



# governmentattic.org

*"Rummaging in the government's attic"*

Description of document: **27 U.S. Department of Homeland Security (DHS)  
Transportation Security Administration (TSA)  
Emergency Amendments, 2003-2008**

Requested date: 10-August-2008

Released date: 26-February-2009

Posted date: 16-September-2009

Date/date range of documents: 2003 - 2008

Source of document: Transportation Security Administration  
Freedom of Information Act Office, TSA-20  
11th Floor, East Tower  
601 South 12th Street  
Arlington, VA 22202-4220

Note: Release letter provides list of TSA Emergency  
Amendments included; see following page

The governmentattic.org web site ("the site") is noncommercial and free to the public. The site and materials made available on the site, such as this file, are for reference only. The governmentattic.org web site and its principals have made every effort to make this information as complete and as accurate as possible, however, there may be mistakes and omissions, both typographical and in content. The governmentattic.org web site and its principals shall have neither liability nor responsibility to any person or entity with respect to any loss or damage caused, or alleged to have been caused, directly or indirectly, by the information provided on the governmentattic.org web site or in this file. The public records published on the site were obtained from government agencies using proper legal channels. Each document is identified as to the source. Any concerns about the contents of the site should be directed to the agency originating the document in question. GovernmentAttic.org is not responsible for the contents of documents published on the website.

FEB 26 2009

U.S. Department of Homeland Security  
Freedom of Information Office  
Arlington, VA 20598-6020



Transportation  
Security  
Administration

**FOIA Case Number: TSA08-0669**

This letter is in response to your Freedom of Information Act (FOIA) request to the Transportation Security Administration (TSA) dated August 10, 2008. Your request was processed pursuant to the FOIA, 5 U.S.C. § 552. Specifically, you requested a copy of the subsequent documents:

1. Emergency Amendment 1546-01-14F issued 7/20/2007
2. Emergency Amendment 1546-01-10F issued 3/30/2007
3. Emergency Amendment 1546-01-17E issued 4/?/2008
4. Emergency Amendment 1546-01-18E issued 7/8/2004
5. Emergency Amendment 1546-01-07X issued 7/19/2005
6. Emergency Amendment 1546-01-09J issued 7/12/2006
7. Emergency Amendment 1546-03-06 issued 12/23/2003
8. Emergency Amendment 1546-03-08 issued 12/23/2003
9. Emergency Amendment 1546-03-09-A issued 7/17/2006
10. Emergency Amendment 1546-03-10 issued 12/28/2003
11. Emergency Amendment 1546-03-11 issued 12/28/2003
12. Emergency Amendment 1546-04-03 issued 3/16/2004
13. Emergency Amendment 1546-04-07 issued 6/1/2004
14. Emergency Amendment 1546-04-09 issued 7/6/2004
15. Emergency Amendment 1546-04-10 issued 7/6/2004
16. Emergency Amendment 1546-04-11A issued 11/5/2004
17. Emergency Amendment 1546-04-13 issued 11/24/2004
18. Emergency Amendment 1546-06-01 issued 6/12/2006 (?)
19. Emergency Amendment 1546-06-02E issued 11/9/2006
20. Emergency Amendment 1546-06-03D issued 4/9/2006
21. Emergency Amendment 1546-04D issued 11/9/2006
22. Emergency Amendment 1546-05B issued 7/16/2007
23. Emergency Amendment 1546-07-01 issued 3/19/2007
24. Emergency Amendment 1546-07-02 issued 9/4/2007
25. Emergency Amendment 1546-07-03 issued 1/16/2008
26. Emergency Amendment 1546-08-01 issued 2/7/2008
27. Emergency Amendment 1546-03-03 issued 12/28/2003

A search was conducted within TSA and documents (129 pages) were located. Forty-nine pages are being released to you in their entirety. Portions of 80 pages are being withheld pursuant to Exemptions 2 and 3 of the FOIA. An explanation of these exemptions is outlined below:

Exemption 2 of the FOIA exempts from mandatory disclosure records that are “related solely to the internal personnel rules and practices of an agency.” The courts have interpreted the exemption to encompass two distinct categories of information:

- (1) internal matters of a relatively trivial nature-often referred to as “low 2” information; and
- (2) more substantial internal matters, the disclosure of which would risk circumvention of a legal requirement-often referred to as “high 2” information. A more detailed explanation follows.

We have determined that certain portions of the requested records are properly withheld from disclosure as “high” (b)(2) information, in that they contain internal administrative and/or personnel matters to the extent that disclosure would risk circumvention of a regulation or statute or impede the effectiveness of law enforcement activities. A more detailed explanation follows.

Sensitive materials are exempt from disclosure under “high 2” when the requested document is predominantly internal, and disclosure significantly risks circumvention of a regulation or statute, including civil enforcement and regulatory matters. Whether there is any public interest in disclosure is legally irrelevant. Rather, the concern under high 2 is that a FOIA disclosure should not benefit those attempting to violate the law and avoid detection.

Portions of these documents are considered Sensitive Security Information (SSI) and are exempt from disclosure under Exemption 3 of the FOIA. Exemption 3 permits the withholding of records specifically exempted from disclosure by another Federal statute. Section 114(s) of title 49, United States Code, exempts from disclosure of Sensitive Security Information that “would be detrimental to the security of transportation” if disclosed. The TSA regulations implementing Section 114(s) are found in 49 CFR Part 1520. Information withheld pursuant to Exemption 3 is notated in the margins with the specific applicable SSI regulatory provisions.

Section 1520.5(b)(2)(i) exempt from disclosure any security directive or order issued by TSA under 49 CFR 1542.303, 1544.305, 1548.19, or other authority.

Section 1520.5(b)(8)(i) exempt from disclosure specific details of aviation or maritime transportation security measures, both operational and technical, whether applied directly by the Federal government or another person including security measures or protocols recommended by the Federal government.

Section 1520.5(b)(9)(i) exempt from disclosure security screening information under aviation or maritime transportation security requirements of Federal law. This includes any procedures, selection criteria, comments, instructions, and implementing guidance pertaining thereto, for screening of persons, accessible property, checked baggage, U.S. mail, stores, and cargo that is conducted by the Federal government or any other authorized person.

In accordance with departmental regulations implementing the FOIA (6 C.F.R. § 5.11), you are identified in the category of an "other" requester. Accordingly, you are only charged for record searches and photocopying, and there is no charge for the first two hours of search time or the first one hundred pages of copies. Accordingly, there is no fee associated with processing this request.

In the event that you may wish to appeal this determination, an administrative appeal may be made in writing to Kimberly Walton, Special Counselor, Office of the Special Counselor, Transportation Security Administration, 601 South 12<sup>th</sup> Street, East Building, E7-121S, Arlington, VA 20598-6033. Your appeal **must be submitted within 60 days** from the date of this determination. It should contain your FOIA request number and state, to the extent possible, the reasons why you believe the initial determination should be reversed. In addition, the envelope in which the appeal is mailed in should be prominently marked "FOIA Appeal." Please note the Special Counselor's decision on your FOIA appeal will be administratively final. If you have any questions pertaining to your request, please feel free to contact the FOIA Office at 1-866-364-2872 or locally at 571-227-2300.

Sincerely,

A handwritten signature in black ink, appearing to read "P. Pietra", with a stylized flourish at the end.

Peter Pietra  
Acting FOIA Officer  
Freedom of Information Act Office

Enclosures

SENSITIVE SECURITY INFORMATION

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

Subject: Security Procedures for Flights to the United States [REDACTED]  
[REDACTED]

Number: EA 1546-07-02

Date: September 4, 2007

EXPIRATION: Indefinite.

The measures contained in this Emergency Amendment (EA) must be implemented immediately. The measures contained in this EA are in addition to all other EAs currently in effect for your operations.

INFORMATION: The United States Government has determined that air carriers must perform additional security measures prior to departure at [REDACTED]  
[REDACTED]

APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS THAT CARRY OUT A SECURITY PROGRAM REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546 AND OPERATE FLIGHTS TO THE UNITED STATES FROM [REDACTED]

[REDACTED] THIS EA APPLIES TO ALL FLIGHTS ORIGINATING FROM [REDACTED]  
INCLUDING DIRECT FLIGHTS AND FLIGHTS WITH INTERMEDIATE STOPS, TO THE UNITED STATES.

ACTIONS REQUIRED: Any air carrier with a security program under 49 CFR Part 1546 must implement the measures set forth in this EA for flights originating from [REDACTED] including direct flights and flight with intermediate stops, to the United States.

I. PASSENGER SCREENING: The air carrier must utilize direct air carrier employees or its authorized representatives to screen all passengers (including transit passengers) and their accessible property for any of the items listed on the Prohibited Items List available on the TSA website at [www.tsa.gov](http://www.tsa.gov) or by facsimile (when requested from the air carrier's IPSI). The air carrier must not allow any prohibited items in the cabin of the aircraft. Passengers and their accessible property must be screened as described in Sections A. and B. below.

A. The air carrier must apply additional screening to passengers immediately prior to boarding at [REDACTED]  
[REDACTED]

1. Screen each passenger (including transit passengers) for items listed on the Prohibited Items List utilizing physical search procedures and/or hand-held metal detection devices.

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

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-07-02  
Page 2 of 4

2. The screening of each passenger must include the removal of his/her footwear. The air carrier must screen [REDACTED] or the existence of any component of an improvised explosive device (IED), by utilizing either:
  - a) X-ray units OR
  - b) Physical search procedures when x-ray units are not available or inoperable. The physical search of the footwear must include:

- c) If evidence of [REDACTED] the existence of any component of an IED is detected, contact the local law enforcement authority for resolution.

3. Screen all accessible property for items listed on the Prohibited Items List utilizing x-ray units and/or physical search procedures.

- B. After being subjected to additional screening procedures, all passengers must remain in the secure boarding area and be physically separated from individuals who have not been subject to screening following the measures in Section A. above.

## II. AUTHORIZED AIR CARRIER SECURITY GUARDS

- A. For purposes of this EA, an authorized air carrier security guard means any individual trained in security enforcement who is authorized to act on behalf of the air carrier to perform the measures required by this EA.
- B. The air carrier must instruct authorized air carrier security guards to immediately notify air carrier management and local law enforcement personnel if there is an incident or emergency.

## III. CHECKED BAGGAGE

- A. The air carrier must conduct x-ray inspections of [REDACTED] checked baggage for items listed on the Checked Baggage Prohibited Items List. If x-ray units are not available or inoperable, the air carrier must conduct physical searches of [REDACTED] checked baggage.
- B. Only direct air carrier employees, authorized representatives, or authorized air carrier security guards may have access to the checked baggage after it has been screened or accepted at the ticket counter. If any unauthorized individual (including a passenger) accesses the checked baggage after it has been screened or accepted at the ticket counter, the checked baggage must be re-screened following the measures in Section III. A. above.
- C. Authorized air carrier security guards must:

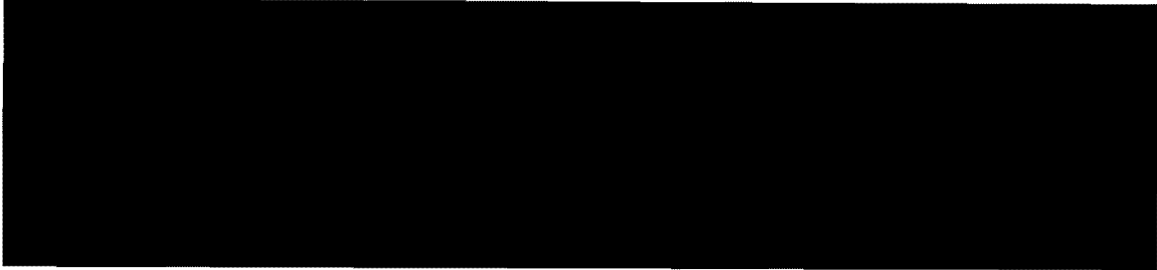
SENSITIVE SECURITY INFORMATION

**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



IV. AIRCRAFT SECURITY

Authorized air carrier security guards must:



V. CARGO

Authorized air carrier security guards must:

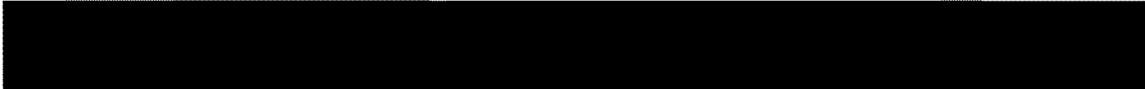


VI. CATERING

A. Direct air carrier employees or authorized representatives must:



B.



VII. TRAINING

- A. Direct air carrier employees, authorized air carrier representatives, and authorized air carrier security guards must be trained to proficiency on all security procedures in this EA for which they have responsibility.
- B. The air carrier must maintain current and accurate training records for a period of at least 90 days following termination of the employee and make them available to TSA upon request.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-07-02  
Page 4 of 4

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA. The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel [REDACTED]

[REDACTED] All air carrier personnel implementing this EA 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 Administrator of 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 EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Sector Network Management. The air carrier must immediately notify its assigned IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 16291 7, 201 8262 Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

/s/

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



SENSITIVE SECURITY INFORMATION

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

Subject: Security Procedures for Flights to the United States [REDACTED]  
[REDACTED]

Number: EA 1546-07-03

Date: January 16, 2008

**EXPIRATION:** Indefinite.

The measures contained in this Emergency Amendment (EA) must be implemented immediately. The measures contained in this EA are in addition to all other EAs currently in effect for your operations.

**INFORMATION:** The United States Government has determined that air carriers must perform additional security measures prior to departure at [REDACTED] for flights to the United States.

**APPLICABILITY:** THIS EA APPLIES TO AIR CARRIERS THAT CARRY OUT A SECURITY PROGRAM REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546 AND OPERATE FLIGHTS TO THE UNITED STATES FROM [REDACTED]  
[REDACTED] THIS EA APPLIES TO ALL FLIGHTS ORIGINATING FROM [REDACTED] INCLUDING DIRECT FLIGHTS AND FLIGHTS WITH INTERMEDIATE STOPS, TO THE UNITED STATES.

**ACTIONS REQUIRED:** Each air carrier with a security program under 49 CFR Part 1546 must implement the measures set forth in this EA for flights originating from [REDACTED] including direct flights and flights with intermediate stops, to the United States.

- I. **PASSENGER SCREENING:** Unless performed by the host government authorities, direct air carrier employees or authorized air carrier representatives must screen all passengers (including transit passengers) and their accessible property for any items on the Prohibited Items List (available on the TSA website at [www.tsa.gov](http://www.tsa.gov) or by facsimile when requested from the air carrier's International Industry Representative (IIR)). The screening must be conducted in the boarding gate area immediately prior to boarding the aircraft. The air carrier must not allow any prohibited items in the cabin of the aircraft. Passengers and their accessible property must be screened as described in Sections A. and B. below.

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

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-07-03  
Page 2 of 4

- A. The air carrier must ensure additional screening of passengers and accessible property immediately prior to boarding at [REDACTED]
1. Screen each passenger (including transit passengers) for weapons, explosives, or incendiaries, including the items listed on the Prohibited Items List, utilizing one of the following procedures:
    - a) Physical search, OR
    - b) Walk Through Metal Detector used in conjunction with a Hand-held Metal Detector for resolving alarms; OR
    - c) Hand-held Metal Detector.
  2. The screening of each passenger must include the removal of his/her footwear. The air carrier must screen footwear [REDACTED] for the existence of any component of an improvised explosive device (IED) by utilizing either 2.a) or b).
    - a) X-ray units.
    - b) Physical search procedures when x-ray units are not available or are inoperable. The physical search of the footwear must include:  
[REDACTED]
    - c) If evidence [REDACTED] the existence of any component of an IED is detected, contact the local law enforcement authority for resolution.
  3. Screen all accessible property for items listed on the Prohibited Items List utilizing:
    - a) X-ray units AND physical search procedures described in Section 4. below.
    - b) Physical search procedures when x-ray units are not available or are inoperable.
  4. During the physical search of accessible property [REDACTED]  
[REDACTED] Screeners performing this inspection must:
    - a) [REDACTED]
    - b) [REDACTED]
  5. When screening accessible property, [REDACTED]  
[REDACTED] immediately contact the local law enforcement authority.
- B. After being subjected to additional screening procedures, all passengers must remain in the secure boarding area and be physically separated from individuals who have not been subjected to screening following the measures in Section A. above.

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

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-07-03  
Page 3 of 4

- II. CHECKED BAGGAGE SCREENING: Unless performed by the host government, direct air carrier employees or authorized air carrier representatives must screen all checked baggage for any items listed on the Prohibited Items List (available on the TSA website at [www.tsa.gov](http://www.tsa.gov) or by facsimile when requested from the air carrier's IIR) prior to loading onboard an aircraft.

- A. The air carrier must conduct [REDACTED] x-ray inspections of checked baggage. If x-ray units are not available or are inoperable, the air carrier must conduct [REDACTED] physical searches of checked baggage.
- B. The air carrier must conduct [REDACTED] x-ray inspections of [REDACTED] checked baggage prior to loading onboard an aircraft. If x-ray equipment is unavailable or inoperable, the air carrier must conduct [REDACTED] physical searches of checked baggage.
- C. To prevent unauthorized access to checked baggage, authorized air carrier security guards must:

[REDACTED]

III. SCREENING EQUIPMENT

- A. Walk Through Metal Detector and x-ray equipment must be operated and tested in accordance with the Model Security Program (MSP).
- B. All screening equipment must meet current MSP requirements.

IV. TRAINING

- A. Direct air carrier employees, authorized air carrier representatives, security guards, and host government authorities must be trained to proficiency on all security procedures in this EA for which they have responsibility.
- B. All screeners must meet screener training and testing requirements in accordance with current MSP standards.
- C. The air carrier must maintain current and accurate training records for a period of at least 90 calendar days following termination of the employee and make them available to TSA upon request.

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

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-07-03  
Page 4 of 4

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IIR indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IIR indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA. The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at [REDACTED]. All air carrier personnel implementing this EA 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 Administrator of 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 EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IIR proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for The Office of Global Strategies. The air carrier must immediately notify its assigned IIR whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 16291 7, 201 8262 Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

/s/  
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

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

Subject: Enhanced Security Procedures for [REDACTED]

Number: EA 1546-08-01

Date: February 07, 2008

---

EXPIRATION: Indefinite

The measures contained in this Emergency Amendment (EA) must be implemented immediately. The measures contained in this EA are in addition to all other EAs currently in effect for air carrier operations.

INFORMATION: The United States Government has determined that air carriers must perform additional security measures prior to departure at [REDACTED] for flights to the United States.

APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546 THAT OPERATE FLIGHTS TO THE UNITED STATES FROM [REDACTED]

ACTIONS REQUIRED: Any air carrier with a security program under 49 CFR Part 1546 must implement the measures set forth in this EA for flights originating from [REDACTED]

PASSENGER SCREENING

A. In addition to all passenger screening requirements contained in the Foreign Air Carrier Model Security Program (MSP) and all other EAs currently in effect, the air carrier must ensure screening includes the removal of each passenger's footwear. The air carrier must screen [REDACTED] the existence of any component of an improvised explosive device (IED), by utilizing either:

- 1) X-ray units OR
- 2) Physical search procedures when X-ray units are not available or inoperable. The physical search of the footwear must include:

[REDACTED]

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-08-01

Page 2 of 2

- B. If during the screening of footwear [REDACTED] the existence of any component of an IED is detected, contact the local law enforcement authority for resolution.
- C. After being subjected to the screening procedures in Section A. above, all passengers must be physically separated from individuals who have not been subject to screening following the measures in Section A.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Industry Representative (IIR) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately distribute the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IIR, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at [REDACTED]. All air carrier personnel implementing this EA 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 TSA 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IIR proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for the Office of Global Strategies. The air carrier must immediately notify its assigned IIR whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I have determined that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
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.

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

Subject: Law Enforcement Officers on Flights To, From, or Overflying the United States

Number: **EA 1550-03-03**

Date: **December 28, 2003**

---

**EXPIRATION:** Indefinite

The measures contained in this Emergency Amendment (EA) are in addition to requirements of all other EAs currently in effect for your operations and must be implemented for specific flights immediately upon notification by the air carrier's International Principal Security Inspector (IPSI).

**INFORMATION:** Recent unconfirmed reporting indicates Al-Qaeda may be planning to conduct attacks against commercial air flights traveling to, from, or overflying from United States.

Details of the specific timing, targeting, and method of attack are not known. However, previous reporting indicates terrorist tactics against aviation may include suicide hijackings, bombings, and the possible use of man-portable air defense systems (MANPADS).

The Department of Homeland Security continues to conduct checks on passengers and crew of all flights to, from, and overflying the United States as well as analyze threat information related to those flights. When threat information warrants, the Transportation Security Administration (TSA) will direct additional security requirements for those flights, to include where necessary, the protection of specific flights by armed, trained, Government law enforcement officers. The U.S. Immigration and Customs Enforcement Federal Air Marshal Service will coordinate with and facilitate the movement of Government law enforcement officers into and out of the United States.

**ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1550:** Measures set forth in this EA must be implemented by each air carrier that is subject to the ACISP under 49 CFR Part 1550 and conducts all-cargo international flight operations to, from, or overflying the United States, its possessions, and territories. This applies to specific flights as directed by the Transportation Security Administration, regardless of the number of intermediate stops.

**GOVERNMENT LAW ENFORCEMENT OFFICERS:** When threat information warrants, the TSA will direct additional security requirements for those flights, to include where necessary, the protection of specific flights by armed, trained, Government law enforcement officers. Specific flights will be identified by flight number, departure airport, and date(s) of flight operation.

1. Armed, trained, Government law enforcement officers must be on flights arriving into, departing from, or overflying the United States, when directed by the TSA.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

2. The armed, trained, Government law enforcement officers must prevent unauthorized persons from attempting to gain access to the flight deck and prevent hijackings and other criminal acts aboard the aircraft.
3. The armed, trained, Government law enforcement officers [REDACTED]  
[REDACTED]
4. The armed, trained, Government law enforcement officers must conduct a crew briefing prior to departure to ensure the flight crew and cabin crew understand that the Government law enforcement officers are on board to prevent unauthorized access to the flight deck and to prevent hijackings and other criminal acts aboard the aircraft.
5. If the air carrier is not able to provide armed, trained, Government law enforcement officers when directed by the TSA, the flight is not authorized or permitted to operate to or from or overfly the United States.
6. Air carriers should make arrangements with appropriate Government authorities in advance to ensure armed, trained, Government law enforcement officers are immediately available to perform these functions when directed by the TSA.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and its territories and last points of departure prior to arriving in or overflying the United States. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, in accordance with the ACISP, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier and the government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1550 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.



As a result of the threat to civil aviation, as described in the Information Section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation.

David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

U.S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Threat to Non-U.S. Air Carriers – Selectee List Procedures

Number: EA 1546-01-18E

Date: July 8, 2004

---

EXPIRATION: Indefinite

**This Emergency Amendment (EA) supercedes and cancels EA 1546-01-18D and must be implemented within 72 hours unless otherwise approved by your IPSI. Revised procedures are indicated in bold.**

INFORMATION: The Transportation Security Administration (TSA) has received information indicating that individuals on the Selectee List associated with this EA may warrant additional scrutiny prior to boarding to ensure they do not pose a threat to civil aviation national security.

There have been many instances in which the name of a passenger was identical or similar to an individual on the Selectee List. This EA clarifies the use of the Selectee List and procedures that aircraft operators are to follow when making comparisons of passengers and direct aircraft operator employees with the Selectee List.

REVISION SUMMARY:

- **Requires air carriers to review the cleared column of the Selectee List to distinguish between those individuals who are not on the Selectee List from those individuals who are listed.**
- **Requires air carriers to ensure that individuals who are listed in the cleared column of the Selectee List are not subject to the selectee screening procedures described in this EA.**
- **Prohibits aircraft operators from issuing boarding cards more than 24 hours prior to flight time.**
- **Revises procedures for ensuring that passengers and their accessible property are subject to secondary screening.**
- **Deletes the requirement for air carriers to notify the FBI (or Legal Attaché) and the Federal Security Director (FSD) when a selectee passenger checks in for a flight.**
- **Revises procedures for documenting passengers processed as selectees.**
- **Deletes the requirement for air carriers to notify the FBI (or Legal Attaché) in cases where an air carrier employee is a possible match to the Selectee List.**
- **Revises the procedures for documenting possible matches of an air carrier employee.**
- **Changes the TSIS Watch telephone number to [REDACTED]**

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

**APPLICABILITY:** THIS EA APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546.

**ACTIONS REQUIRED:** An air carrier with a security program under 49 CFR Part 1546 must implement **all** of the measures set forth in this EA.

I. OVERVIEW

- A. TSA will provide a Selectee List to the security director or designee of each air carrier to which this EA applies. The Selectee List will be provided via password protected email or facsimile. All future updates (removal or addition of names) to the Selectee List will be provided in the same manner. **Air carriers must monitor the web board for new Selectee List postings. TSA may provide identifying data in the cleared column of the Selectee List for an individual who bears a name that is the same as, or similar to, a name on the Selectee List, but who is permitted to fly without being subject to selectee screening procedures. Such individuals must not be subject to selectee screening procedures described in this SD.**
- B. Identifying data (e.g. date of birth, social security number, passport number and country of issue, etc.) will be provided by TSA when available. This identifying data must be used when conducting the Selectee List comparison procedures of this EA to assist in the determination of a match. Many non-Western cultures do not follow strict patterns in name order. The names that appear on the Selectee List may be in varying order and spelling. **Automated programs and manual reviews must be capable of comparing these variations when conducting the Selectee List comparison procedures. Honorifics (e.g. Mr., Capt., Dr.) must not be used as part of the name check.**
- C. The air carrier must **use the most recently issued Selectee List** within 24 hours of receipt and conduct the comparisons to the Selectee List in accordance with the procedures and timelines as described in this EA. The air carrier must implement a verifiable system, approved by its Principal Security Inspector (PSI), to check the cleared column of the Selectee List, and any corresponding identifying data provided in the cleared column of the Selectee List, within 24 hours of the scheduled flight departure time to clear an individual for transport without being subject to selectee screening procedures under the requirements outlined in this EA only.
- D. TSA will accept written requests for relief from the selectee screening procedures described in this SD only from affected individuals.
- E. If TSA establishes that an individual requesting relief is not on the Selectee List, TSA will include in the cleared column of the Selectee List:

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

1. A statement indicating the individual is not the person of the same name on the Selectee List and that he/she is otherwise cleared to fly in accordance with this SD series; and
2. The corresponding identifying data that distinguishes the cleared passenger from the individual who is subject to selectee screening.

## **II. PASSENGERS**

A. Within 24 hours of the scheduled flight departure time, but no later than the time the passenger checks in at an airport, the air carrier must conduct a comparison of the passenger's available identifying data in the air carrier's flight reservation system and any available identifying information offered by the passenger, with the most recently issued Selectee List. Additionally, an air carrier must not issue a boarding pass (including an Internet boarding pass) until it completes a comparison of the passenger's available identifying data in the air carrier's flight reservation system and any available identifying information offered by the passenger, with the most recently issued Selectee List. The air carrier may not issue a boarding pass more than 24 hours prior to flight time.

1. The air carrier may accept a passenger for transport and must not apply any of the procedures in paragraphs II.B if the passenger name appears on the cleared column and the data provided by the passenger matches the data provided in the cleared column of the Selectee List. The air carriers must maintain, at a location approved by its PSI, a record of every flight that operates with an individual who is cleared to fly with these procedures, including the name of each individual and the name of the air carrier representative who completed the procedures in this paragraph. The record must be maintained at the location for a minimum [REDACTED] following the day of the departure of the flight.
2. The air carrier will follow the procedures in II.B. If either of the following conditions is met;  
[REDACTED]

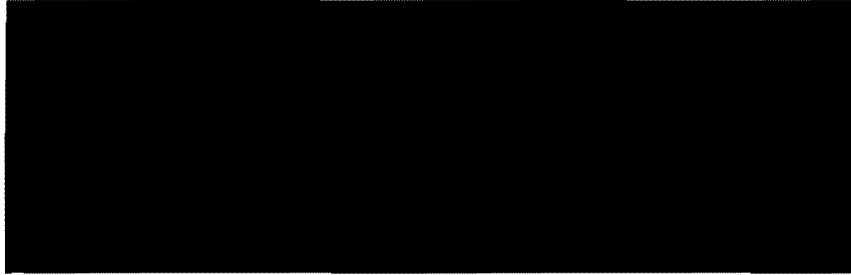
B. The air carrier must complete the following procedures prior to allowing the passenger, including their accessible property and checked baggage on the aircraft, as applicable:

1. For all selectees in the United States, designate the passenger as a selectee for **selectee** screening procedures.
2. For all selectees outside the United States, clear all checked baggage belonging to the **selectee** passenger, if any, in accordance with Section III. of this EA.

### **SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

3. Ensure that the passenger and all his or her accessible property are identified for selectee screening in accordance with EA 1546-01-09 series.
4. **When the individual checks in for a flight whether in or outside the United States and without delaying the processing of the passenger in accordance with this EA, contact the Transportation Security Intelligence Service (TSIS) Watch at [REDACTED] and provide the following information:**

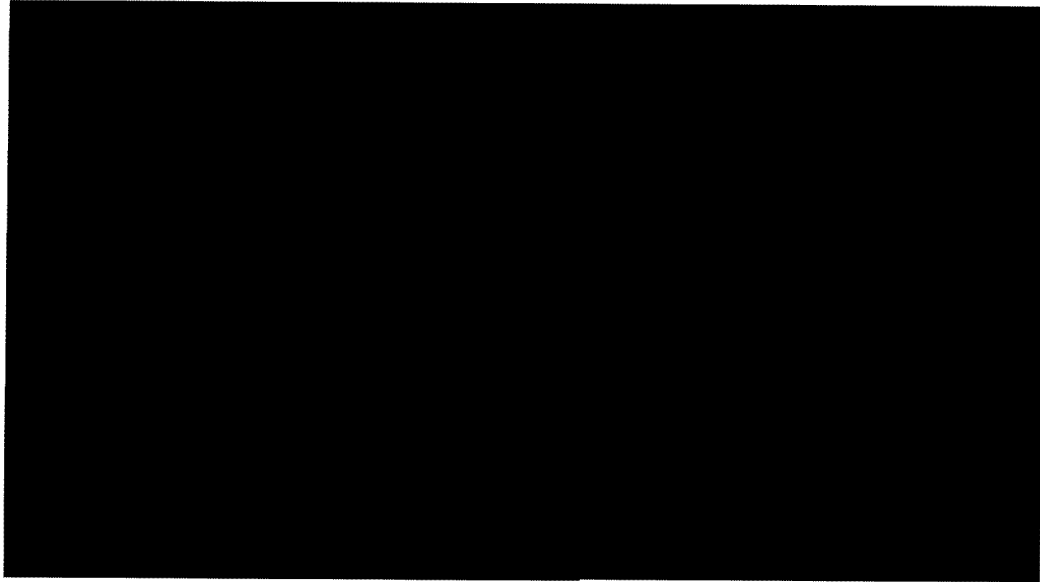


- C. Except as provided in II.D. the air carrier must:
  1. Implement a verifiable system approved by its international principal security inspector (IPSI) to document passengers processed in accordance with II.A. of this EA.
  2. Maintain, at a location approved by its IPSI, a record of all flights operated with passengers who are designated as selectees. The record must list the name of each selectee and the name of the air carrier representative who completed the procedures in II.B. The record must be maintained at the location for a minimum [REDACTED] from the day of departure of the flight.
- D. The procedures in II.B. of this EA do not apply to a passenger designated as a selectee based solely on the application of the TSA Domestic Selection Criteria.
- E. **The air carrier must not designate the passenger a selectee under this EA unless the requirements under II.A.2. are met.**

III. **CLEARANCE OF SELECTEE CHECKED BAGGAGE OUTSIDE THE UNITED STATES:** These clearance procedures apply to checked baggage belonging to an individual identified as a selectee outside the United States:

- A. The air carrier must clear checked baggage [REDACTED] The approved clearance procedures are listed in the order which they are required to be used. The air carrier must ensure that no one other than direct air carrier employees, authorized air carrier representatives, or **TSA recognized** government representatives have access to the contents or any of the compartments of the bags after they have been cleared.
- B. Where deployed, the air carrier must ensure the continuous use of all explosives detection systems (EDS) or advanced technology (AT). Every alarm generated by an EDS or AT must be physically searched.

SENSITIVE SECURITY INFORMATION



**IV. AIR CARRIER EMPLOYEES**

- A. Within 24 hours of receiving its copy of the most recently issued Selectee List, the air carrier must use this list as follows:**
- 1. Conduct a comparison of the names, along with any additional corresponding identifying data, with the names of all direct air carrier employees;**
  - 2. Conduct a comparison of the names, along with any additional corresponding identifying data, with the names of those individuals to whom the air carrier has issued, or has submitted an application to a U.S. airport operator for issuance, SIDA, sterile area, or identification media; and**
  - 3. Conduct a comparison of the names, along with any additional corresponding identifying data, with the names of flight deck and cabin crewmembers assigned to flights dispatched to and from the United States.**
- B. In the United States:**
- 1. If during the comparison in IV.A., the air carrier determines that it has issued, or is processing an application for, SIDA, sterile area, or identification media for an individual named on the Selectee List, the air carrier must immediately:**

**SENSITIVE SECURITY INFORMATION**

**WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.**



**c. Contact:**

- (1) The TSIS Watch at [REDACTED] and**
  - (2) The local FSD or FSD designee, who will when he or she deems appropriate, alert other aircraft operators and air carriers at that airport of the situation.**
- 2. If the TSIS Watch in consultation with the FSD determines that an employee is not a match with the individual on the Selectee List, the air carrier or airport operator, respectively, may reinstate the SIDA, sterile area, or airport identification media which was previously suspended for that individual and notify the contacts listed in IV.B.1.c.**
  - 3. The access restrictions in IV.B.1.b. above no longer apply once the TSIS Watch or FSD determines that an applicant is not a match.**

**C. Outside the United States:**

- 1. If during the comparison in IV.A., the air carrier determines that a flight deck and/or cabin crewmember is a match with the Selectee List, the air carrier must immediately contact the TSIS Watch at 703-563-3650.**
- 2. Clear all checked baggage belonging to the flight deck and/or cabin crewmember, if any, in accordance with Section III. of this EA.**
- 3. Ensure the flight deck and/or cabin crewmember, and all his or her accessible property are identified for selectee screening either at the security screening checkpoint or boarding gate.**

**D. The air carrier must provide the following information to each contact in IV.B.1.c. or IV.C.1. above:**



- E. The air carrier must maintain a record, at a location approved by its IPSI, of the individuals who were determined by the TSIS Watch or FSD not to be a match. The record must list the name of each individual who is not a match and the air carrier representative who initially suspended the application process or media. The record must be maintained at the location for a minimum [REDACTED] from the day of the Selectee List determination.**

**SENSITIVE SECURITY INFORMATION**

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI indicating receipt this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States (including U.S. territories and possessions) and last points of departure prior to arriving in the United States. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and all 49 CFR 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the Information section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the flying public.

/s/  
David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.



SENSITIVE SECURITY INFORMATION

U.S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Threat to Air Carriers – All Operations to/from [REDACTED]  
[REDACTED]

Number: EA 1546-01-14F

Date: July 20, 2007

EXPIRATION: Indefinite

**This Emergency Amendment (EA) cancels and supersedes EA 1546-01-14E and must be implemented immediately. The measures in this EA are in addition to all other EAs currently in effect for your operations. Changes from the previous EA are indicated in bold.**

**INFORMATION:** The threat to U.S. civil aviation remains high. Current credible intelligence indicates Al-Qaida and other terrorist groups continue to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. These terrorist groups continue to pursue a range of targets, tactics, and capabilities to accomplish this objective. Terrorist operatives view attacks on the United States as a priority because of their potentially significant economic and psychological impacts.

**REVISION SUMMARY:**

- Updates names of airports in [REDACTED]
- Adds gate requirements at [REDACTED]
- Clarifies that the requirements in Part C apply to all flights from [REDACTED]  
[REDACTED]

**ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546:** Measures set forth in this EA must be implemented by those air carriers conducting flight operations to and from [REDACTED]  
[REDACTED]

- I. All measures in the EA 1546-01-07 series must be implemented when conducting flight operations from [REDACTED]
- II. All measures in the EA 1546-01-09 series must be implemented when conducting flight operations to [REDACTED]. The exemption for flights from airports [REDACTED] as stated in Section I.C. of the EA 1546-01-09 series is not applicable for flights to [REDACTED]

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-14F

Page 2 of 5

PART A

The measures in Part A must be applied to flights to and from [REDACTED]

I. BOARDING GATE

Where selectee screening is performed at the boarding gate, passengers must remain within the designated gate area that has been cleared by the airport operator. If a selectee leaves that area, the person and all his or her accessible property must be rescreened.

II. CREW BRIEFINGS

- A. You must conduct the [REDACTED] specific briefing in Attachment 1 to the pilots prior to each departure. Pilots must initial off on the briefing to indicate they are aware of all procedures required for the flight. A record of this briefing must be maintained for at least [REDACTED] at a location approved by your **assigned** international principal security inspector (IPSI).
- B. You or the pilot must conduct the [REDACTED] specific briefing in Attachment 2 to the cabin crew prior to each departure. The cabin crewmembers must initial off on the briefing to indicate they are aware of all procedures required for the flight. A record of this briefing must be maintained for at least [REDACTED] at a location approved by your **assigned** IPSI.

