

CIVIL AVIATION SECURITY FINANCING STUDY	C
Appendix C – The US ATSA key characteristics	

Appendix C - The US Air Transportation Security Act – Key Characteristics

Source: Airports Staff, November 30, 2001

Section Number within the Act	Characteristics	Detail
101	Transportation Security Administration	<ul style="list-style-type: none"> • Appointment of an Under Secretary for Security to head the Transportation Security Administration in DoT. • TSA subsequently moved to the Department of Homeland of Security in March 2003. • Position has a fixed term of five years. He/she must have experience in transportation or security and be a US citizen. They will be responsible for all modes of transportation. • Within three months, the Under Secretary assumes civil aviation security functions from FAA. • Carriers can transfer associated property, and equipment to the Under Secretary at no cost to the US government.
103	Federal Security Managers	<ul style="list-style-type: none"> • At each airport the Under Secretary will appoint a Federal Security Manager. They will be responsible for overseeing screening and other duties.
105	Deployment of Federal Air Marshals	<ul style="list-style-type: none"> • The Under Secretary may provide Federal Air Marshals for every flight with "high security risks." On a space-available basis, airlines may be required to provide free trips home for marshals who have completed their shifts elsewhere
106	Improved Airport Perimeter Access Security	<ul style="list-style-type: none"> • Airports and airlines must develop airport security awareness programs for their employees, including ground crews and gate, ticket and curbside agents.
108	Security Screening By Private Companies	<ul style="list-style-type: none"> • Under Secretary must establish a pilot program for up to five airports (one from each airport security risk category) to conduct security screening through a private company. • The program can begin one year from the date of the Act and end three years from. Security companies owned and controlled by US citizens get preference. • Screening companies must have standards at least as high as the federalized force. • After two years, airports can apply to opt out of the federalized screening force and hire a private company under the same guidelines as above. • In 3 years, airports will have the choice of TSA or to outsource to a private company.
110	Screening	<ul style="list-style-type: none"> • Undersecretary shall "provide for" screening of all passengers and property including US mail, cargo, carry-on and checked baggage that will be carried aboard a passenger aircraft operated by an airline. • For flights and flight segments originating in the US, screening will be carried out by a federal employee except for the five pilot program airports, and except for identifying

CIVIL AVIATION SECURITY FINANCING STUDY	C
Appendix C – The US ATSA key characteristics	

Section Number within the Act	Characteristics	Detail
		<p>passengers and baggage for screening under the CAPPs program, known shipper programs and with the exception of positive bag-match programs.</p> <ul style="list-style-type: none"> • All screeners will be uniformed Federal personnel working for the TSA. • The Federal screeners, and all support personnel such as law enforcement, must be in place within one year (that is before November 2002) • At least one, armed, officer will be present at each screening location; more may be deployed at the top 100 airports. • Within 60 days, all checked baggage at all airports in the US must be "screened." Where explosives detection machines are not available, alternative means of screening consist of: <ul style="list-style-type: none"> • A bag-match program that ensures no checked baggage is aboard unless the passenger who checked it is on board (100% baggage match) • Manual search • Canine explosives detection in combination with other means • Other means or technology approved by the undersecretary • All necessary actions must be taken to ensure that explosives detection machines are deployed as soon as possible to ensure all airports have enough to screen all bags no later than Dec. 31, 2002. • A system to screen, inspect or otherwise ensure the security of all cargo on all-cargo aircraft must be in place "as soon as practicable."
111	Training & Employment of Security Screening Personnel	<ul style="list-style-type: none"> • The Under Secretary will establish qualification standards for the Federalised screeners. As a minimum, they must pass a Federal Security Screening Personnel selection exam; be a US citizen; pass a criminal background check; and be proficient in English. They will be tested every year and must have at least 40 hours of classroom instruction or have completed a program the Under Secretary deems equivalent; and must complete 60 hours of on-the-job training. Veterans will have preference. Federal screeners are prohibited from taking strike action.