in the sterile area, the individual and his/her accessible property must remain under the escort of a screener from the time screening begins until the individual and his/her accessible property access the sterile area or board an aircraft.

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12.2. GENERAL PROCEDURES FOR PRIVATE SCREENING

- A. An aircraft operator-coordinated witness (screener, screening supervisor, GSC, or LEO) must always be present to act as a witness to private screening.
- B. Except as provided for in Section 7.5., the screener and witness to private screening must be of the same gender as the gender the individual presents him/herself to be.
(See Section 2.2.3.)
- C. Individuals and screened accessible property traveling with or escorting the individual to be screened may be present during private screening.
 - 1) If the individual is traveling with another individual not capable of being left unattended outside the private screening location (for example: children, the elderly, and PWDs), the screening supervisor must allow those individuals to be present in the private screening location.
 - 2) If the individual indicates that he/she needs assistance and wants their companion or assistant present during the screening process (for example: children, the elderly, PWDs, individuals with medical conditions, and individuals with special needs), the screening supervisor must allow their companion or assistant to be present in the private screening location.
 - 3) The screening supervisor may limit the number of individuals permitted into the private screening location beyond the required aircraft operator-coordinated witness and the individual described in Sections 1) and 2) above.
- D. If private screening is of multiple individuals of different genders, the same gender screening policy applies for each individual. That is: The screener and witness to private screening must be of the same gender as the gender the individual presents him/herself to be.
(See Section 2.2.3.)
- E. If a minor (an individual under the age of 18) is accompanied by an adult, the adult must be present during the private screening of the minor.
- F. Screeners must follow all standard search procedures for individuals when conducting searches in private (to include: adhering to the limitations placed on the pat-down search of sensitive areas and the lifting of clothing that would reveal a sensitive area).
- G. Screeners must reasonably ensure any and all screened accessible property belonging to the individual remain in the individual's sight while being escorted to and in the private screening location. The screeners must carry all accessible property items to the private screening location.
- H. Private Screening of Accessible Property:
 - 1) If the individual has been screened, but private screening of accessible property is to be conducted, follow all applicable procedures in this section (Section 12.2.) and ensure the screened individual has no contact with his/her accessible property while it is being screened.

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- 2) If the individual and his/her accessible property have not undergone any initial screening and both must be screened privately, screen the accessible property first.
 - a. The individual may be allowed to unpack the accessible property to be screened if requested by the individual or deemed necessary by the screener.
 - b. The individual may not assist in repacking the cleared accessible property until after the individual has been screened.
- 3) If the individual and his/her accessible property both have alarmed or are suspect and the individual has requested a private screening:
 - a. Either the individual or accessible property may be screened first
 - b. The individual must not have contact with the accessible property before both the individual and his/her accessible property are cleared
 - c. Once the individual and his/her accessible property are both clear, the individual may repack his/her accessible property

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**U.S. DEPARTMENT OF
HOMELAND SECURITY**

**Transportation Security
Administration**

Aviation Security Directive

Subject: TSA International "Extraordinary Location" Criteria

Number: SD-1544-95-060 CANCELLATION Date: JUN 28 2006

Effective July 10, 2006, Security Directive (SD) 1544-95-060 is cancelled. All measures required in SD 1544-95-060 dated March 31, 2006, have been incorporated into the Aircraft Operator Standard Security Program. Measures required in all other SDs remain in effect for your operations.

AIRCRAFT OPERATOR ACKNOWLEDGMENT: The aircraft operator must immediately provide written confirmation to its assigned Principal Security Inspector (PSI) indicating receipt of this SD.

AIRCRAFT OPERATOR DISSEMINATION REQUIRED: The aircraft operator shall immediately pass the information and directives set forth in this SD to all stations affected, and provide written confirmation to its assigned PSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this SD.