PART B

In addition to the requirements in Part A above, you must apply the following measures to flights to [REDACTED]

- I. You must give the airport operator at least [REDACTED] advance notice of the location and time you will begin checking in passengers for flights to [REDACTED]. The airport operator will need to [REDACTED]
- II. During boarding, you must control access into the designated holdroom area to only [REDACTED] passengers and authorized personnel.
- III. For flights from any airport in [REDACTED] you must apply the measures agreed upon between the Transportation Security Administration (TSA) and [REDACTED] that are in the Air Carrier Security Measures provided by [REDACTED]
- IV. For flights from [REDACTED] you must use Gate 76.
- V. For flights from Terminal 1 at [REDACTED] you must use Gate 191 if it is available. If Gate 191 is not available, as an alternate gate you must use the last designated transborder swing gate at the time of flight operation.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-14F

Page 3 of 5

**PART C**

In addition to the requirements in Part A above, you must apply the following measures to flights from [REDACTED]

- I. Except for operational crewmembers, all of your employees plus persons authorized to travel under your employee travel privileges [REDACTED] before they can enter the sterile area or board an aircraft.
- II. You must ensure that all personnel other than passengers accessing the aircraft have [REDACTED]

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, air carrier management representatives, and supervisory security personnel at those locations serving as the last point of departure to the United States that operate flights to [REDACTED]

[REDACTED] All air carrier personnel implementing this EA 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 Assistant Secretary of 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 EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for the Transportation Sector Network Management. The air carrier must immediately notify its assigned IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and the [REDACTED]

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

/s/

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-14F  
Page 4 of 5

ATTACHMENT 1

Briefing for Pilots Departing To or From  
[REDACTED]

- The pilots are not permitted to leave the flight deck during the last hour of the flight approaching [REDACTED] and the first hour departing [REDACTED] for any reason other than an operational emergency.
- [REDACTED]
- The pilots must be given a briefing that includes all new information available.
- The pilots must be given a briefing of any additional procedures that are provided by Federal Aviation Administration Air Traffic Control and Flight Standards.
- Reinforce the requirement for all passengers to remain seated during take-off and landing when the "FASTEN SEAT BELT" sign is on.
  - Air carriers are advised that TSA may pursue, through civil penalty authority, violations of the requirement to remain seated with seat belts fastened during take-off and landing, in the event circumstances warrant it.
- In the event a passenger must use the lavatory during take-off and landing when the "FASTEN SEAT BELT" sign is on, the passenger must be directed, if at all possible, to use the lavatory in the rear of the aircraft.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-14F

Page 5 of 5

ATTACHMENT 2

Briefing for Cabin Crew Departing To or From  
[REDACTED]

- The pilots are not permitted to leave the flight deck during the last hour of the flight approaching [REDACTED] and the first hour departing [REDACTED] for any reason other than an operational emergency.
- [REDACTED]
- The cabin crewmembers must be given a briefing that includes all new information available.
- Reinforce the requirement for all passengers to remain seated during take-off and landing when the "FASTEN SEAT BELT" sign is on.
  - Air carriers are advised that TSA may pursue, through civil penalty authority, violations of the requirement to remain seated with seat belts fastened during take-off and landing, in the event circumstances warrant it.
- In the event a passenger must use the lavatory during take-off and landing when the "FASTEN SEAT BELT" sign is on, the passenger must be directed, if at all possible, to use the lavatory in the rear of the aircraft.

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.

SENSITIVE SECURITY INFORMATION

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

**Transportation Security  
Administration**

**Aviation Emergency Amendment**

**Subject: Security Procedures for International Departures from the United States**

**Number: EA 1546-01-10F**

**Date: March 30, 2007**

---

**EXPIRATION: March 31, 2008**

**This Emergency Amendment (EA) supercedes and cancels EA 1546-01-10E and must be implemented within 24 hours of receipt.**

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

**REVISION SUMMARY:**

- **Extends the expiration date to March 31, 2008**
- **Amends the TSA Domestic Selection Criteria**

**APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49 CODE OF FEDERAL REGULATIONS (CFR), PART 1546, CARRYING PASSENGERS, AND OPERATING FLIGHTS FROM THE UNITED STATES.**

**ACTIONS REQUIRED:** An air carrier with a security program under 49 CFR Part 1546 must implement the measures set forth in this EA.

**I. GENERAL**

**Air carriers must:**

- A. Advise direct air carrier employees and authorized representatives that security procedures are to be applied to individuals in a courteous and non-discriminatory manner.**
- B. Notify all passengers that accessible property and checked baggage are subject to search.**
- C. Warn all passengers at check-in to control their accessible property to prevent the introduction of dangerous items without their knowledge.**
- D. Admonish all passengers not to accept items from unknown individuals.**

SENSITIVE SECURITY INFORMATION

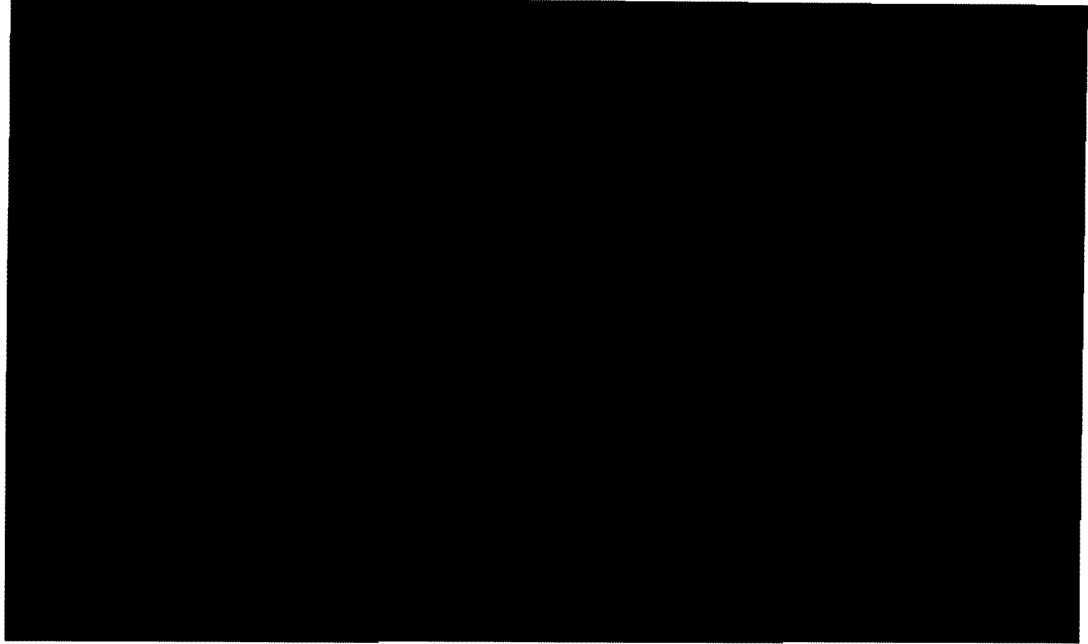
**WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION 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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-10F  
Page 2 of 6

II. PASSENGER PRESCREENING

- A. [REDACTED] the air carrier must apply the TSA Domestic Selection Criteria outlined as follows. The air carrier must designate a passenger as a selectee if:



- B. [REDACTED] the air carrier must request that each passenger, appearing to be 18 years of age or older, presents a valid Identification (ID) medium.
1. The air carrier must request presentation of one of the following IDs:
    - a. A valid photo ID issued by a government authority;
    - b. Two other forms of valid ID, at least one of which must be issued by a government authority; or



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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-10F  
Page 3 of 6

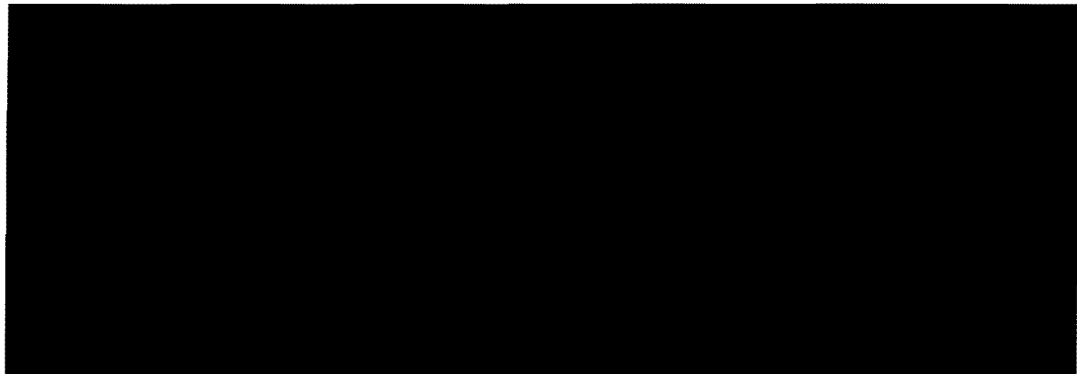
2. The air carrier must designate a passenger as a selectee [REDACTED]  
[REDACTED] If the air carrier does not designate the passenger as a selectee under this paragraph, then the criterion in paragraph 3. below, must be applied.



3. The air carrier must designate a passenger a selectee if any of the following conditions occur:



- C. Verification of any of the following conditions [REDACTED] a passenger identified as a selectee under the factors outlined in paragraph II.A. The passenger:



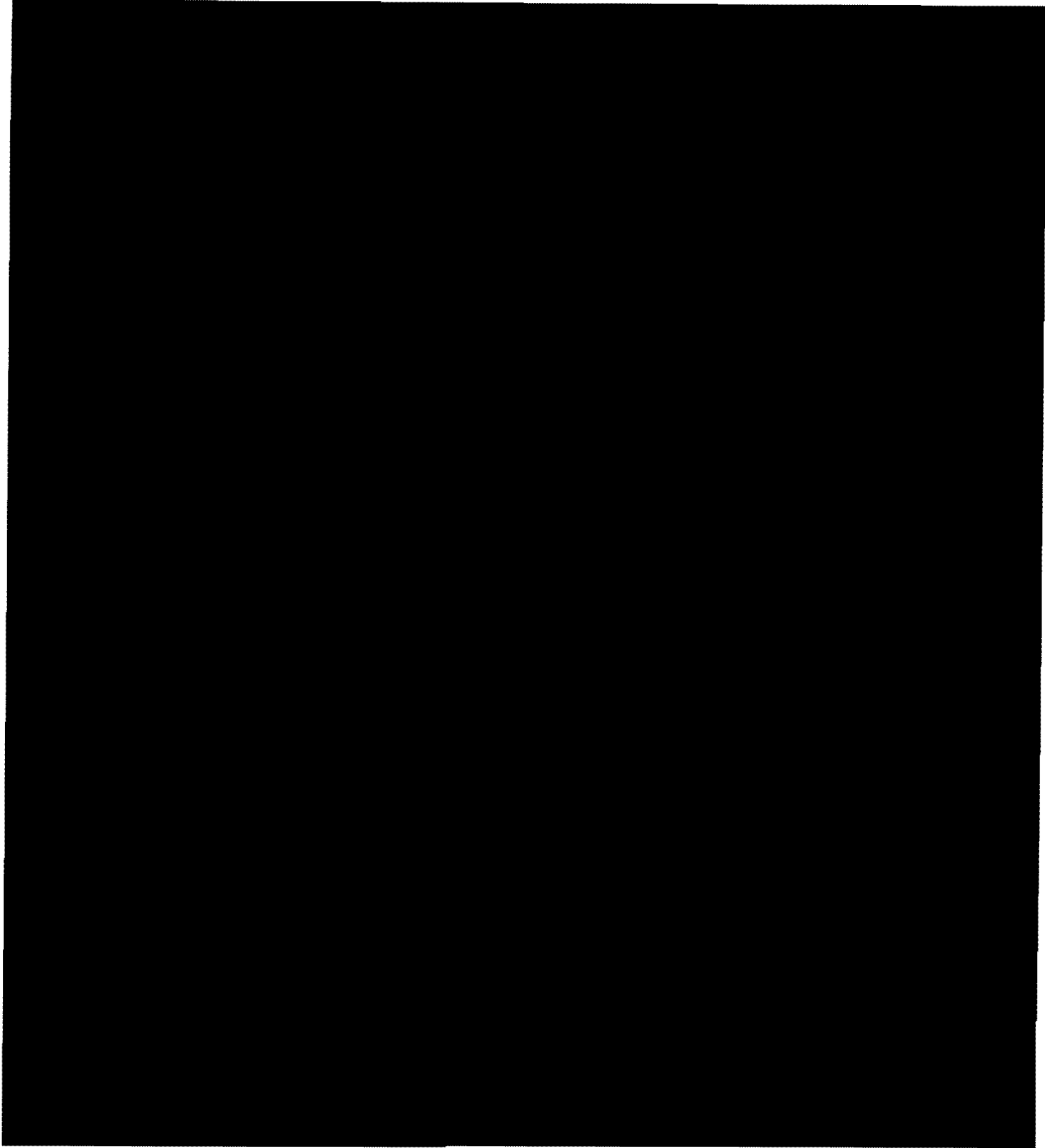
SENSITIVE SECURITY INFORMATION

**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.**



SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-10F  
Page 4 of 6



- III. For purposes of this EA, the air carrier's authorized representative is defined as: "Any person who is not the air carrier's direct employee and is contracted or authorized to act on the air carrier's behalf to perform measures required by this EA."

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-10F  
Page 5 of 6

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at locations within the United States. All air carrier personnel implementing this EA 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 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Security Network Management. The air carrier must immediately notify its assigned IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination. In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
Kip Hawley  
Assistant Secretary

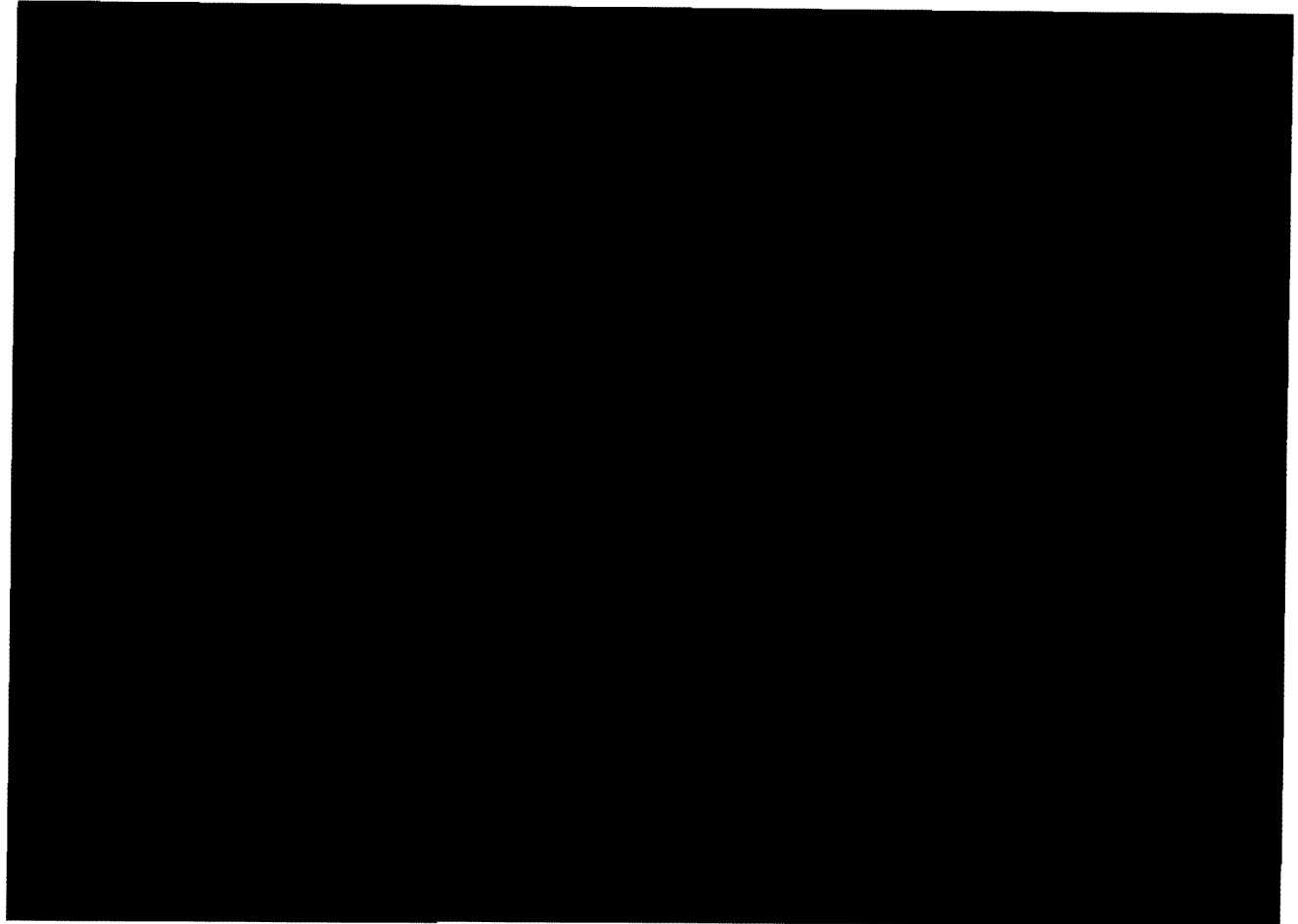
SENSITIVE SECURITY INFORMATION

**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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-10F  
Page 6 of 6

ATTACHMENT 1



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.**

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

**Transportation Security  
Administration**

**Aviation Emergency Amendment**

**Subject: Threat to Air Carriers – No Fly List Procedures**

**Number: EA 1546-01-17E**

**Date: April 9, 2008**

---

**EXPIRATION: Indefinite**

**This Emergency Amendment (EA) supersedes and cancels EA 1546-01-17D and must be implemented immediately except for new provisions related to name match variations identified in I.B. which must be implemented no later than May 1, 2008. The measures contained in this EA are in addition to all other EAs currently in effect for your operations. Changes to the previous EA are indicated in bold.**

**INFORMATION:** The Transportation Security Administration (TSA) continues to receive information indicating that individuals on the No Fly List associated with this EA could pose a threat to civil aviation or U.S. national security.

The No Fly List is intended to identify those individuals who could pose a threat to a flight and to prevent those identified individuals from boarding a flight. This EA series has been revised to clarify TSA's procedures for the air carrier to conduct the comparison with the No Fly List within 24 hours of the scheduled flight departure time, but no later than passenger check-in at an airport or passenger Internet check-in.

Previously issued EAs required multiple comparisons of the air carrier's reservation system to the No Fly List. Discussions with the Federal Bureau of Investigation (FBI) have revealed that Federal law enforcement resources can be better utilized if the comparison is accomplished closer in time to or at check-in. Additionally, the FBI and United States legal attaché request



**REVISION SUMMARY:**

- **Revises the process required for comparison of names on the No Fly List to passenger names and information**
- **Requires the air carrier to conduct comparison of names on the No Fly List to authorized representatives**
- **Changes "cleared column" to "cleared list"**
- **Requires the air carrier to prevent unauthorized access to the No Fly List**
- **Adds additional location where the EA may be obtained from**

**SENSITIVE SECURITY INFORMATION**

**WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 2 of 10

- **Changes EA reference for passengers subject to selectee screening**
- **Revises International Principal Security Inspector (IPSI) title to International Industry Representative (IIR)**
- **Revises to whom air carriers may submit requests for alternative measures**
- **Provides air carriers the option to implement other technology solutions to use in identifying additional passenger name variations**

APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546.

**ACTIONS REQUIRED:** An air carrier with a security program under 49 CFR Part 1546 must implement all of the measures set forth in this EA.

I. OVERVIEW

- A. TSA will provide a No Fly List to the air carrier's security director or designee of each air carrier to which this EA applies. The No Fly List will be provided via password protected email or facsimile or **may be obtained from TSA's secure web board. The air carrier must ensure that the No Fly List is protected in accordance with 49 CFR Part 1520.** All future updates (removal or addition of names) to the No Fly List will be provided in the same manner. TSA may provide identifying data in the **cleared list** of the No Fly List for an individual who bears a name that is the same as, or similar to, a name on the No Fly List, but who is permitted to fly.
- B. Identifying data (e.g. date of birth, social security number, passport number and country of issue) will be provided by TSA when available. This identifying data must be used when conducting the No Fly List comparison procedures of this EA to assist in the determination of a match. Many non-Western cultures do not follow strict patterns in name order. The names that appear on the No Fly List may be in varying order and spelling. **Automated programs and manual comparisons of passenger names to the No Fly List must identify exact name matches as well as the following variations of passenger names:**

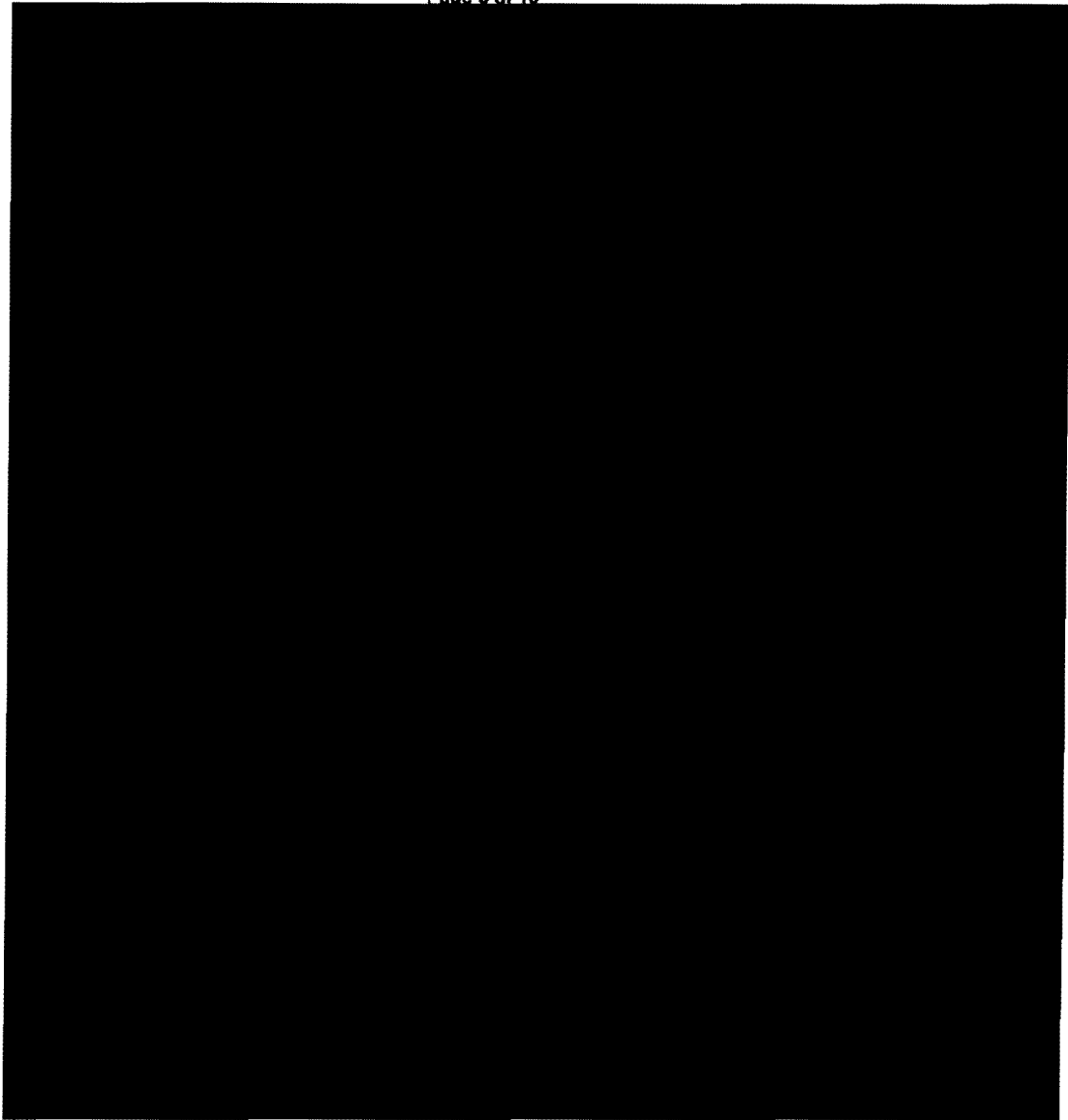


SENSITIVE SECURITY INFORMATION

**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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 3 of 10



- C. Air carriers may implement any other technology solutions that increase the capability in identifying additional passenger name variations.
- D. The air carrier must use the most recently issued No Fly List within 24 hours of receipt and conduct the comparisons to the No Fly List in accordance with the timelines as described in this EA. The air carrier must implement a verifiable system, approved by its international industry representative (IIR), that uses the statement in the cleared list of the No Fly List and any corresponding identifying data provided in the cleared column of the No Fly List to clear an individual for transport under the requirements outlined in this EA only.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 4 of 10

- E. TSA will accept, from individuals only, written requests for relief from the No Fly List procedures of this EA.
- F. If TSA establishes that an individual requesting relief is not on the No Fly List, TSA will include in the **cleared list** of the No Fly List:
  - 1. A statement indicating that the individual is not the person of the same name on the No Fly List and that he/she is otherwise cleared to fly in accordance with this EA series; and
  - 2. The corresponding identifying data that distinguishes the cleared passenger from the individual who is prohibited from flying.

II. PASSENGERS

- A. Within 24 hours of the scheduled flight departure time, but no later than the time that the passenger checks in at an airport, the air carrier must conduct a comparison of the passenger's available identifying data in the air carrier's flight reservation system and any available identifying information offered by the passenger, with the most recently issued No Fly List, including data in the **cleared list**. Additionally, an air carrier is prohibited from issuing an Internet boarding pass until it completes a comparison of the passenger's available identifying data in the air carrier's flight reservation system and any available identifying information offered by the passenger, with the most recently issued No Fly List, including data in the **cleared list**. Issuing internet check-in boarding passes must not occur outside the 24 hour prior-to-flight time.
    - 1. If the data provided by the passenger matches the data provided in the **cleared list** of the No Fly List, the air carrier may accept the passenger for transport and must not apply any of the procedures in II.B. The air carriers must maintain, at a location approved by its IIR, a record of every flight that operates with an individual who is cleared to fly with these procedures, including the name of each individual and the name of the air carrier representative who accepted the individual for transport. The record must be maintained at the location for a minimum of:
      - a. [REDACTED] following the day of the departure of the flight if at an airport in the United States; or
      - b. [REDACTED] following the day of the departure of the flight if at an airport outside the United States.
    - 2. If an air carrier makes a tentative match of the passenger's information with information on the No Fly List, as described in either II.A.2.a. or II.A.2.b. below, it must comply with the requirements of II.B.
- [REDACTED]

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.**

SENSITIVE SECURITY INFORMATION

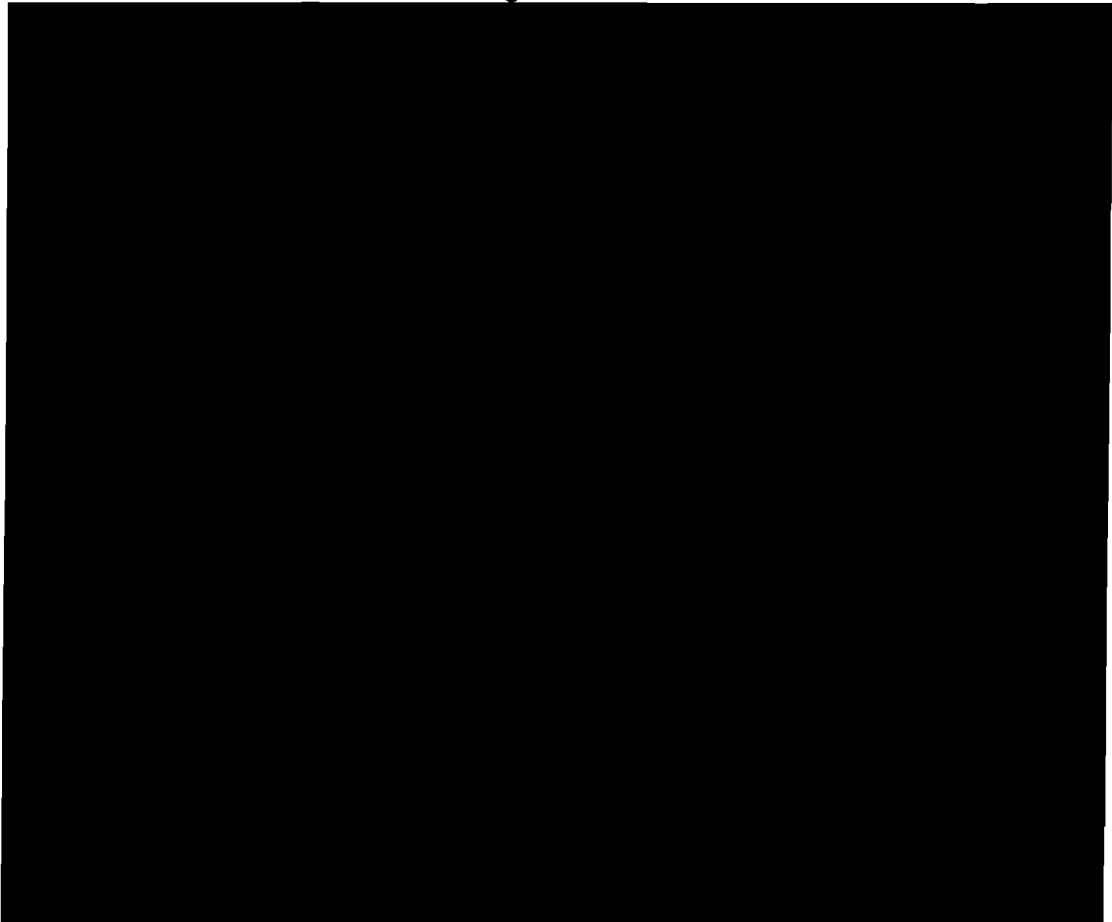
Emergency Amendment 1546-01-17E

Page 5 of 10



- B. If there is a tentative match to the No Fly List the air carrier must deny transportation to that individual [REDACTED] including their accessible property and checked baggage, until that individual is determined not to be the individual identified on the No Fly List through the following process:

1. When the individual checks in for a flight in the United States:



- f. The TSA Office of Intelligence, in coordination with an on scene LEO and/or FBI Field Office (as appropriate) will review the information provided by the air carrier.

SENSITIVE SECURITY INFORMATION

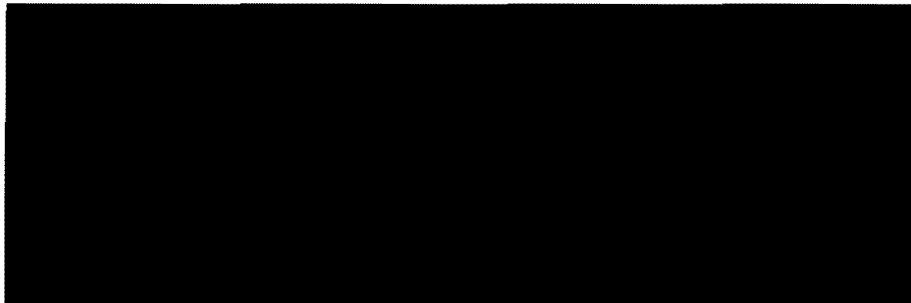
**WARNING:** THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE 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.



SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 6 of 10

- (1) If the TSA Office of Intelligence notifies the air carrier that the passenger is a match, the air carrier must not transport the passenger.
  - (2) If the TSA Office of Intelligence notifies the air carrier that the passenger is not a match, the air carrier may transport the passenger.
  - (3) If the TSA Office of Intelligence notifies the air carrier that it is unable to confirm that the passenger is a match, or is unable to clear the passenger, the air carrier must:
    - (a) Designate the passenger [REDACTED] as a selectee who must undergo selectee screening procedures; AND
    - (b) Ensure that the passenger [REDACTED] are subject to selectee screening in accordance with the EA 1546-01-18 series prior to allowing the passenger [REDACTED] including their accessible property and checked baggage, on board the aircraft.
  - g. The air carrier must maintain a record, at a location approved by its IIR, of all flights operated with passengers who were determined by the LEO not to be a match. The record must list the name of the individual who is not a match, the name of the air carrier representative who initially denied transportation to that individual, and the name of responding LEO. The record must be maintained for a minimum [REDACTED] following day of the departure the flight.
2. When the individual checks in for a flight outside the United States:
- a. Contact the United States legal attaché at the nearest U.S. Embassy or Consulate and provide the responding attaché with all available corresponding identifying data and identifying information offered by the individual to determine if the individual is a match; and
  - b. Contact the TSA Office of Intelligence at (703) 601-5300.
    - (1) If the air carrier is unable to reach the United States legal attaché, notify the TSA Office of Intelligence. (Note: The TSA Office of Intelligence will in turn contact the FBI CT Watch. The FBI CT Watch is responsible for contacting the appropriate United States legal attaché.)
    - (2) The air carrier must provide the following information to the contacts in II.B.2.a. and b. above:



SENSITIVE SECURITY INFORMATION

**WARNING:** THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1620. 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 1620, 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 1620.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 7 of 10

- c. The TSA Office of Intelligence, in coordination with a United State legal attaché or on scene LEO (as appropriate) will review the information provided by the air carrier.
  - (1) If the TSA Office of Intelligence notifies the air carrier that the passenger is a match, the air carrier must not transport the passenger.
  - (2) If the TSA Office of Intelligence notifies the air carrier that the passenger is not a match, the air carrier may transport the passenger.
  - (3) If the TSA Office of Intelligence notifies the air carrier that it is unable to confirm that the passenger is a match, or is unable to clear the passenger, the air carrier must:
    - (a) Designate the passenger [REDACTED] as a selectee who must undergo selectee screening procedures; AND
    - (b) Ensure the passenger [REDACTED] are subject to selectee screening in accordance with the **EA 1546-01-18** series prior to allowing the passenger [REDACTED] including their accessible property and checked baggage, on board the aircraft.
- d. The air carrier must maintain a record at a location, approved by its IIR, of all flights operated with passengers who were determined by the United States legal attaché or TSA Office of Intelligence not to be a match. The record must list the name of the individual who is not a match, the air carrier representative who initially denied transport to that individual, and the name of responding United States legal attaché and/or name of the TSA Office of Intelligence representative. The record must be maintained for a minimum of [REDACTED] following the day of departure of the flight.

III. AIR CARRIER EMPLOYEES

A. In the United States:

- 1. Within 24 hours of receiving its copy of the most recently issued No Fly List, the air carrier must use this list as follows:
  - a. Conduct a comparison of the names, along with any additional corresponding identifying data, with the names of all of its direct air carrier employees and **authorized representatives**; and
  - b. Conduct a comparison of the names, along with any additional corresponding identifying data, with the names of those individuals to whom the air carrier has issued, or **submitted** an application for, SIDA, sterile area, or identification media that is evidence of employment with the air carrier.
- 2. If, during the comparison in III.A., the air carrier determines it has issued or **has submitted** an application for SIDA, sterile area, or identification media for an individual named on the No Fly List, the air carrier must immediately:

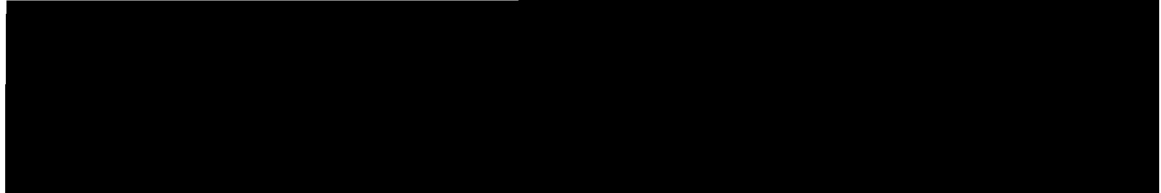
SENSITIVE SECURITY INFORMATION

**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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 9 of 10

- c. If the air carrier is unable to reach the United States legal attaché, contact the TSA Office of Intelligence. (Note: The TSA Office of Intelligence will in turn contact the FBI CT Watch. The FBI CT Watch is responsible for contacting the appropriate United States legal attaché.)
- 3. A flight deck or cabin crewmember who is a match on the No Fly List must not be permitted onboard the aircraft.
- C. The air carrier must provide the following information to each contact in III.A.2.c. or III.B.2. above:



- D. If the United States legal attaché determines that a flight deck or cabin crewmember is not a match with the individual named on the No Fly List, the air carrier may permit that flight deck or cabin crewmember onboard the aircraft. Additionally, the air carrier must notify the contacts in III.B.2. as appropriate.
- E. The air carrier must maintain a record, at a location approved by its IIR, of the flight deck and cabin crewmembers who were determined by the United States legal attaché not to be a match. The record must list the names of each flight deck and cabin crewmember who is not a match and the air carrier representative who initially barred the individual from the aircraft. The record must be maintained at the location for a minimum [REDACTED] from the day of the No Fly List comparison if employment is outside the United States.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IIR indicating receipt of this EA.

**AIR Carrier dissemination required:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IIR, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at locations within the United States. All air carrier personnel implementing this EA 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 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IIR proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for the Office of Global Strategies. The air carrier must immediately

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 10 of 10

notify its assigned IIR whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

FOR TSA ACTION ONLY: The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/

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.

SENSITIVE SECURITY INFORMATION

U.S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Security Procedures for International Departures from the United States

Number: EA 1546-01-07X

Date: July 19, 2005

---

EXPIRATION: Indefinite

**This Emergency Amendment (EA) must be implemented within 72 hours of issuance; upon implementation, it supersedes and cancels EA 1546-01-07W. Changes from the previous EA are indicated by bold text.**

**INFORMATION:** The threat to civil aviation remains significant. Current credible intelligence indicates Al-Qaeda continues to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. Al-Qaeda continues to pursue a range of targets, tactics, and capabilities to accomplish this objective. Operatives still at large view attacks on U.S. territory as a priority because of their potentially significant economic and psychological impacts.

**Al-Qaeda's public proclamations to conduct attacks against U.S. interests both abroad and in the U.S. are intended to build a justification for major attacks. Usama bin Ladin (UBL) and other Islamic radicals have issued a number of general and specific threats about Al-Qaeda's continued intentions to strike the U.S. and to fight "Crusader" forces worldwide. These include video and audiotapes initially aired by al-Jazeera containing warnings— some by UBL himself—in which he claimed Al-Qaeda would continue suicide attacks both in and outside the U.S. While it is difficult to assess the veracity of these public warnings, we remain concerned about Al-Qaeda's continued efforts to plan multiple attacks against the U.S. and U.S. interests overseas. For additional information concerning the ongoing threat to civil aviation, please review the latest DHS Bulletins and previously issued Information Bulletins.**

**REVISION SUMMARY:**

- Updates language in the INFORMATION section.
- Revises exemptions to boarding gate screening.
- Adds family members of arriving and departing U.S. service members who have been deployed or are deploying to the list of people authorized to enter the sterile area.
- Clarifies procedures for securing remain over night (RON) aircraft.

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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-17E  
Page 8 of 10



3. If the FBI determines that an individual is not a match with the individual on the No Fly List, the air carrier or airport operator, respectively, may grant the airport access or identification media, which was previously suspended for that individual. Additionally, the air carrier must notify the contacts in III.A.2.c. as appropriate.
4. The access restrictions in III. A.2.a. and b. above no longer apply once the FBI determines that an individual is not a match.
5. The air carrier must maintain a record, at a location approved by its IIR, of the employees and other individuals who were determined by the FBI not to be a match. The record must list the name of each individual that is not a match and the air carrier representative who initially suspended the application process or media. The record must be maintained at the location for a minimum [REDACTED] from the day of the No Fly List comparison if employment is in the United States.

**B. Outside the United States:**

1. Within 24 hours of receiving its copy of the most recently issued No Fly List air carrier must conduct a comparison of the names and any additional corresponding identifying data on the most recently issued No Fly List with the names of all its flight deck and cabin crewmembers.
2. If during the course of implementing the No Fly List procedures an air carrier determines that a flight deck or cabin crewmember is a match on the No Fly List, the air carrier must immediately contact:
  - a. The United States legal attaché at the nearest U.S. Embassy or Consulate; and
  - b. The TSA Office of Intelligence at [REDACTED]

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.

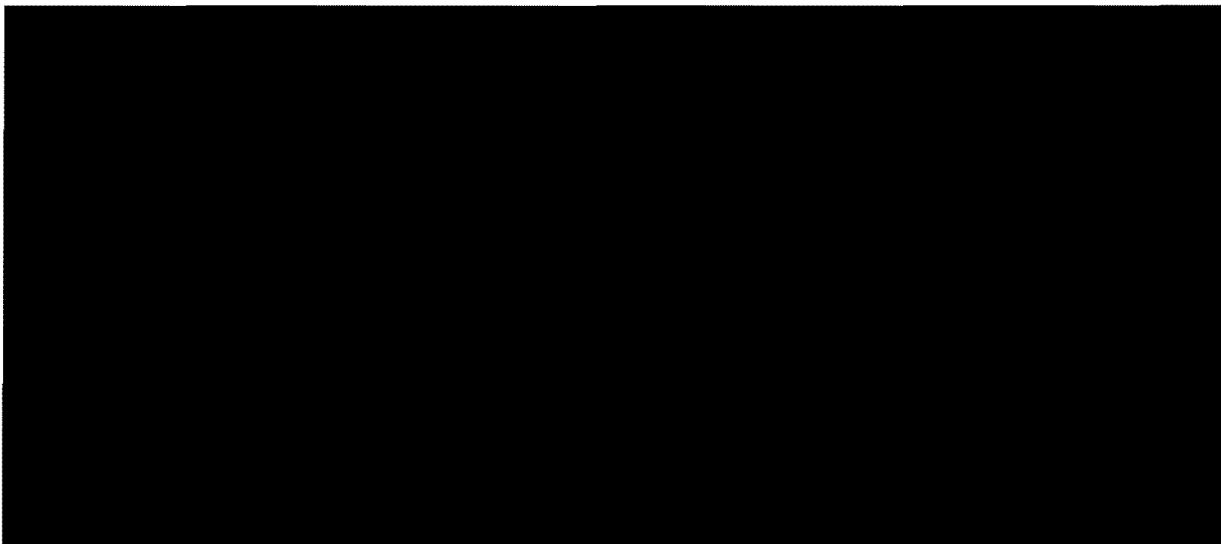
SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 2 of 14

- Adds the provision for air carriers to leave jetway bridges attached to the aircraft when jetways are closed and locked.
- Removes the section on cargo requirements now addressed in program language with the exception of the Domestic Security Integration Program (DSIP) certification.

**APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546, THAT OPERATE FLIGHTS DEPARTING FROM THE UNITED STATES.**

**ACTIONS REQUIRED: All affected air carriers must implement and comply with the measures set forth in this EA.**



**I. GENERAL**

- A. An air carrier with an exclusive area agreement must coordinate with the airport operator to:
  - 1. Conduct random identification (ID) checks on the air operations area and at controlled access points to the secured areas; and
  - 2. Reduce operational entry points to the ramp [REDACTED]
- B. An air carrier must immediately notify the airport security coordinators or designees of suspicious items or activities at U.S. airports.
- C. An air carrier must not accept checked baggage off-airport unless approved by its assigned international principal security inspector (IPSI).
- D. Air carrier personnel, including management representatives, are not to participate in any screening process managed by TSA unless specifically requested by a TSA supervisor or required in this EA.
- E. The air carrier must advise direct air carrier employees and authorized air carrier representatives that security procedures are to be applied to persons in a courteous and non-discriminatory manner.

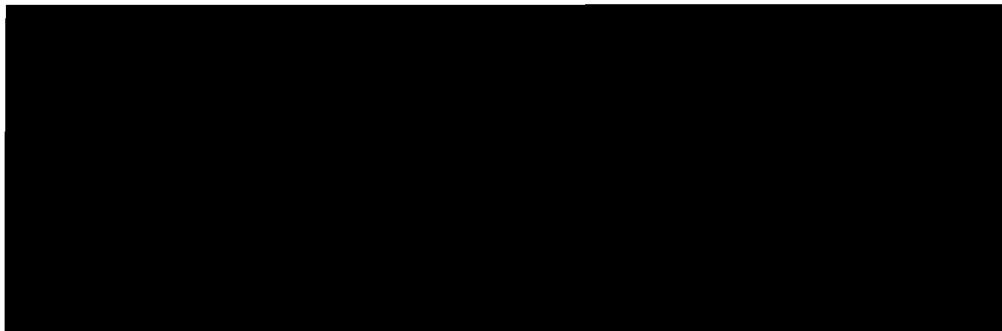
SENSITIVE SECURITY INFORMATION

**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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 3 of 14

- F. The air carrier must notify all passengers that accessible property and checked baggage are subject to search.
- G. The air carrier must warn all passengers at check-in to control their accessible property to prevent the introduction of dangerous items without their knowledge, and admonish all passengers not to accept items from unknown persons.
- H. The air carrier must apply system-wide, the TSA domestic selection criteria to all passengers as outlined in the EA 1546-01-10 series. In addition:
  - 1. The air carrier must refer selectees and their accessible property to TSA screeners for clearance at the TSA-identified screening location, which is the security checkpoint or in some cases the boarding gate.
  - 2. The air carrier must ensure **that** all checked baggage of selectees **are** clearly marked as selectee checked baggage.
  - 3. The air carrier may not issue to a selectee a boarding pass in advance of the passenger's arrival at the airport for check-in (**such as** over the Internet or at off-airport check-in locations) if:



- I. At all checked baggage acceptance locations, the air carrier must post in a conspicuous place the TSA-provided checked baggage screening notification signs in a manner that enables a person to read them.
- J. **Cargo received from all-cargo carriers operating under the Domestic Security Integration Program (DSIP) may be accepted upon receipt of the following written certification: "(Name of air carrier) is in compliance with its TSA-approved security program and all applicable security directives. No cargo from an unknown shipper is being offered for transportation. All cargo is EITHER from a verified shipper that was a known shipper prior to September 1, 1999, with active account showing 24 shipments since September 1, 1999, or cargo from a known shipper that has been visited by (name of air carrier) since October 1, 2001."**
- K. With respect to animals that will be transported as checked baggage, the air carrier must notify the FSD or FSD designee when an individual presents an animal and kennel for transport at the ticket counter at locations where TSA screening is accomplished by an in-line explosives detection system (EDS). The FSD or FSD designee will summon TSA screeners to conduct physical screening of the animal and kennel.

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.



SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 4 of 14

II. CHECKED BAGGAGE

- A. The air carrier must not load onto an aircraft [REDACTED] checked baggage unless the baggage has been screened by TSA. TSA will notify the air carrier at each station of what method will be used to identify screened baggage. The air carrier must not load onto an aircraft expedited baggage unless the expedited baggage has remained in the air carrier's physical control and has been screened by TSA since arrival at that location.
- B. When requested by TSA, the air carrier must make a good faith effort to locate and accompany a passenger to a designated screening location to assist TSA with respect to the screening of the checked baggage process (such as repacking of a parachute). If the air carrier is not successful in locating and accompanying a passenger to a designated screening location the subject checked baggage must not be transported.
- C. The air carrier must ensure that all checked baggage entering the United States and connecting to other flights or continuing on the same flight, both domestic and international, is presented to TSA for screening. [REDACTED]
- D. This measure supersedes the passenger/checked baggage match and unaccompanied checked baggage procedures outlined in III.A.1. of the Model Security Program (MSP). The air carrier must conduct a passenger/baggage match using a verifiable tracking system, which demonstrates that a passenger's checked baggage is not transported on the intended flight without the passenger. Unaccompanied checked baggage must only be transported as follows:
1. The air carrier may transport baggage checked in for one flight on any of its subsequent flights after the air carrier has determined that the passenger actually boarded the flight for which the baggage was intended or after receipt of a lost/missing baggage claim.
  2. The air carrier may transport baggage forwarded from another air carrier subject to this paragraph after receipt of a message from the requesting air carrier. The air carrier must ensure that the baggage is physically searched or x-rayed prior to transportation unless the requesting air carrier has provided documentation that it has already performed the physical search or x-ray.
  3. The air carrier may transport baggage forwarded from an air carrier not subject to this paragraph only after the air carrier has physically searched or x-rayed the baggage. The air carrier 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.
  4. If the air carrier has involuntarily denied the passenger boarding on his or her intended flight due to space or weight restrictions, the checked baggage belonging to that passenger may be transported on the flight.
- E. The air carrier must prevent unauthorized access to checked baggage from the time it or its authorized representative takes physical control of the checked baggage until delivered to baggage claim at its intended destination point. Physical control begins at the following points:

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 5 of 14

1. Where baggage will be screened using an EDS integrated with the air carrier's conveyor system, the air carrier takes physical control when the passenger gives the baggage to the air carrier or its authorized representative to be placed on the conveyor belt.
  2. Where baggage will be screened using an explosives trace detection device or EDS that is not integrated with the air carrier's conveyor system, the air carrier or its authorized representative takes physical control when the air carrier or its representative takes possession of the baggage after screening.
  3. Notwithstanding the language in paragraphs 1. and 2. of this section, when baggage is checked at an off-airport check-in location, the air carrier takes physical control when the air carrier or its authorized representative takes possession of the baggage at the off-airport check-in location.
- F. Firearms in checked baggage must be transported per 49 CFR 1546.203(c).
1. In cases where a passenger's locked checked baggage contains an unloaded firearm and the baggage alarms the EDS, upon request by TSA, the air carrier must make a good faith effort to locate and accompany the passenger who checked the baggage to a designated screening location where that passenger must relinquish the key or combination to the locked container (**such as** the checked baggage) to a TSA baggage screener or other appropriate law enforcement personnel. If the EDS alarm is not resolved, the checked baggage containing the firearm must not be transported.
  2. The checked baggage containing the firearm must be carried in an area of the aircraft that is inaccessible to passengers and not carried in the flightcrew compartment.

III. SCREENING CHECKPOINT

- A. Accessible property processing through the screening checkpoint must be limited to one bag plus one personal item (purse, briefcase, laptop, etc.) per passenger. Medical assistance items (**such as** crutches and wheelchairs) are exempt from this carry-on baggage restriction. Musical instruments, duty-free items, and one bag of photographic equipment may be carried as accessible property in addition to the one bag plus one personal item restriction. The carry-on baggage restrictions do not apply to uniformed crewmembers whether assigned to a flight or not. Crewmembers employed directly by the air carrier traveling on official air carrier business (such as training or repositioning at the request of the air carrier) are exempt from this carry-on baggage limitation once the air carrier verifies the crewmembers' air carrier employee ID.
- B. All non-traveling individuals, except those listed below in III.C.2. and III.C.3.a. and b., requesting access to the sterile area through the screening checkpoint must be cleared utilizing the provisions contained in EA 1546-01-18 Series (Selectee List) and EA 1546-01-17 Series (No Fly List). All individuals must still be screened utilizing the screening equipment at the security screening checkpoint prior to being allowed access to the sterile area.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 6 of 14

- C. **The air carrier must ensure that all individuals entering the sterile area through the security checkpoint fall into one of the following categories:**
1. **Ticketed passengers:**
    - a. Where selectee screening is performed at the boarding gate, passengers must have a ticket, ticket confirmation, or boarding pass.
    - b. Where selectee screening is performed at the security checkpoint, passengers must have a valid boarding pass.
    - c. Standby passengers with a valid travel authorization.
  2. **Air carrier and airport operator employees:**
    - a. Air carrier employees presenting a valid air carrier employee ID of the air carrier serving that airport are not required to possess a boarding pass at the checkpoint.
    - b. Employees presenting a valid airport security identification display area access card for that airport.
    - c. Employees who have been issued an airport ID card for that airport.
    - d. Individuals who have not been issued an airport ID card with a need to access the sterile area must remain under continuous escort by an employee who has successfully completed the fingerprint-based criminal history records check (CHRC). Individuals who have failed the CHRC must not be permitted access to the sterile area, with or without an escort.
  3. **Other individuals:**
    - a. Federal Government employees on official business with their Government-issued agency, service, or department ID.
    - b. Authorized LEOs with a need to enter the sterile area who possess proper credentials and badge.
    - c. Non-passenger escorts who have been issued air carrier authorization to enter the sterile area to accompany a minor, elderly, or disabled passenger.
    - d. Air carrier club members and visitors sponsored by a member.
    - e. Individuals on official business who are authorized by the air carrier or airport operator to enter the sterile area.
    - f. **Family members of arriving and departing U.S. service members who have been deployed or are deploying. If the air carrier or airport operator permit these family members to enter the sterile area, the family members must be issued proper authorization (such as a gate pass).**

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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 7 of 14

- D. **The air carrier must** inform all air carrier employees that items contained on the Prohibited Items List, which can be found on the TSA website at [www.tsa.gov](http://www.tsa.gov), are prohibited in the sterile area and cabin of the aircraft. Except as provided in V.C. and D., **the air carrier must** not allow any of the prohibited items listed on the Prohibited Items List in the sterile area or cabin of the aircraft. The air carrier may make arrangements to have a prohibited item returned to passengers when they arrive at their destination.
- E. Where TSA has established a process for screening selectee passengers at the screening checkpoint, the air carrier must:
1. Verify each person's ID immediately prior to entering the screening checkpoint using the procedures outlined in IV.A. If the person cannot produce the requested ID or the ID does not match the name on the passenger's travel authorization, the air carrier must designate the person as a selectee. The air carrier need not check ID at the boarding gate when this requirement is completed at the screening checkpoint.
  2. Ensure that all passengers identified as selectees are referred to TSA for screening at the screening checkpoint.
  3. Ensure that each selectee passenger's boarding document is marked with "SSSS" to readily indicate to TSA that he or she is a selectee.
  4. Ensure individuals identified in IV.D. are exempt from selectee screening at the screening checkpoint.
- F. In the case of an Involuntary Reroute passenger (meaning a passenger who, due to unforeseen circumstances, such as a weather delay or maintenance issue which results in the cancellation of a flight, is transferred/rebooked from one air carrier to another or to another flight of that same air carrier and designated a selectee because of the rerouting), air carriers are authorized and encouraged to deselect these passengers from selectee screening by using the original boarding pass and/or passenger manifest that includes the passenger's original selectee status, alone or in combination with one of the following four options:
1. **Option One.** Develop a combined system of manual and electronic protocols that allow the receiving air carrier (meaning an air carrier that agrees to rebook on one of its own flights one or more of the forwarding air carrier's Involuntary Reroute passengers) to accept and apply the domestic selection criteria selectee status assigned by the forwarding aircraft using the forwarding air carrier's passenger manifest. The most effective means to resolve the issue for Involuntary Reroutes would be to use an Electronic Ticket EDIFACT message and to include an indicator to show the domestic selection criteria status. The system would be programmed to automatically pick up the domestic selection criteria status, as it cannot be manually entered by an agent. The minimum data to be provided on the manifest(s) are as follows:
    - a. Name of forwarding air carrier;
    - b. Forwarding air carrier flight number;
    - c. Date of reroute;
    - d. Place of reroute;

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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 8 of 14

- e. Passenger last name/first name; and
  - f. Domestic Selection Criteria status indicator.
2. **Option Two.** Utilize a system developed to implement changes to your domestic selection criteria to remove the selectee designation of Involuntary Reroute Passengers.
  3. **Option Three.** Utilize a system developed to implement changes to your domestic selection criteria, wherein the entry of an SSR code for an Involuntary Reroute passenger will override the passenger's selectee status.
  4. **Option Four.** Implement a manual system that includes a redundant check of the required documentation by a check-in agent and one supervisor.
  5. Air carriers must be aware that the option to exempt Involuntary Reroute passengers from selectee screening does not apply to:
    - a. Selectee List passengers;
    - b. Passengers who were domestic selection criteria selectees prior to Involuntary Reroute;
    - c. Passengers who were made Selectees as a result of No Fly procedures outlined in EA 1546-01-17series.
    - d. Passengers who do not present the appropriate identification as provided in MSP requirements.

**IV. BOARDING GATE**

- A. When the ID check has not been performed at the screening checkpoint as described in III.E.1., the air carrier must verify every passenger's ID using the following procedures:
  1. The air carrier must compare each passenger's travel authorization with his or her passport or authorized government-issued identification.
  2. If the passenger cannot produce the requested ID or the ID does not match the name on the passenger's travel authorization, the air carrier must designate the passenger as a selectee and refer the selectee passenger to TSA for selectee screening.
  3. Personal identification that does not match the passenger and/or name on the travel authorization is not intended to include passengers whose ticket contains:
    - a. Minor typographical errors that can be clarified or resolved;
    - b. Variant transliterations of foreign names; or
    - c. Tickets of passengers who have recently undergone a legal name change and have not had the opportunity to update their passports. Passenger must provide legal documentation of the name change.
  4. At Category III and IV airports, the air carrier management representative who is responsible for monitoring screening checkpoint operations may perform the ID verification at the screening checkpoint.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 9 of 14

- B. When TSA screeners are present at the boarding gate, the air carrier must refer selectee passengers to TSA screeners for selectee screening. If there are no selectee passengers available, TSA will select passengers at random for screening.
- C. If there are no TSA screeners at the boarding gate and there are no selectee screening procedures at the screening checkpoint, **the air carrier must not permit a selectee passenger to board the aircraft until TSA has been notified and selectee screening is performed.**
- D. Where additional screening is performed at the boarding gate, individuals listed in **EA 1546-01-10 series Section II.C.** are exempt from boarding gate screening.
- E. The air carrier may load gate-checked accessible property that has undergone screening at the screening checkpoint into the hold of the aircraft.

V. AIRCRAFT

- A. At each airport, **the air carrier must select aircraft on a random basis. For those selected aircraft, the air carrier must inspect all service personnel and their personal property prior to allowing entry into the cabin of the aircraft.**

[REDACTED]

The air carrier must apply this measure all day to [REDACTED] aircraft [REDACTED] that is on the ground at any given time and are in service for flight operations. **The air carrier must screen service personnel and their personal property using the following procedures:**

[REDACTED]

- B. **The air carrier must verify the crewmember ID before crewmembers board the aircraft. The air carrier or air carrier's authorized representative must examine the ID of all operational crewmembers and verify their assignment on that flight. If the air carrier or air carrier's authorized representative cannot verify the identity and flight assignment of a crewmember, he or she must deny boarding and notify appropriate authorities.**
- C. Authorized maintenance personnel may have an item listed on the Prohibited Items List if the individual needs that item in the performance of his/her duties on board the aircraft. The item listed on the Prohibited Items List must not remain on board the aircraft once the maintenance is completed. Maintenance personnel may not take these items through the screening checkpoint.
- D. Operational crewmembers may have an item listed on the Prohibited Items List if the air carrier issued the item for the flight and if the item is kept under control of the crewmember while passengers are present. Crewmembers may not take these items through the screening checkpoint.

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.**

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 10 of 14

E. All personnel currently authorized to ride in the cockpit jumpseat may continue to do so. However, the air carrier may no longer allow persons employed by other air carriers in the cockpit jumpseat, [REDACTED] through its automated identification system, the air carrier must verify the identity of the crewmember and verify employment status prior to transporting the crewmember.

F. If the aircraft is connected to the jetway bridge and the doors leading into the jetway bridge are equipped with locking devices and those doors are shut and locked, the jetway bridge does not need to be moved away from the airplane.

G. SEARCH:

1. The air carrier must apply the following search measures, as applicable, to each aircraft during each calendar day. The air carrier must search the aircraft after [REDACTED] Catering may be carried out after the search is completed or in conjunction with the search if the caterers are monitored by air carrier personnel.

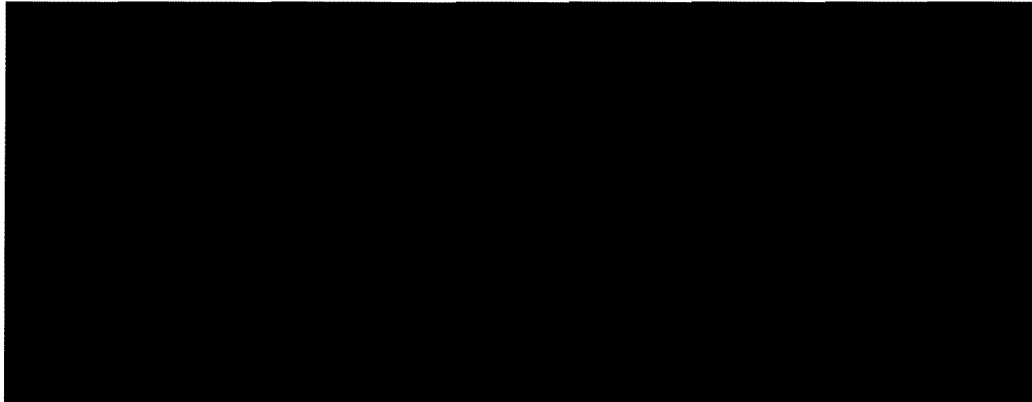
b. Thorough physical search must include: [REDACTED]


SENSITIVE SECURITY INFORMATION

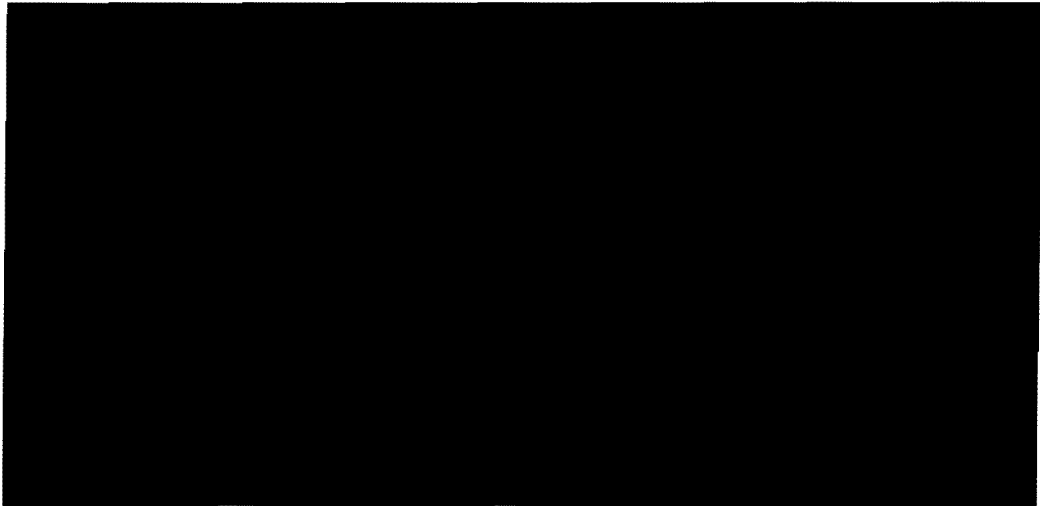
WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION 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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 11 of 14



2. Personnel conducting the search must be familiar with the aircraft and must understand how to notify the appropriate authorities if they find suspicious, dangerous, or potentially deadly items.
3. **The air carrier must** visually inspect accessible exterior areas of the aircraft for items that do not belong.
4. Prior to loading freight or cargo, the air carrier must search the  areas of the aircraft for items that do not belong.
5. If the aircraft remains over night (RON), the air carrier may conduct the search between the time the last flight arrives at the RON station and before the first flight of the day for that aircraft. **However**, once the aircraft is searched it must be:
  - a. Attended; or
  - b. **Secured in accordance with MSP Section V.B.1 or V.F.; and**



6. If during the search of the aircraft the **air carrier discovers** a suspicious, dangerous, or deadly item, it must immediately notify both the appropriate law enforcement officials and the local FSD or FSD designee.

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.**



**SENSITIVE SECURITY INFORMATION**

Emergency Amendment 1546-01-07X  
Page 12 of 14

- H. The air carrier must monitor the aircraft on the ramp to ensure no unauthorized access occurs during loading and unloading, and search all other aircraft left unattended in accordance with V.G.1.a.
- I. The air carrier must follow the procedures for catering in accordance with Attachment 1.
- VI. For purposes of this EA, an authorized air carrier representative is defined as: "Any person that is not a direct employee of the air carrier and is contracted or authorized to act on the air carrier's behalf to perform measures required by this EA."

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA. The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States (including U.S. territories and possessions) and last points of departure prior to arriving in the United States. All air carrier personnel implementing this EA 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 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 EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the Information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/

Kenneth S. Kasprisin  
Acting 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.


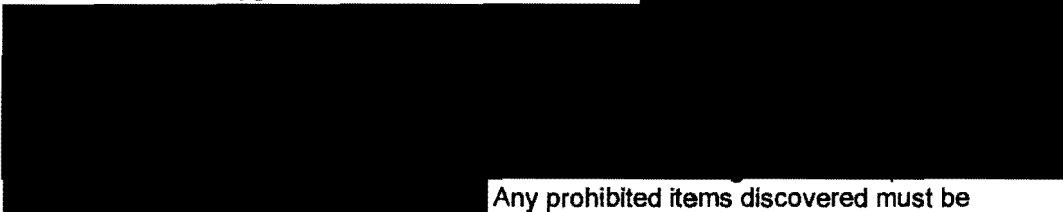
SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 13 of 14

ATTACHMENT 1

Catering Procedures

The following procedures must be implemented to meet the catering security requirements in V.H. of this EA to prevent the introduction of explosives, incendiaries, and weapons into the cabin of the aircraft:

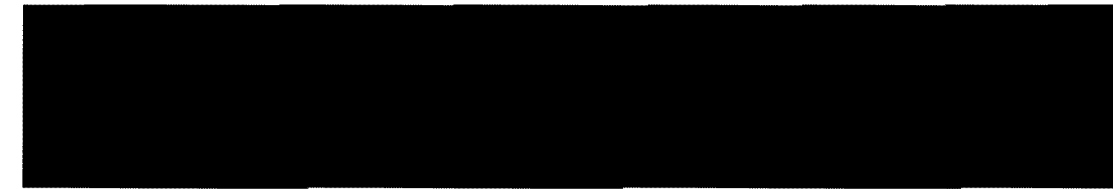
1. Each person performing any of these procedures must be a direct air carrier employee or an authorized air carrier representative who is not employed by a catering company and contracted directly by the air carrier. Any person who performs the security requirements for catering must meet both of the following:
  - a. Has an airport security identification display area (SIDA) ID medium. If the person does not have a SIDA ID, the person must have provided 10 years of employment history and the air carrier must verify the most recent 5 years of employment. If there are any gaps in employment of 30 calendar days or more which cannot be verified by a professional reference, this person cannot be used to perform the security measures in this attachment.
  - b. Has had his or her name checked against the most recently issued No Fly and Selectee Lists provided by TSA. The air carrier must check all the names each time it receives an updated list.
2. Inspecting Catering Carts and Transport Vehicles: At the food preparation location, an air carrier must apply the following security procedures immediately prior to loading the catering carts onto the transport vehicle:
  - a. Conduct a visual inspection of all catering carts and sealed items to the extent permitted by local laws and hygiene standards. The inspection   
 Any prohibited items discovered must be removed and reported to the air carrier management immediately.
  - b. Inspection must take place inside the catering facility or on the loading dock, and must be conducted to the extent permitted by local laws and hygiene standards.
  - c. Prior to loading any catering items into the transport vehicle, search the inside portion of the transport vehicle to ensure the vehicle is sterile. Any suspicious or potentially threatening item must be resolved prior to loading catering items into the vehicle.
3. Securing Catering Carts: The air carrier must seal or monitor the inspected catering carts in accordance with one of the following two options outlined in 3.a. or 3.b. of this paragraph:
  - a. Seal inspected catering carts in accordance with the following:


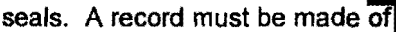
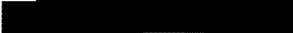
SENSITIVE SECURITY INFORMATION

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.

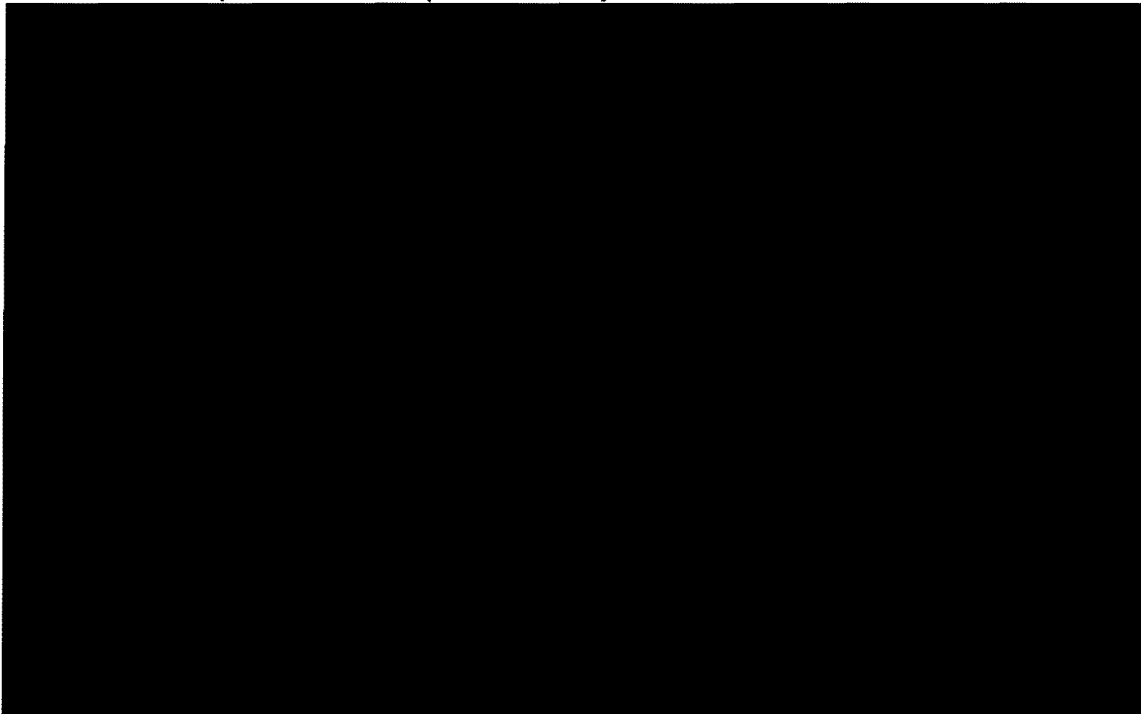
SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-01-07X  
Page 14 of 14



- b. Assign personnel to monitor the loading of all catering carts and supplies from the time the catering cart is inspected until loaded on the transport vehicle.
- 4. Securing Transport Vehicles: The air carrier must search the empty transport vehicle prior to loading any catering carts or supplies. After loading, the air carrier must seal access doors or escort the transport vehicle in accordance with one of the following two options outlined in 4.a. or 4.b. of this paragraph:
  - a. Provide security personnel to close and seal access doors with  seals. A record must be made of  on each transport vehicle. This record must be maintained for  from the date of completion of the loading of the associated flight.

- 1. The transport vehicle must proceed directly to the aircraft. Once delivered to the



- 5. TRAINING: Persons must be trained to proficiency on these procedures. The air carrier must maintain a record of training along with a copy of this document.

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.

SENSITIVE SECURITY INFORMATION

U.S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Security Procedures for International Departures to the United States

Number: EA 1546-01-09J

Date: July 12, 2006

EXPIRATION: Indefinite

**This Emergency Amendment (EA) supersedes and cancels EA 1546-01-09I and must be implemented within 72 hours of issuance. Changes from the previous EA are indicated by bold text.**

**INFORMATION:** The threat to U.S. civil aviation remains significant. Current credible intelligence indicates Al-Qaida continues to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. Al-Qaida continues to pursue a range of targets, tactics, and capabilities to accomplish this objective. Operatives still at large view attacks on U.S. territory as a priority because of their potentially significant economic and psychological impacts.

Al-Qaida's public proclamations to conduct attacks against U.S. interests both abroad and in the U.S. are intended to build a justification for major attacks. Usama bin Ladin and other Islamic radicals have issued a number of general and specific threats about Al-Qaida's continued intentions to strike the United States and to fight "Crusader" forces worldwide. These include video and audiotapes initially aired by al-Jazeera containing warnings – some by Usama bin Ladin himself – in which he claimed Al-Qaida would continue suicide attacks both in and outside the United States. While it is difficult to assess the veracity of these public warnings, we remain concerned about Al-Qaida's continued efforts to plan multiple attacks against the United States and U.S. interests overseas.

**REVISION SUMMARY:**

- **Expands the definition of technical stop to include a medical emergency**
- **Modifies procedures for conducting checked baggage screening in accordance with International Civil Aviation Organization standards**
- **Removes cargo requirements from this EA which were previously incorporated into the Foreign Air Carrier Model Security Program (MSP) In Change 4**

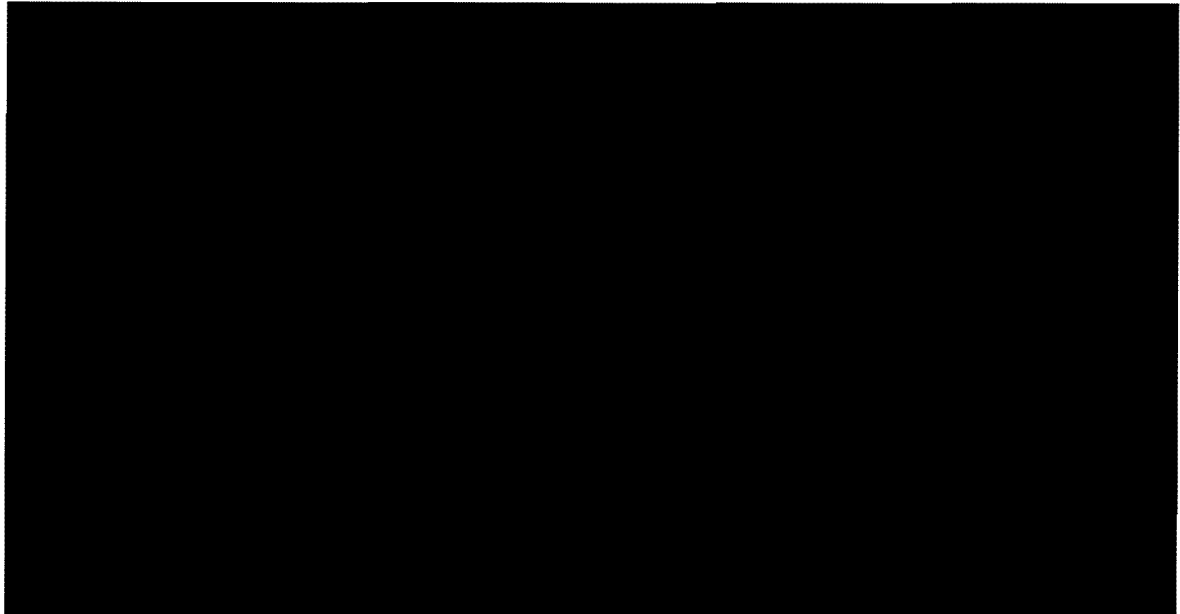
SENSITIVE SECURITY INFORMATION

**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.**

ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF  
FEDERAL REGULATIONS (CFR), PART 1546:

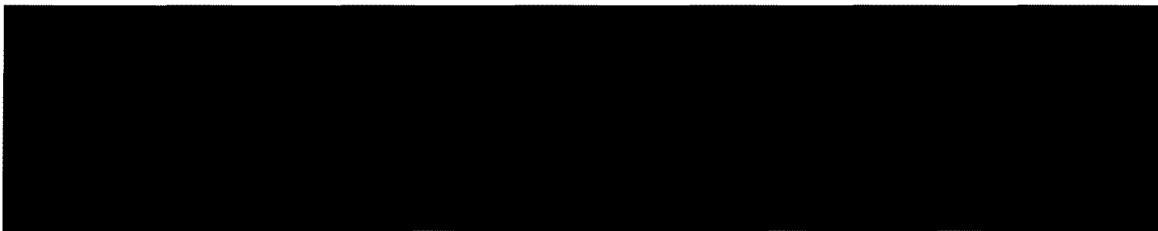
- I. Except as provided in paragraph I.C., the following air carriers must immediately comply with and implement the measures set forth in this EA:
- A. Air carriers operating under a full security program under 49 CFR 1546 who operate flights departing to the United States from non-U.S. locations.

B.



- C. This EA does not apply to air carriers departing from airports [REDACTED] provided that the air carrier is in compliance with all measures imposed [REDACTED]

- II. The air carrier may not issue a selectee a boarding pass in advance (e.g., Internet, off airport check-in locations) of the passenger's arrival at the airport for check-in if:



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.

**III. CHECKED BAGGAGE**

- A. **Unless previously submitted**, the air carrier must submit to its international principal security inspector (IPSI) a description of any current off-airport checked baggage acceptance operations.
- B. Checked baggage can only be accepted by a direct air carrier employee or authorized air carrier representative.
- C. Ensure that only direct air carrier employees, representatives, or government agents have access to checked baggage after it has been accepted for carriage.
- D. Ensure that all checked baggage is screened prior to loading it onboard an aircraft. [REDACTED] baggage must be screened by:
  - 1. The host government in accordance with ICAO checked baggage screening standards OR
  - 2. The air carrier following checked baggage screening procedures approved by its assigned IPSI.
- E. The air carrier must ensure that interlined checked baggage [REDACTED] is screened prior to loading it onboard an aircraft. Interlined checked baggage must be screened by:
  - 1. The host government in accordance with ICAO checked baggage screening standards OR
  - 2. The air carrier following checked baggage screening procedures approved by its assigned IPSI.
- F. **BAGGAGE MATCH**: This measure supersedes the passenger/checked baggage match and unaccompanied checked baggage procedures outlined in Section III.A.1. of the revised MSP. Conduct a passenger/baggage match using a verifiable tracking system, which demonstrates that a passenger's checked baggage is not transported on the intended flight without the passenger. Unaccompanied checked baggage must only be transported as follows:
  - 1. The air carrier may transport baggage checked in for one flight on any of its subsequent flights, after the air carrier has determined that the passenger actually boarded the flight for which the baggage was intended, or after receipt of a lost/missing baggage claim.
  - 2. The air carrier may transport baggage forwarded from another air carrier subject to this paragraph, after receipt of a message from the requesting air carrier. The air carrier must ensure that the baggage is physically searched or x-rayed prior to transportation, unless the requesting air carrier has provided documentation that it has already performed the physical or x-ray search.
  - 3. The air carrier may transport baggage forwarded from an air carrier not subject to this paragraph, only after it has physically searched or x-rayed the baggage. The air carrier 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.

SENSITIVE SECURITY INFORMATION

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-01-09J

Page 4 of 8

4. If the air carrier has involuntarily denied the passenger boarding on his or her intended flight due to space or weight restrictions, the checked baggage belonging to that passenger may be transported on the flight.

IV. BOARDING GATE

- A. Except as provided in V.C., do not allow any of the items listed on the Prohibited Items List (available on the TSA website at [www.tsa.gov](http://www.tsa.gov) or by facsimile (when requested from the air carrier's IPSI) in the cabin of the aircraft. Inform all air carrier employees that items listed on the Prohibited Items List are prohibited in the cabin of the aircraft. The air carrier may make arrangements to have a prohibited item returned to the passenger when they arrive at their destination.
- B. Needles and syringes are exempt from the prohibitions if the passenger also has in their possession medication requiring the use of a needle or syringe that has a professionally printed label identifying the medication or a manufacturer's name or pharmaceutical label.

C. ACCESSIBLE PROPERTY/PASSENGERS:

1. Continual screening of passengers traveling to the United States with hand-held metal detectors or pat-down searches and physical searches of their accessible property must be conducted at the screening checkpoint or boarding gate, giving preference to passengers [REDACTED]

[REDACTED] This measure is in addition to the screening of all passengers at the screening checkpoint.

2. [REDACTED]

[REDACTED] immediately contact the local law enforcement authority. Footwear contained in accessible property must be screened using the procedures described in C.3. below.

3. The screening of passengers must include the removal of their footwear [REDACTED]

[REDACTED] existence of any component of an IED is detected, contact the local law enforcement authority for clearance.

4. The screening of passengers must also include outer coats and jackets. [REDACTED]

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.

5. These inspections must be performed in the presence of the passenger and at a location prior to boarding the aircraft.
6. Any prohibited item discovered during these searches must not be transported in the cabin of the aircraft. If any illegal item is discovered, the air carrier must notify the appropriate authorities.

- [REDACTED]
- D. During the boarding process, the air carrier must verify every passenger's identification (ID) using the following procedures:
1. The air carrier must compare each passenger's travel authorization with his or her passport or authorized government-issued identification.
  2. If the passenger cannot produce the requested ID or the ID does not match the name on the passenger's travel authorization, the air carrier must clear the passenger, their accessible property, and checked baggage in accordance with the procedures in D.3. below.
  3. In the presence of the passenger, empty the accessible property/checked baggage. A physical inspection of each piece of accessible property/checked baggage and its contents must be conducted using a qualified screener. If it is determined through a physical inspection that the emptied accessible property/checked baggage [REDACTED] the accessible property/checked baggage must be subjected [REDACTED] to ensure that an explosive or incendiary has not been concealed within it.
  4. Personal ID that does not match the passenger and/or name on the travel authorization is not intended to include passengers whose ticket contains:
    - a. Minor typographical errors that can be clarified or resolved;
    - b. Varying order and spelling of foreign names; or
    - c. Tickets of passengers who have recently undergone a legal name change and have not had the opportunity to update their passports. The passenger must provide legal documentation of the name change.

V. AIRCRAFT

- A. Prior to entry into the cabin of the aircraft, screen all persons and their personal property. This requirement does not apply to the following:
- [REDACTED]

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.



SENSITIVE SECURITY INFORMATION  
EMERGENCY AMENDMENT 1546-01-09J  
Page 6 of 8

- B. Verify crewmember ID before crewmembers board the aircraft. The air carrier or air carrier's authorized representative must examine the ID of all operational crewmembers and verify their assignment on that flight. If the air carrier or air carrier's authorized representative cannot verify the identity and flight assignment of a crewmember, he or she must deny boarding and notify appropriate authorities.
- C. INTERIOR OF THE AIRCRAFT:
1. Authorized maintenance personnel may have an item listed on the Prohibited Items List if the individual needs that item in the performance of their duties on board the aircraft. The item listed on the Prohibited Items List must not remain on board the aircraft once the maintenance is completed.
  2. Operational crewmembers may have an item listed on the Prohibited Items List if the air carrier issued the item for the aircraft and if the item is kept under control of the crewmember while passengers are present.
- D. All personnel authorized to ride in the flight deck jumpseat may continue to do so. However, the air carrier may no longer allow persons employed by other air carriers in the flight deck jumpseat, except for non-operational crewmembers employed by the air carrier's wholly owned subsidiary or codeshare partner and only if there are no other seats available in the cabin. The air carrier must use its automated identification system to verify the identity and employment of all crewmembers before transporting the crewmembers.
- E. The air carrier must apply the following search measures to each aircraft prior to boarding any passengers. The air carrier must search the aircraft after servicing and prior to boarding any passengers. The search of individual cabins may be conducted once all other service personnel have vacated that portion of the aircraft. Catering may be carried out after the search is completed or in conjunction with the search if the caterers are monitored by air carrier personnel.
1. Conduct a thorough physical search of:



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.**

SENSITIVE SECURITY INFORMATION  
EMERGENCY AMENDMENT 1546-01-09J  
Page 7 of 8

2. Personnel conducting the search must be familiar with the aircraft and must be provided instructions for notifying the appropriate authorities if suspicious, dangerous, or deadly items are discovered.
  3. Conduct a visual inspection of accessible exterior areas of the aircraft for items that do not belong.
  4. Search the empty cargo hold areas of the aircraft for items that do not belong. The air carrier does not need to remove any cargo or baggage loaded at a previous departure point.
  5. If during the search of the aircraft a suspicious, dangerous, or deadly item is discovered, the air carrier must immediately notify the appropriate law enforcement officials and the Transportation Security Operations Center at [REDACTED]
- F. Monitor the aircraft on the ramp to ensure no unauthorized access occurs during loading and unloading. Search all other aircraft left unattended.
- G. Guard parked aircraft at all times. Guard aircraft that remain overnight, or close and seal all cabin and cargo access doors.
1. The seals must be tamper-evident; numbered so that each seal is individually and uniquely identifiable; controlled; and accounted for.
  2. Record, by aircraft, the number of each seal used.
  3. Maintain records at the station [REDACTED]
  4. Prior to opening a sealed aircraft, [REDACTED]
- [REDACTED] If the air carrier finds any suspect items during the search required under V.E., the air carrier must immediately contact the appropriate law enforcement officials.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected, and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and last points of departure prior to arriving in the United States or its territories. All air carrier personnel implementing this EA 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 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).**

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.

SENSITIVE SECURITY INFORMATION  
EMERGENCY AMENDMENT 1546-01-09J  
Page 8 of 8

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI, proposed alternative measures and the basis for submitting the alternative measures, for approval by the Assistant Administrator for **Transportation Sector Network Management**. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and all 49 CFR 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

As a result of the threat to civil aviation, as described in the Information section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the flying public.

/s/  
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.

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

**Transportation Security  
Administration**

**Aviation Emergency Amendment**

**Subject: Security Procedures for International Departures Into and Out Of the United States**

**Number: EA 1546-03-06**

**Date: December 22, 2003**

---

**EXPIRATION: Indefinite**

This Emergency Amendment (EA) contains security measures which are in addition to the requirements of all EAs currently in effect for your operations and must be implemented within 72 hours of issuance of this EA.

**INFORMATION:** The threat to civil aviation remains significant. Current credible intelligence indicates Al-Qaeda continues to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. Al-Qaeda continues to pursue a range of targets, tactics, and capabilities to accomplish this objective. Operatives still at large view attacks on U.S. territory as a priority because of their potentially significant economic and psychological impacts.

Public proclamations regarding Al-Qaeda's potential intentions to conduct attacks against U.S. interests both abroad and in the U.S. are likely intended to build a justification for major attacks.

Usama bin Ladin (UBL) and other Islamic radicals have issued general pronouncements about Al-Qaeda's continued intentions to strike the U.S. and to fight "Crusader" forces worldwide. These include audiotapes initially aired by al-Jazeera containing warnings—apparently issued by UBL—in which he claimed Al-Qaeda would continue suicide attacks both in and outside the U.S.


While it is difficult to assess the veracity of these public warnings, TSA remains concerned about Al-Qaeda's continued efforts to plan multiple attacks against the U.S. and U.S. interests overseas. Al-Qaeda may be planning to attack targets in the U.S. using commercial cargo planes. The flights would originate outside the U.S. and preparations for the attacks may be underway. This EA is being issued to require security measures for all-cargo aircraft operations.

**ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546:** An air carrier with a security program under 49 CFR Part 1546 that also performs all-cargo international flight operations into and out of the United States (including U.S. territories and possessions) must implement the measures in this EA. In addition to the measures required in the air carrier's TSA-approved security program and all current EAs, the following measures must be implemented for all-cargo aircraft operations.

**SENSITIVE SECURITY INFORMATION**

**WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.**

I. MASTER COCKPIT CREW LIST

- A. The air carrier must provide to TSA a master list of all cockpit crewmembers who conduct all-cargo flight operations into and out of the United States. A cockpit crewmember is defined as a pilot, copilot, flight engineer, or airline management personnel, as well as any relief or deadheading cockpit member.
- B. The Master Cockpit Crew List must include:
  - 1. Crewmember's name  

- C. The Master Cockpit Crew List must be transmitted by the air carrier to the TSA:
  - 1. Addressed to: Office of Aviation Operations
  - 2. Subject: All Cargo Aircraft Cockpit Crew List
  - 3. Via one of the following two methods:
    - a. Facsimile to 001-703-563-3292 or
    - b. Electronic transmission via e-mail to [9-AWA-SECURITY@dhs.gov](mailto:9-AWA-SECURITY@dhs.gov)
- D. The air carrier must provide an identical Master Cockpit Crew List of cockpit crewmember names and identifying data to the air carrier's Civil Aviation Authority or other appropriate government agency.
- E. After the air carrier's Master Cockpit Crew List is submitted, the air carrier must submit to TSA any additional names 7 days in advance of any flight that those cockpit crewmembers will be operating into or out of the United States. The air carrier must provide any and all deletions to the Master Cockpit Crew List as expeditiously as possible.
- F. Master Cockpit Crew List: After the U.S. agencies and air carrier's government officials have completed a review of the names on the air carrier's Master Cockpit Crew List, the air carrier will be advised of any names that must be removed from the Master Cockpit Crew List. Only those individuals on the TSA-vetted Master Cockpit Crew List will be permitted to operate all-cargo flights into or out of the United States. Cockpit crewmembers removed from the Master Cockpit Crew List will not be permitted to operate flights into or out of the United States.


II. COCKPIT CREW MANIFEST

- A. TSA will notify the air carrier when it receives the air carrier's Master Cockpit Crew List. Within 7 days thereafter, the air carrier must provide a Cockpit Crew Manifest for each all-cargo flight into or out of the United States at least 3 hours in advance of the flight departure. TSA will advise the air carrier of the specific information required for each Cockpit Crew Manifest and the means of transmittal to the TSA.
- B. The air carrier will be required to certify to TSA that the flight's cockpit crewmembers are included on the air carrier's Master Cockpit Crew List submitted to TSA.

SENSITIVE SECURITY INFORMATION

- C. TSA will compare the names on the Cockpit Crew Manifest against the air carrier's Master Cockpit Crew List. If there is a name on the Cockpit Crew Manifest that is not on the Master Cockpit Crew List, flight clearance may be denied or the flight diverted.

### III. MASTER PASSENGER LIST

- A. The air carrier must provide the TSA a list of all persons, to include air carrier employees and family members, and persons transported for the safety of the flight, i.e., animal handlers, not already identified on the Master Cockpit Crew List, that will be transported on all-cargo flights into or out of the United States.
- B. The Master Passenger List must include:
1. Passenger name  

- C. The Master Passenger List must be transmitted by the air carrier to the TSA:
1. Addressed to: Office of Aviation Operations
  2. Subject: All Cargo Aircraft Passenger Manifest
  3. Via one of the following two methods:
    - a. Facsimile to 001-703-563-3292 or
    - b. Electronic transmission via e-mail to [9-AWA-SECURITY@dhs.gov](mailto:9-AWA-SECURITY@dhs.gov)
- D. The air carrier must provide an identical Master Passenger List of passenger names and identifying data to the air carrier's Civil Aviation Authority or other appropriate government agency.
- E. After the air carrier's Master Passenger List is submitted, the air carrier must submit to TSA any additional names 7 days in advance of any flight that those passengers will be transported into or out of the United States. The air carrier must provide any and all deletions to the Master Passenger List as expeditiously as possible.
- F. After the U.S. agencies and air carrier's government officials have completed a review of the names on the air carrier's Master Passenger List, the air carrier will be advised of any names that must be removed from the list. Passengers removed from the Master Passenger List by TSA are not to be transported on flights into or out of the United States.

### IV. PASSENGER MANIFEST

- A. TSA will notify the air carrier when it receives the air carrier's Master Passenger Lists. Within 7 days thereafter, the air carrier must provide a Passenger Manifest for each all-cargo flight into or out of the United States at least 3 hours in advance of the flight departure. TSA will advise the air carrier of the specific information required for each Passenger Manifest and the means of transmittal to the TSA.
- B. The air carrier will be required to certify to TSA that the flight's passengers are included on the air carrier's Master Passenger List submitted to TSA.

#### SENSITIVE SECURITY INFORMATION

WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

**Subject: Security Procedures for International Passenger Flights Into the United States**

**Number: EA 1546-03-08**

**Date: December 23, 2003**

---

**EXPIRATION:** Indefinite

This Emergency Amendment (EA) contains security measures which are in addition to the requirements of all EAs currently in effect for your operations and must be implemented within 24 hours of the date of this EA.

**INFORMATION:** The threat to civil aviation remains significant. Current credible intelligence indicates Al-Qaeda continues to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. Al-Qaeda continues to pursue a range of targets, tactics, and capabilities to accomplish this objective. Operatives still at large view attacks on U.S. territory as a priority because of their potentially significant economic and psychological impacts.

Public proclamations regarding Al-Qaeda's potential intentions to conduct attacks against U.S. interests both abroad and in the U.S. are likely intended to build a justification for major attacks.

Usama bin Ladin (UBL) and other Islamic radicals have issued general pronouncements about Al-Qaeda's continued intentions to strike the U.S. and to fight "Crusader" forces worldwide. These include audiotapes initially aired by al-Jazeera containing warnings—apparently issued by UBL—in which he claimed Al-Qaeda would continue suicide attacks both in and outside the U.S.

While it is difficult to assess the veracity of these public warnings, TSA remains concerned about Al-Qaeda's continued efforts to plan multiple attacks against the U.S. and U.S. interests overseas. Al-Qaeda may be planning to attack targets in the U.S. using commercial aircraft. The flights would originate outside the U.S. and preparations for the attacks may be underway. This EA is being issued to require submission of cockpit crew manifests.

**ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546:** An air carrier with a security program under 49 CFR Part 1546 that performs international passenger flight operations into the United States (including U.S. territories and possessions) must implement the measures in this EA. The following measures must be implemented in addition to the measures required in the air carrier's TSA-approved security program and all current EA's.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20580. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

I. COCKPIT CREW MANIFEST

A. The air carrier must provide to TSA a Cockpit Crew Manifest for each flight into the United States at least 24 hours in advance of the flight departure. The Cockpit Crew Manifest must contain information for each cockpit crewmember. A cockpit crewmember is defined as a pilot, copilot, flight engineer, or airline management personnel, as well as any relief or deadheading cockpit member.

B. The Cockpit Crew Manifest must include:

1. Crewmember's name



C. The Cockpit Crew Manifest must be transmitted by the air carrier to TSA:

1. Addressed to: Office of Aviation Operations

2. Subject: Aircraft Cockpit Crew Manifest

3. Via one of the following two methods:

a. Facsimile to 001-703-563-3292 or

b. Electronic transmission via e-mail to 9-AWA-SECURITY@dhs.gov

D. The air carrier must provide an identical Cockpit Crew Manifest containing the names and identifying data to the air carrier's Civil Aviation Authority or other appropriate government agency.

E. Cockpit Crew Manifest: After the U.S. agencies and air carrier's government officials have completed a review of the names on the air carrier's Cockpit Crew Manifest, the air carrier will be advised of any individuals who are not permitted to operate or be aboard flights into the United States. Only those individuals on the TSA-vetted Cockpit Crew Manifest will be permitted to operate or be aboard flights into the United States.

F. If the air carrier has a crewmember on board whose name was not on the cockpit crew manifest submitted to TSA or a crewmember who is not permitted by TSA, flight clearance may be denied or the flight diverted.

G. If the air carrier must substitute a pilot, copilot, or flight engineer because of a medical or operational emergency, the air carrier must advise TSA of the nature of the emergency and provide the following information for each substitute crewmember to TSA at least 2 hours prior to departure:

1. Crewmember's name



SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.



V. AIR CARRIER CONTACT INFORMATION

The air carrier must provide to TSA a 24-hour seven day a week point of contact including telephone number, who can resolve any issues regarding the Master Cockpit Crew List and Cockpit Crew Manifest.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States, its territories, and commonwealths and last points of departure prior to arriving in the United States, its territories, or commonwealths. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation in the United States, as described in the Information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

- H. The information pertaining to the substitute pilot, copilot, or flight engineer must be transmitted by the air carrier to TSA:
1. Addressed to: Office of Aviation Operations
  2. Subject: Aircraft Cockpit Crew Manifest Emergency Substitution
  3. Via one of the following two methods:
    - a. Facsimile to 001-703-563-3292 or
    - b. Electronic transmission via e-mail to [9-AWA-SECURITY@dhs.gov](mailto:9-AWA-SECURITY@dhs.gov)
- I. The air carrier must not use the substitute pilot, copilot, or flight engineer unless TSA has advised the air carrier that the substitution is permitted. If the substitute crewmember has not been vetted or if the carrier has a substitute crewmember on board who is not permitted by TSA, flight clearance may be denied or the flight diverted.
- II. AIR CARRIER CONTACT INFORMATION. The air carrier must provide to TSA a 24-hour seven day a week point of contact including telephone number, who can resolve any issues regarding the Cockpit Crew Manifest.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and commonwealths and last points of departure prior to arriving in the United States. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20580. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

As a result of the threat to civil aviation, as described in the Information Section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the traveling public.

David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.**

SENSITIVE SECURITY INFORMATION

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Security Procedures for International Departures to the United States

Number: EA 1546-03-09A	Date: July 13, 2006
------------------------	---------------------

EXPIRATION: Indefinite

**This Emergency Amendment (EA) supersedes and cancels EA 1546-03-09 and must be implemented within 72 hours of issuance. Changes from the previous EA are indicated by bold text.**

**INFORMATION:** The threat to U.S. civil aviation remains significant. Current credible intelligence indicates Al-Qaida continues to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. Al-Qaida continues to pursue a range of targets, tactics, and capabilities to accomplish this objective. Operatives still at large view attacks on the United States as a priority because of their potentially significant economic and psychological impacts.

Al-Qaida's public proclamations to conduct attacks against the United States and U.S. interests overseas are intended to build a justification for major attacks. Usama bin Ladin and other Islamic radicals have issued a number of general and specific threats about Al-Qaida's continued intentions to strike the United States and U.S. interests overseas and fight "Crusader" forces worldwide. These include video and audiotapes initially aired by al-Jazeera containing warnings – some by Usama bin Ladin himself – in which he claimed Al-Qaida would continue suicide attacks both within and outside the United States. While it is difficult to assess the veracity of these public warnings, we remain concerned about Al-Qaida's continued efforts to plan multiple attacks against the United States and U.S. interests overseas.

REVISION SUMMARY:

- **Modifies restriction on lavatory usage**

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-03-09A  
PAGE 2 of 3

ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF  
FEDERAL REGULATIONS (CFR), PART 1546:

If you are an air carrier covered by 49 CFR 1546 and you conduct scheduled and/or public charter flight operations from international locations to the United States (including its territories and possessions), you must implement all the measures set forth in this EA. These measures are in addition to all other current EAs that apply to your operations.

1. The air carrier must conduct continuous random inspections of passengers' accessible property at the boarding gate for prohibited items [REDACTED]
2. **Except as noted in Section a. below**, passengers must be directed to use those lavatories that are in their class of service. For example, passengers traveling in first class must only use those lavatories in first class, and passengers traveling in coach class must only use those lavatories in coach class.
  - a. **Cabin crewmembers must accommodate passengers with special needs (for example: minors, persons with disabilities and medical conditions, and the elderly) by allowing them to use the lavatory closest to their seat regardless of their class of service.**[REDACTED]
3. The pilot of the aircraft must make a pre-flight announcement requesting the cooperation of all passengers to not congregate in groups in any area of the aircraft cabin [REDACTED]. The pilot should repeat the announcement in-flight, as the pilot deems appropriate.
4. If cabin crewmembers are not comfortable with any congregation of passengers forming in the cabin of the aircraft, cabin crewmembers must notify the pilot. The pilot may either restate the announcement in Section 3. above or turn the seat belt sign on and instruct all passengers to return to their seats. Cabin crewmembers must use sound judgment in determining at what point a congregation of passengers is too large or cabin crewmembers' comfort level is compromised.
5. The cabin crewmembers must inspect [REDACTED] the aircraft for prohibited items [REDACTED] and items that have been left behind by a passenger, [REDACTED]

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-03-09A  
PAGE 3 of 3

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and last points of departure prior to arriving in the United States. All air carrier personnel implementing this EA 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 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)).**

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for **Transportation Security Network Management**. The air carrier shall immediately notify its IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
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.

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

**Subject:** Law Enforcement Officers on Flights To, From, or Overflying the United States

**Number:** EA 1546-03-10

**Date:** December 28, 2003

---

**EXPIRATION:** Indefinite

The measures contained in this Emergency Amendment (EA) are in addition to requirements of all other EAs currently in effect for your operations and must be implemented for specific flights immediately upon notification by the air carrier's International Principal Security Inspector (IPSI).

**INFORMATION:** Recent unconfirmed reporting indicates Al-Qaeda may be planning to conduct attacks against commercial air flights traveling to, from, or overflying the United States.

Details of the specific timing, targeting, and method of attack are not known. However, previous reporting indicates terrorist tactics against aviation may include suicide hijackings, bombings, and the possible use of man-portable air defense systems (MANPADS).

The Department of Homeland Security continues to conduct checks on passengers and crew of all flights to, from, and overflying the United States as well as analyze threat information related to those flights. When threat information warrants, the Transportation Security Administration (TSA) will direct additional security requirements for those flights, to include where necessary, the protection of specific flights by armed, trained, Government law enforcement officers. The U.S. Immigration and Customs Enforcement Federal Air Marshal Service will coordinate with and facilitate the movement of Government law enforcement officers into and out of the United States.

**ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546:** Measures set forth in this EA must be implemented by each air carrier for operations under a full security program under 49 CFR 1546.101(a) or (b) conducting flights to, from, or overflying the United States, its possessions, and territories. This applies to specific flights as directed by the Transportation Security Administration, regardless of the number of intermediate stops.

**GOVERNMENT LAW ENFORCEMENT OFFICERS:** When threat information warrants, the TSA will direct additional security requirements for those flights, to include where necessary, the protection of specific flights by armed, trained, Government law enforcement officers. Specific flights will be identified by flight number, departure airport, and date(s) of flight operation.

1. Armed, trained, Government law enforcement officers must be on flights arriving into, departing from, or overflying the United States, when directed by the TSA.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

2. The armed, trained, Government law enforcement officers must prevent unauthorized persons from attempting to gain access to the flight deck and prevent hijackings and other criminal acts aboard the aircraft.
3. The armed, trained, Government law enforcement officers [REDACTED]  
[REDACTED]
4. The armed, trained, Government law enforcement officers must conduct a crew briefing prior to departure to ensure the flight crew and cabin crew understand that the Government law enforcement officers are on board to prevent unauthorized access to the flight deck and to prevent hijackings and other criminal acts aboard the aircraft.
5. If the air carrier is not able to provide armed, trained, Government law enforcement officers when directed by the TSA, the flight is not authorized or permitted to operate to or from or overfly the United States.
6. Air carriers should make arrangements with appropriate Government authorities in advance to ensure armed, trained, Government law enforcement officers are immediately available to perform these functions when directed by the TSA.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and its territories, and last points of departure prior to arriving in or overflying the United States and its territories. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier and the Government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and all 49 CFR Part 1542 airports.

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.



FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the Information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

**Subject:** Law Enforcement Officers On All-Cargo Flights To, From, or Overflying the United States

**Number:** EA 1546-03-11

**Date:** December 28, 2003

---

**EXPIRATION:** Indefinite

The measures contained in this Emergency Amendment (EA) are in addition to requirements of all other EAs currently in effect for your operations and must be implemented for specific flights immediately upon notification by the air carrier's International Principal Security Inspector (IPSI).

**INFORMATION:** Recent unconfirmed reporting indicates Al-Qaeda may be planning to conduct attacks against commercial air flights traveling to, from, or overflying the United States.

Details of the specific timing, targeting, and method of attack are not known. However, previous reporting indicates terrorist tactics against aviation may include suicide hijackings, bombings, and the possible use of man-portable air defense systems (MANPADS).

The Department of Homeland Security continues to conduct checks on passengers and crew of all flights to, from, and overflying the United States as well as analyze threat information related to those flights. When threat information warrants, the Transportation Security Administration (TSA) will direct additional security requirements for those flights, to include where necessary, the protection of specific flights by armed, trained, Government law enforcement officers. The U.S. Immigration and Customs Enforcement Federal Air Marshal Service will coordinate with and facilitate the movement of Government law enforcement officers into and out of the United States.

**ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546:** Measures set forth in this EA must be implemented by each air carrier with a security program under 49 CFR Part 1546 that conducts all-cargo international flight operations to, from, or overflying the United States, its possessions, and territories. This applies to specific flights as directed by the Transportation Security Administration, regardless of the number of intermediate stops.

**GOVERNMENT LAW ENFORCEMENT OFFICERS:** When threat information warrants, the TSA will direct additional security requirements for those flights, to include where necessary, the protection of specific flights by armed, trained, Government law enforcement officers. Specific flights will be identified by flight number, departure airport, and date(s) of flight operation.

1. Armed, trained, Government law enforcement officers must be on flights arriving into, departing from, or overflying the United States, when directed by the TSA.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

2. The armed, trained, Government law enforcement officers must prevent unauthorized persons from attempting to gain access to the flight deck and prevent hijackings and other criminal acts aboard the aircraft.
3. The armed, trained, Government law enforcement officers [REDACTED]  
[REDACTED]
4. The armed, trained, Government law enforcement officers must conduct a crew briefing prior to departure to ensure the flight crew and cabin crew understand that the Government law enforcement officers are on board to prevent unauthorized access to the flight deck and to prevent hijackings and other criminal acts aboard the aircraft.
5. If the air carrier is not able to provide armed, trained, Government law enforcement officers when directed by the TSA, the flight is not authorized or permitted to operate to or from or overfly the United States.
6. Air carriers should make arrangements with appropriate Government authorities in advance to ensure armed, trained, Government law enforcement officers are immediately available to perform these functions when directed by the TSA.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and its territories and last points of departure prior to arriving in or overflying the United States and its territories. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier and the government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers.

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

As a result of the threat to civil aviation, as described in the Information Section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the flying public.

David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20580. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

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

**Transportation Security  
Administration**

**Aviation Emergency Amendment**

**Subject: Security Procedures for International Passenger Flights To, From, Within, or Overflying the United States**

**Number: EA 1546-04-03**

**Date: March 16, 2004**

---

**EXPIRATION: Indefinite**

This Emergency Amendment (EA) contains security measures which are in addition to the requirements of all EAs currently in effect for your operations and must be implemented within 24 hours of issuance of this EA.

**INFORMATION:** The threat to civil aviation remains significant. Current credible intelligence indicates Al-Qaeda continues to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. Al-Qaeda continues to pursue a range of targets, tactics, and capabilities to accomplish this objective. Operatives still at large view attacks on U.S. territory as a priority because of their potentially significant economic and psychological impacts.

Public proclamations regarding Al-Qaeda's potential intentions to conduct attacks against U.S. interests both abroad and in the U.S. are likely intended to build a justification for major attacks.

Usama bin Ladin (UBL) and other Islamic radicals have issued general pronouncements about Al-Qaeda's continued intentions to strike the U.S. and to fight "Crusader" forces worldwide. These include audiotapes initially aired by al-Jazeera containing warnings—apparently issued by UBL—in which he claimed Al-Qaeda would continue suicide attacks both in and outside the U.S.

While it is difficult to assess the veracity of these public warnings, the Department of Homeland Security remains concerned about Al-Qaeda's continued efforts to plan multiple attacks against the U.S. and U.S. interests overseas. Al-Qaeda may be planning to attack targets in the U.S. using commercial aircraft. The flights would originate outside the U.S. and preparations for the attacks may be underway. This EA is being issued to ensure flight deck doors remain locked from point of departure to destination on all international flights operating to, from, within, or overflying the United States.

**SENSITIVE SECURITY INFORMATION**

**WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.**

**APPLICABILITY:** THIS EMERGENCY AMENDMENT APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546.

**ACTIONS REQUIRED:** An air carrier with a security program under 49 CFR Part 1546 that performs international passenger flight operations to, from, within, or overflying the United States (including U.S. territories and possessions) must implement the measures in this EA. Overflying includes any flight departing from an airport/location outside the U.S., its territories or possessions, which transits the territorial airspace of the U.S. enroute to an airport/location outside the U.S., its territories or possessions. Territorial airspace of the U.S. includes the airspace over the U.S., its territories and possessions, and the airspace overlying the territorial waters between the U.S. coast and 12 nautical miles from the U.S. coast. The following procedures must be implemented in addition to the measures required in the air carrier's TSA-approved security program and all current EA's.

#### FLIGHT DECK DOOR PROCEDURES

- I. The air carrier must ensure no person other than a person who is assigned to perform duty on the flight deck may have a key to the flight deck door that will provide access to the flight deck.
- II. Except when it is necessary to permit access and egress by persons authorized in paragraph III. below, the door separating the flight deck and the passenger compartment must be closed and locked at all times from point of departure to destination.
- III. No person may admit any person to the flight deck of an aircraft unless the person being admitted is:
  - a. A crewmember,
  - b. An inspector of the civil aviation authority responsible for the oversight of the air carrier, or
  - c. Any person authorized by the civil aviation authority responsible for oversight of the air carrier.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and commonwealths and last points of departure prior to arriving in the United States. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

#### SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

As a result of the threat to civil aviation, as described in the Information Section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the traveling public.

David M. Stone  
Acting Administrator  
Transportation Security Administration

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

**Subject:** Security Procedures for International Departures from Designated Airports  
to the United States

**Number:** EA 1546-04-07

**Date:** June 1, 2004

**EXPIRATION:** Indefinite

The measures contained in this Emergency Amendment (EA) must be implemented within 14 days of issuance and are in addition to the requirements of all other applicable EAs.

**INFORMATION:** The U.S. Government has determined that additional security measures are necessary at designated airports.

**APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS THAT CARRY OUT A SECURITY PROGRAM AND OPERATE PRE-CLEARED FLIGHTS DESTINED FOR THE UNITED STATES FROM THE AIRPORTS LISTED IN SECTION A. REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546.**

**ACTIONS REQUIRED:** Each air carrier to which this EA applies must implement the following measures for your operations.

**A. AIRPORTS AT WHICH ADDITIONAL SECURITY MEASURES ARE NEEDED:**



**B. PASSENGER SCREENING:** The air carrier must screen all passengers and their accessible property using direct air carrier employees or authorized air carrier representatives in accordance with the procedures below.

1. Screeners must meet all current Model Security Program (MSP) screener training and testing requirements.
2. All screening equipment must meet current MSP requirements.
3. The air carrier must conduct screening redundant to that provided by the governments of the [REDACTED] for all passengers and their accessible property prior to their boarding at the designated airports. The following procedures are acceptable.
  - a. Screen each passenger using one of the following procedures:
    - (1) Physical search, or
    - (2) Hand-held metal detector, or
    - (3) Walk Through Metal Detector.

**SENSITIVE SECURITY INFORMATION**

**WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.**



- b. Screen all accessible property using physical search procedures or x-ray equipment.
4. Walk Through Metal Detector and x-ray equipment will be operated and tested in accordance with the MSP.
5. All personnel operating the Walk Through Metal Detector and x-ray equipment will be trained and tested in accordance with the MSP.
6. After being subjected to redundant screening procedures, all passengers must remain in the sterile boarding area and be physically separated from individuals who have not been subjected to screening provided by the air carrier in accordance with this EA.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected, and provide written confirmation to its assigned IPSI indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations listed in this EA. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

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

**Transportation Security  
Administration**

**Aviation Emergency Amendment**

**Subject:** Enhanced Security Measures for Secured Areas and Security Identification  
Display Areas (SIDAs)

**Number:** EA 1546-04-09

**Date:** July 6, 2004

**EXPIRATION:** Indefinite

Due to the upcoming holiday weekend, timeframes in this EA have been adjusted to provide four additional days to the implementation schedule.

**INFORMATION:** The threat to civil aviation remains significant. The U.S. Government continues to receive credible indications that extremist groups and individuals are planning additional terrorist actions against U.S. interests, possibly including airports and civil aviation assets. Al-Qaida terrorist elements have been trained to conduct surveillance at airports and on board civil aircraft to identify security vulnerabilities. In particular, they are interested in assessing new aviation security procedures. Extremist elements also are known to have collected information on the aviation industry through media sources and via Internet web sites. The continued investigation of terrorist activity in the U.S. has also uncovered several possible terrorist cells. In late 2002, the Department of Justice indicted four groups of individuals in Portland, Seattle, Buffalo, and Detroit, including a number of U.S. citizens who were allegedly providing "material support" to the Al-Qaida network. Several of the individuals were arrested and according to the indictment, had been specifically tasked to identify security breaches at the airports that would allow direct access to secure areas. For additional information concerning the ongoing threat to U.S. civil aviation, please review the latest Information Bulletins.

**APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS THAT HAVE EXCLUSIVE AREA AGREEMENTS PURSUANT TO TITLE 49 CFR PART 1546.**

**ACTIONS REQUIRED:** Within 14 days of receipt of this EA, each Air Carrier that has assumed responsibility in an exclusive area agreement for the sterile area, secured area, or SIDA listed in this EA, must submit a plan to the FSD to implement the following new security measures. The plan must be fully implemented within 30 days following receipt of FSD approval unless otherwise authorized by the FSD. These measures must be implemented in addition to the measures in the air carrier's TSA-approved security program and all current EAs.

**I. DEFINITIONS** For purposes of all airport operators implementing the requirements of this EA:

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

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

- B. "Security Identification Display Area" (SIDA) is 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.
- C. "Sterile Area" is 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 49 CFR 1544 or a foreign air carrier under 49 CFR 1546, through the screening of persons and property.
- D. "Air Operations Area" (AOA) is a portion of an airport, specified in the airport security program, in which security measures are carried out. This area includes aircraft movement areas, loading ramps, and safety areas for use by aircraft regulated under 49 CFR Part 1544 and 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.

## II. MEASURES

- A. Working in conjunction with the Airport Operator (as applicable), significantly reduce the number of access points (pedestrian and vehicle) to secured areas (e.g., baggage make-up areas) and to the SIDA.
- B. Working in conjunction with the Airport Operator (as applicable), increase the number of random patrols of secured areas and SIDAs by uniformed or plainclothes security or LEOs to provide surveillance, act as a deterrent, and respond, as necessary, to security incidents.

C.  
D.  
E.  
F.

### SENSITIVE SECURITY INFORMATION

WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

The FSD will work with the Air Carrier on achieving implementation of these requirements on an airport specific basis. The Office of the Assistant Administrator for Aviation Operations will resolve disputes between the air carrier and the FSD.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) and the airport FSD indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and commonwealths and last points of departure prior to arrival in the United States. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR 1546, an air carrier may submit in writing to the Chief Operating Officer of TSA, through the FSD and IPSI, proposed alternative measures and the basis for submitting the alternative measures for approval.

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

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

As a result of the threat to civil aviation, as described in the Information Section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the traveling public.

/s/

David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

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

**Transportation Security  
Administration**

**Aviation Emergency Amendment**

**Subject:** Airport Tenant Access to Sterile Areas

**Number:** EA 1546-04-10

**Date:** July 6, 2004

**EXPIRATION:** Indefinite

**INFORMATION:** The threat to civil aviation remains significant. The U.S. Government continues to receive credible indications that extremist groups and individuals are planning additional terrorist actions against U.S. interests, possibly including airports and civil aviation assets. