



U.S. Transportation Security Administration International Air Cargo Programs

Civil Aviation Security & Air Cargo Webinar
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Introduction

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International Industry Representative (IIR)

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- 16 International Industry Representatives (IIR) located throughout the world
- Serve as primary aviation security policy subject matter experts to regulated air carriers
- Liaise with regional, national and global industry associations
- Engage with over 330 U.S. and foreign air carriers with international operations from 78 countries

Annex 17 Standards – Air Cargo

4.6.1 Each Contracting State shall ensure that appropriate security controls, including screening where practicable, are applied to cargo and mail, prior to their being loaded onto an aircraft engaged in commercial air transport operations.

4.6.2 Each Contracting State shall establish a supply chain security process, which includes the approval of regulated agents and/or known consignors, if such entities are involved in implementing screening or other security controls of cargo and mail.

TSA Air Cargo Programs

- Foreign flag carriers
 - Passenger operations – Model Security Program (MSP)
 - All-Cargo operations (ACISP); All Cargo Twelve-Five International Standard Security Program (ACTFISSP)

- U.S. flag carriers
 - Passenger operations – Aircraft Operator Standard Security Program (AOSSP)
 - All-Cargo operations – Full All Cargo Aircraft Operator Standard Security Program (FACAOSSP); Twelve Five Standard Security Program (TFSSP)

TSA Air Cargo Programs

REGULATED AIR CARRIERS (Passenger & All-Cargo):

- Security program requirements represent the TSA cargo framework on the national level
- Options within each program are directly related to TSA developed supply chain security programs for U.S. and Non-U.S. locations.

TSA Requirements

Passenger and All-Cargo operations **must** follow the Standard Screening Procedures for Air Cargo (SSPAC) effective February 1, 2021

- For flights departing U.S. locations, must follow SSPAC – U.S. Locations
- For flights departing Non-U.S. locations , must follow SSPAC – Non-U.S. Locations
- Outlines detailed procedures that must be followed when using the various methods of screening available to the carrier via their Security Program
- Outlines initial and recurrent training requirements for each method

TSA Requirements

Baseline: All carriers must apply security controls, which may include screening, to cargo on their aircraft when departing the U.S. and Non-U.S. locations

- Physical Search, X-ray, Explosive Trace Detection (ETD), Explosive Detection Systems (EDS)
 - All-Cargo carrier options: Electronic Metal Detection (EMD) and Carbon Dioxide Monitor)
- Alternative programs are available based on supply chain security when departing U.S. and Non-U.S. locations

Approved Screening Technologies

All Carriers (Passenger & All Cargo)

Any equipment used to screen cargo departing from U.S. and Non-U.S. Locations **must** be listed on TSA's Air Cargo Screening Technologies List (ACSTL)

or

A written approval by the International Industry Representative (IIR)/Principal Security Inspector (PSI) for use of other technologies.

Optional Programs – Supply Chain

Additional supply chain security programs (departing Non-U.S. Locations):

- TSA-Approved Explosives Detection Canine
- National Cargo Security Program Recognition (NCSP)

Additional supply chain security programs (departing U.S. Locations):

- Indirect Air Carriers (IAC)
- Certified Cargo Screening Facilities (CCSF)
- Third Party Canine (3PK9)
- TSA-Certified Canine
- Secured Packing Facility (SPF)

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