The aircraft operator shall disseminate this information to senior management personnel, ground security coordinators, and supervisory security personnel at extraordinary international locations only. All aircraft operator personnel implementing this SD must be briefed by the aircraft operator on its content and the restrictions governing dissemination. No other dissemination may be made without prior approval of the Assistant Secretary for the Transportation Security Administration. Unauthorized dissemination of this document or information contained herein is prohibited by 49 CFR Part 1520 (see 69 Fed. Reg. 28066 (May 18, 2004)).

FOR TSA ACTION ONLY: The TSA shall issue this SD immediately to the corporate security element of all affected U.S. aircraft operators.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 2018262 Sep. 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.



Kip Hawley
Assistant Secretary

~~SENSITIVE SECURITY INFORMATION~~

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

AR 202



Transportation
Security
Administration

U.S. Department of Homeland Security
Transportation Security Administration
601 South 12th Street
Arlington, VA 20598

SECURITY DIRECTIVE

NUMBER SD 1544-14-03C

SUBJECT **Passenger Screening at Locations Listed in Attachment 1**

EFFECTIVE DATE **October 9, 2014**

EXPIRATION DATE **January 12, 2015**

CANCELS AND SUPERSEDES **SD 1544-14-03B**

APPLICABILITY Aircraft operators regulated under 49 CFR 1544.101(a)

AUTHORITY 49 CFR 1544.305

LOCATION(S) **Departures from Locations Listed in Attachment 1**

PURPOSE AND GENERAL INFORMATION

Al Qaeda continues to target aviation using evolving techniques. As of early August 2014, the United States (U.S.) Department of Homeland Security (DHS) continues to be concerned with terrorists

[REDACTED] Accordingly, DHS urges continued vigilance and that you review existing security protocols.

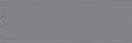
Any aircraft operator conducting scheduled or public charter passenger flight operations under 49 CFR 1544.101(a) departing from any foreign location identified in **Attachment 1** must implement all measures in this SD for each such flight.

ACTIONS REQUIRED

- A. The aircraft operator must not permit passengers to transport any of the items on the TSA Prohibited Items List (available at www.tsa.gov) in the cabin of the aircraft. If a prohibited item is found during the passenger and/or accessible property screening procedures described in this section, immediately notify local authorities for resolution.
- B. Ensure selectee passengers are screened at a central screening checkpoint, gate hold area, or boarding gate as described in this SD [REDACTED]

[REDACTED] The procedures in Section G. apply to all passengers.



4. When the aircraft operator screens  using physical search, the process must include:



D.

1. Pat down

2. Pat down

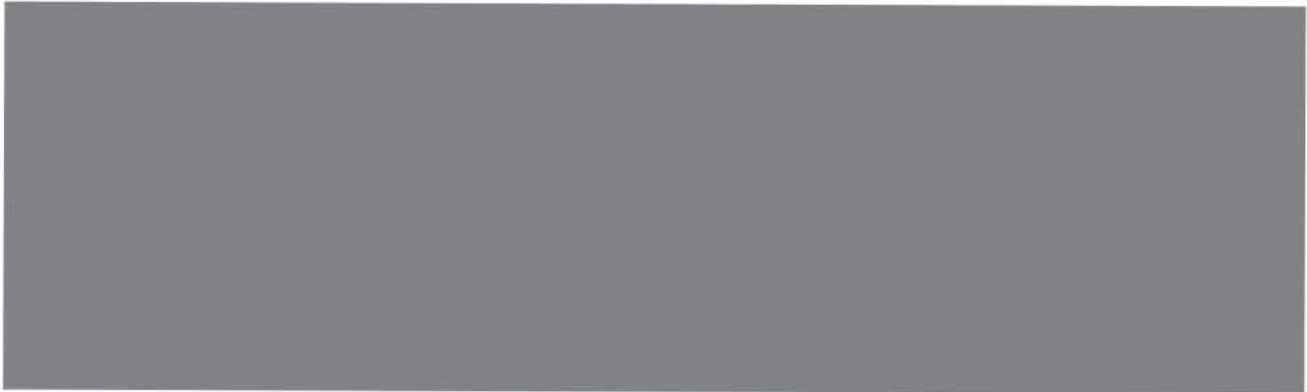
3.

4. Pat down

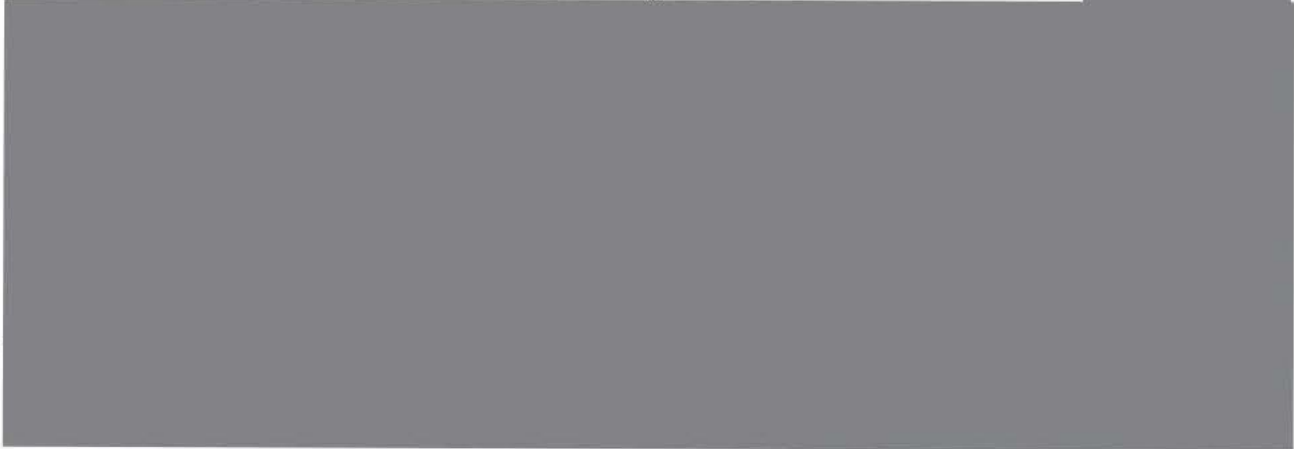
5. Pat down

6.

7.



G. Measures in this section are effective within 4 days of the effective date of this SD.



H.

1. In the presence of the passenger, ensure each piece of accessible property, including items that can be opened (such as carry-on baggage, boxes or shopping bags), is examined by a qualified screener.



I.



J. When the aircraft operator determines that a passenger cannot be cleared as a possible threat following the completion of the physical screening searches described in this SD:

1. Deny the passenger boarding

AND

2. Immediately contact the following:

a. TSOC at 

b. Local government authorities

K.



ACKNOWLEDGMENT OF RECEIPT

The aircraft operator must immediately provide written confirmation of receipt of this SD to its Principal Security Inspector (PSI) or International Industry Representative (IIR), as appropriate.

DISSEMINATION REQUIRED

The aircraft operator must immediately disseminate the information in this SD to corporate senior management and security management representatives at the locations listed in this SD. The aircraft operator must provide the applicable security measures set forth in this SD only to those aircraft operator direct employees and authorized representatives responsible for implementing applicable security measures to ensure compliance. All individuals receiving information from this SD must be briefed by the aircraft operator on the restrictions governing dissemination of this Sensitive Security Information. No other dissemination may be made without prior approval of the Administrator for the Transportation Security Administration. Unauthorized dissemination of this document or information contained herein is prohibited by 49 CFR part 1520.

APPROVAL OF ALTERNATIVE MEASURES

In accordance with 49 CFR 1544.305 (d), the aircraft operator must immediately notify its PSI/IIR if it is unable to implement any of the measures in this SD, or any TSA-approved alternative measure. Additionally, the aircraft operator must submit proposed alternative measures to its PSI/IIR for TSA approval and explain the basis for submitting those proposed measures.



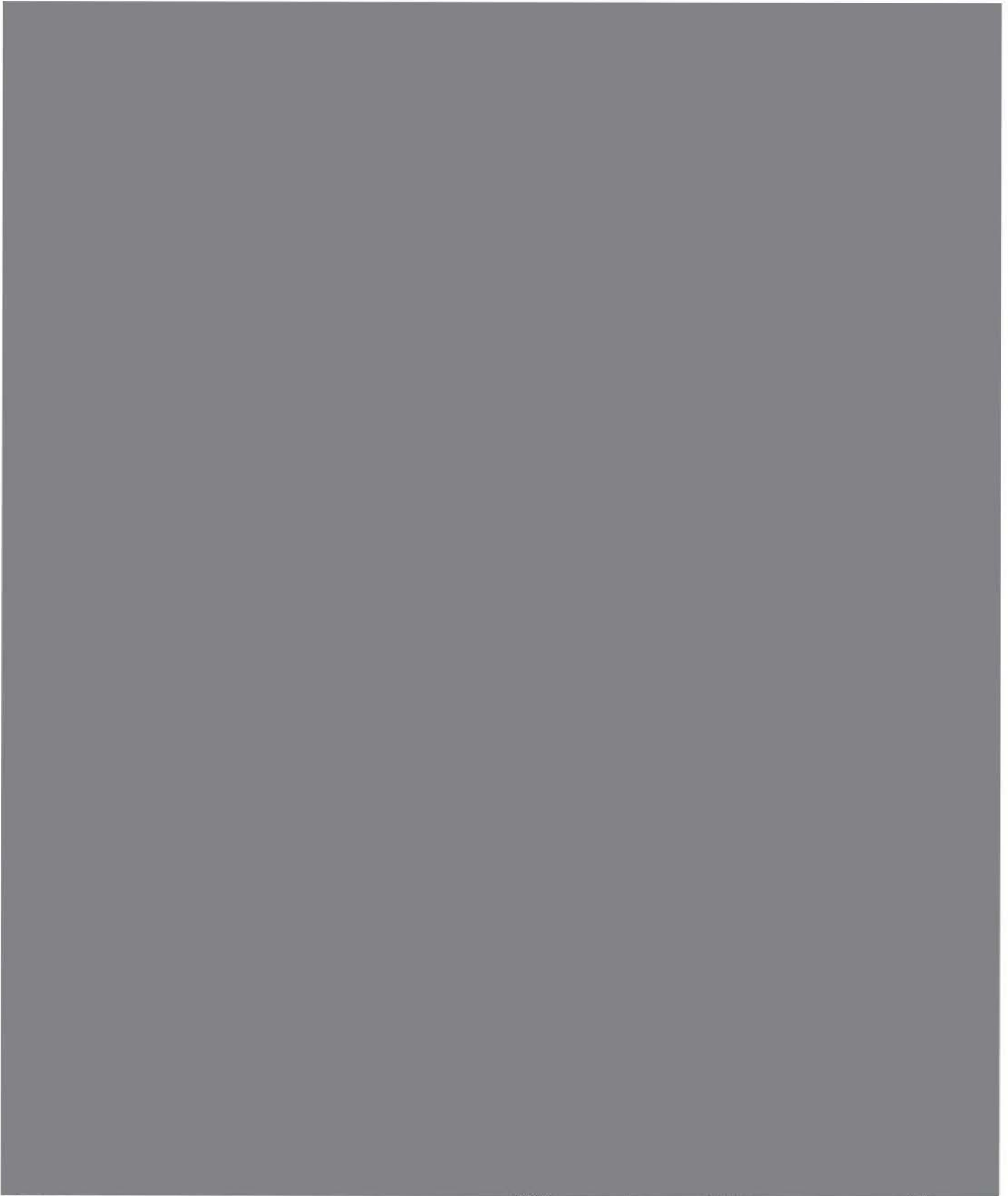
John S. Pistole
Administrator

Attachment

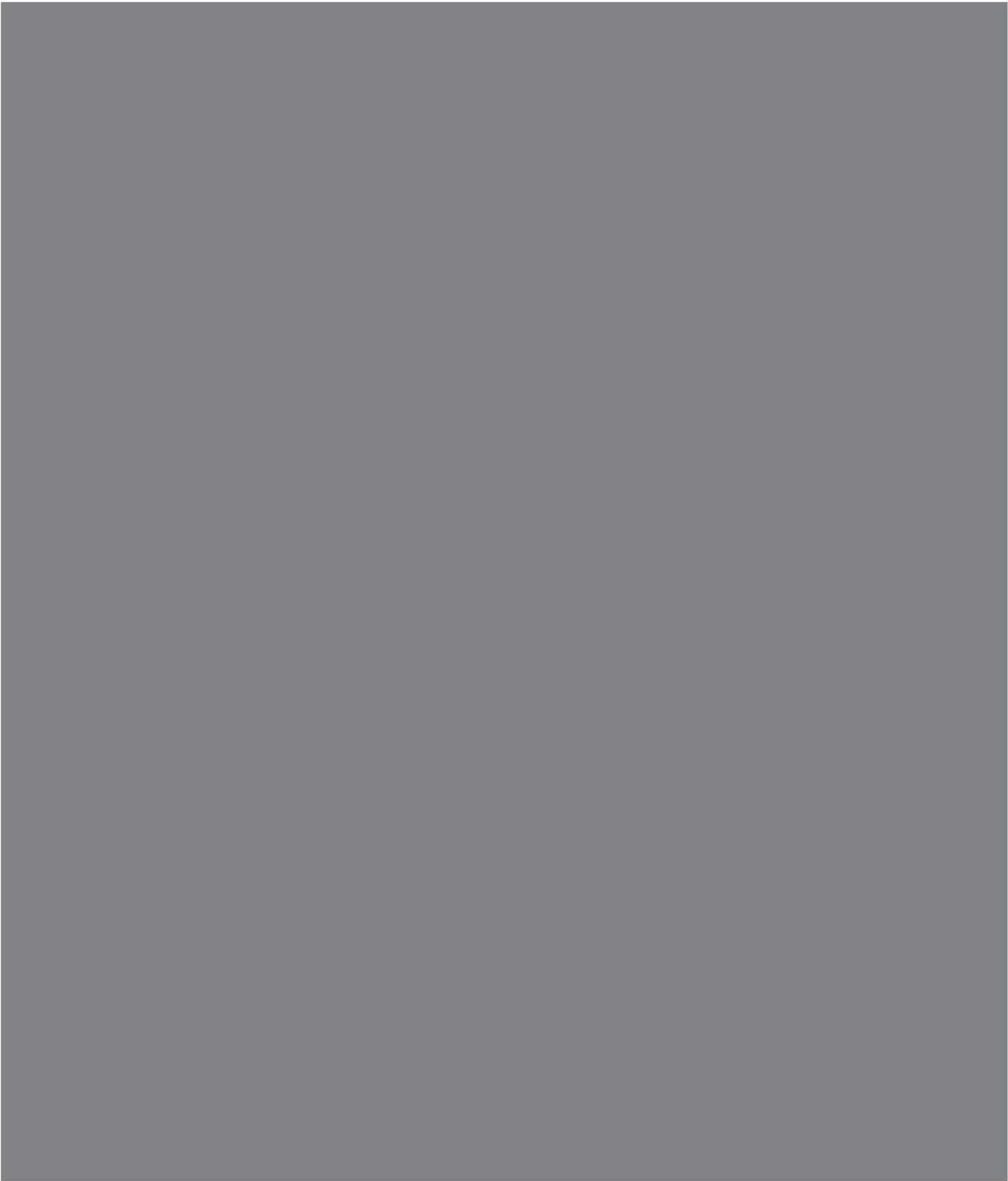
ATTACHMENT 1

EFFECTIVE: From 0001 Eastern Standard Time (EST) on **October 9, 2014** until 2359 EST on **January 12, 2015**.





WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be released to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. Government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.



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U.S. Department of Homeland Security
Transportation Security Administration
601 South 12th Street
Arlington, VA 20598

SECURITY DIRECTIVE

NUMBER SD 1544-09-06K

SUBJECT Security Measures for International Departures from Foreign Locations to the United States

EFFECTIVE DATE October 24, 2014

EXPIRATION DATE October 24, 2015

CANCELS AND SUPERSEDES SD 1544-09-06J

APPLICABILITY Aircraft operators regulated under 49 CFR 1544.101(a)

AUTHORITY 49 CFR 1544.305

LOCATION(S) Departures from any foreign location to the United States (including its territories and possessions)

PURPOSE AND GENERAL INFORMATION

On December 25, 2009, a terrorist attack was attempted against a flight traveling to the United States. In response to this attempt, the Transportation Security Administration (TSA) identified security measures to be implemented by airports, aircraft operators, and foreign air carriers to mitigate potential threats to flights. The threat behind this incident continues today and TSA security measures must continue and be strengthened accordingly.

Each aircraft operator conducting scheduled or public charter passenger flight operations under 49 Code of Federal Regulations (CFR) 1544.101(a) departing from any foreign location to the United States (including its territories and possessions) must implement all measures in this security directive (SD) for each such flight.

ACTIONS REQUIRED

I. GENERAL

A. For the purpose of this SD, the following definition applies:

1. Travel Document: Includes a boarding pass, boarding card, or any other document issued by the aircraft operator to a passenger for purposes of boarding a flight.

- B. [REDACTED]
- C. When selectee designations are received [REDACTED] ensure that selectee passengers and their accessible property are subject to the procedures in Section II.
- D. When unable to receive a [REDACTED] boarding pass printing result (BPPR) for a passenger, the aircraft operator may implement the outage procedures described in the DHS Consolidated User Guide (CUG) or may apply the following measures:

[REDACTED]

- E. **If the aircraft operator determines a passenger meets the selectee criteria during the prescreening process** [REDACTED]
[REDACTED] **ensure that the passenger is designated as a selectee and screened in accordance with selectee procedures in Section II. of this SD.** [REDACTED]
[REDACTED]
- F. [REDACTED]
- G. **Checked baggage belonging to a passenger identified as Selectee** [REDACTED]
[REDACTED]

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H. Unless directed by TSA, the aircraft operator [REDACTED] ensure Selectee passengers' checked baggage is screened using the following technology and/or procedures:

1. Explosives detection system (EDS). Ensure every alarm generated by the EDS is resolved through physical search before loading the baggage on board the aircraft.
2. [REDACTED], examine the checked baggage using an explosives trace detection (ETD) device. Ensure every alarm generated by the ETD is resolved before loading the checked baggage on board the aircraft.
3. [REDACTED], screen the checked baggage, or suspect item, using Advanced Technology (AT). Ensure every alarm generated by the AT is resolved through physical search before loading the baggage on board the aircraft.
4. If EDS, AT, and ETD are unavailable or inoperable, conduct a physical search of the emptied bag and all its contents. [REDACTED]

I. When the aircraft operator designates a passenger as Selectee [REDACTED]

J. When conducting the identification (ID) checks of each passenger at the first point of contact as required by AOSSP Section 4.2., compare each passenger's (including transit and transfer passengers) travel document with his or her valid government-issued photo ID.

1. If the passenger cannot produce the requested ID, deny him or her boarding.



K. In addition to the screening conducted at the screening checkpoint, ensure that the screening procedures, as outlined in Section II., are performed at the screening checkpoint, boarding gate, or gate hold area by the aircraft operator, its authorized

representative, the national government, or an authorized national government entity, prior to passenger boarding.



II. SCREENING PROCEDURES FOR PASSENGERS AND ACCESSIBLE PROPERTY

A. The aircraft operator must not permit passengers to transport any items on the TSA Prohibited Items List (available at www.tsa.gov) in the cabin of the aircraft or flight deck. If a prohibited item is found during the passenger and/or accessible property screening as described in this section (Section II.), immediately notify local authorities for resolution.

B. Ensure selectee passengers are screened using one of the methods in Section II.B. 


1. Advanced Imaging Technology (AIT). Resolve all AIT alarms or threat indications before allowing the passenger to leave the screening location. To resolve an AIT alarm or threat indication:

a. Offer the individual an opportunity to divest any item(s) that may have caused the alarm or threat indication.

b. Conduct a patdown 


c. 

OR

2. Explosives Trace Detection (ETD) technologies using one of the following options:





3. When AIT or ETD technologies are unavailable or inoperable, **ensure Selectee**

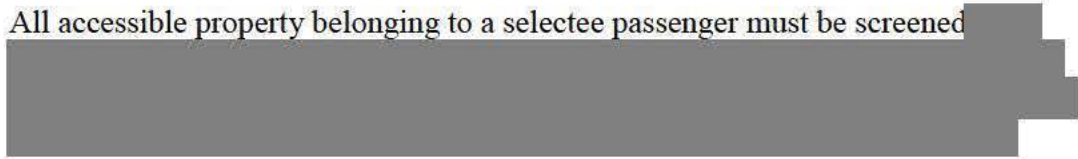


C. The screening of Selectee passengers must also include:



D. Accessible property

1. All accessible property belonging to a selectee passenger must be screened



- 2.



- a. In the presence of the passenger, ensure each piece of accessible property, including items that can be opened (such as carry-on baggage, boxes or shopping bags), is examined by a qualified screener.



- E. Selectee passengers that have not been selectee screened must not be permitted to board the aircraft until screened in accordance with Section II.

III. EXEMPTIONS

- A. The aircraft operator may exempt



B



IV. IN FLIGHT

During flight, ensure that passengers remain in their assigned seats and empty their laps of all materials when directed by the flight crew.

ACKNOWLEDGMENT OF RECEIPT

The aircraft operator must immediately provide written confirmation of receipt of this SD to its Principal Security Inspector (PSI) or International Industry Representative (IIR), as appropriate.

DISSEMINATION REQUIRED

The aircraft operator must immediately disseminate the information in this SD to corporate senior management and security management representatives at the locations listed in this SD. The aircraft operator must provide the applicable security measures set forth in this SD only to those aircraft operator direct employees and authorized representatives responsible for implementing applicable security measures to ensure compliance. All individuals receiving information from this SD must be briefed by the aircraft operator on the restrictions governing dissemination of this Sensitive Security Information. No other dissemination may be made without prior approval of the Administrator for the Transportation Security Administration. Unauthorized dissemination of this document or information contained herein is prohibited by 49 CFR part 1520.

APPROVAL OF ALTERNATIVE MEASURES

In accordance with 49 CFR 1544.305(d), the aircraft operator must immediately notify its PSI or IIR, as appropriate, if it is unable to implement any of the measures in this SD, or in any TSA-approved alternative measure. The aircraft operator may submit proposed alternative measures and the basis for submitting those measures to its PSI or IIR.

Eddie D. Mayenschein
Assistant Administrator
Office of Security Policy and Industry Engagement



Transportation
Security
Administration

U.S. Department of Homeland Security
Transportation Security Administration
601 South 12th Street
Arlington, VA 20598

TSA-APPROVED SECURITY PROGRAM AMENDMENT

AIRCRAFT OPERATOR(S) American Airlines (AALA)
US Airways (USAA)

NUMBER AALA-12-01D
USAA-14-01

SUBJECT Alternative Passenger Interview

PROGRAM 49 CFR 1544.101(a)

REFERENCE AOSSP Sections 11.4

LOCATIONS Extraordinary Locations

EFFECTIVE November 07, 2014

EXPIRES November 30, 2015

SUPERSEDES AALA 12-01C

PURPOSE AND GENERAL INFORMATION

To authorize the aircraft operator to conduct the alternative passenger pre-screening method of interviewing passengers at the Extraordinary Locations identified in Aircraft Operator Standard Security Program (AOSSP) Section 11.1. in lieu of the measures contained in AOSSP Section 11.4.

APPROVED PROCEDURES

- A. The aircraft operator is authorized to use an alternative passenger interview to identify passengers for additional screening.
- B. The aircraft operator must designate passengers identified for additional screening under the alternative passenger interview and those passengers must be screened in accordance with AOSSP Section 11.5.
- C. The alternative passenger interview must address the following subjects:

1. Build rapport and conduct initial observation. The objective of this phase is to establish the level of comfort of the passenger and identify a baseline of normal behavior indicators.
2. Gather information from passengers. The objective of this line of questioning is to gather information that can undergo veracity testing



- D. The aircraft operator must ensure that employees and authorized representatives participating in the alternative passenger interview are trained in accordance with their Transportation Security Administration (TSA)-approved training program.
 1. The training must support decision-making by the screener that involves constructing questions, evaluating passenger responses, finalizing an assessment about a passenger, and receiving supervision as necessary.
 2. The training program must address the following:
 - a) Deceptive behavioral indicators
 - b) Cultural awareness training
 - c) Rapport building techniques
 - d) Information gathering techniques
 - e) Veracity testing
 - f) Final Assessment
 - g) Boarding gate procedures
 - h) Notification procedures

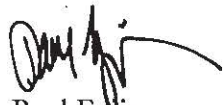
- i) Role play
- j) Written competency exam
- k) Practical competency exam
- l) On-the-job training requirements
- m) Initial and annual training requirements

SECURITY DIRECTIVES

In the event TSA issues a Security Directive (SD) requiring additional security measures, any procedures relevant to passenger prescreening or selectee screening must be complied with. The aircraft operator must inform its assigned Principal Security Inspector (PSI) or International Industry Representative (IIR), as appropriate, how such SD requirements will be implemented.

SCOPE AND DURATION OF APPROVAL

- A. In accordance with 49 Code of Federal Regulations (CFR) 1544.105(b), this document amends the TSA-approved security program adopted by the aircraft operator in accordance with the requirements of 49 CFR 1544.101(a). This amendment is part of the aircraft operator's TSA-approved security program; accessibility and dissemination of this document must be controlled in accordance with 49 CFR 1544.103(b).
- B. Changes to the AOSSP may require a corresponding revision of this amendment. It is the responsibility of the aircraft operator to review this amendment when a change to the AOSSP revises relevant requirements. Consult the assigned PSI or IIR, as appropriate, to determine if revision of this amendment is required.
- C. TSA may withdraw approval for use of this amendment without notice. Approval for use of this amendment expires at the end of the calendar day listed in the expiration date section above. Any request for renewal of this approval must be submitted to the assigned PSI or IIR at least 45 calendar days prior to expiration.



Paul Fujimura
Assistant Administrator
Office of Global Strategies

CERTIFICATE OF SERVICE

I hereby certify that on November 10, 2015, I filed and served the foregoing by filing it with the Court and serving it on the following party by electronic delivery:

Jonathan Corbett
382 NE 191 St. #86952
Miami, FL 33179
jon@professional-troublemaker.com

/s/ Jaynie Lilley

JAYNIE LILLEY