



# Aviation Security – TSA and the Future of AAM

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Innovation**

# Creation of TSA



- Created in the aftermath of 9/11 to oversee security for all transportation systems.
- November 2001, President Bush signed the Aviation and Transportation Security Act (ATSA).
- End of 2002, federalization of security operations completed.
- March 2003, TSA became part of the Department of Homeland Security.

# Critical Security Functions of TSA

TSA is responsible for security in all modes of transportation, contributing up to 8.6% of the U.S. gross domestic product and representing 12 million jobs and \$18 trillion in annual value of goods moved.



**AIR CARGO**



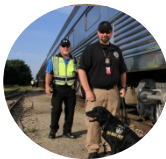
**HIGHWAY AND MOTOR CARRIER**



**FEDERAL AIR MARSHAL SERVICE (FAMS)**



**MASS TRANSIT AND PASSENGER RAIL**



**FREIGHT RAIL**



**COMMERCIAL AVIATION\***



**PIPELINE**



**GENERAL AVIATION\***

# Current Regulations

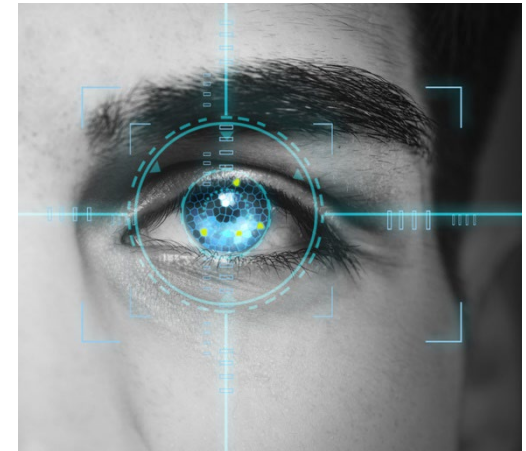
- Title 49 Code of Federal Regulations (CFR) 1540 series
  - Includes aircraft with Maximum Takeoff Weight (MTOW) over 12,500 pounds
  - Includes flight operations that depart/arrive from the sterile area





# Considerations for Regulations

- Large volume of activity and broad customer base
- Operations in and around metropolitan areas
- Operations that intersect with other TSA programs (DASSP, TFR gateway ops)
- Physical security in non-traditional environments
- Requests from industry (vetting, passenger screening, etc.)



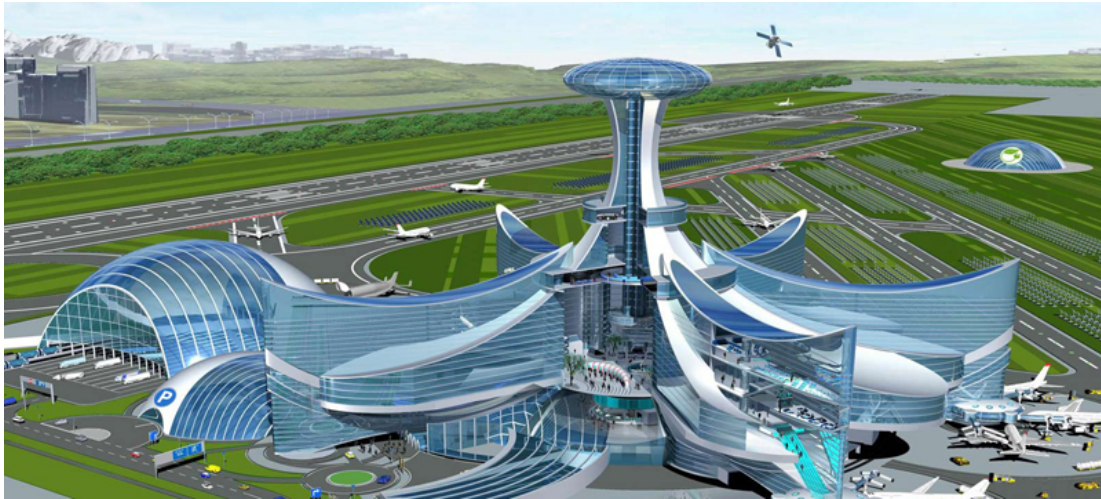
# Current Engagement

- Utilization of the Industry Engagement Manager for General Aviation
- Government Agency Partners
- Aviation Industry Associations
- General Aviation Subcommittee of the Aviation Security Advisory Committee (ASAC)
  - First working group meeting January 2022



# Considerations from Industry

- Ability to fly directly into sterile airport terminal
- Screening at off-airport locations
- Increased security from TSA vetting



# Questions

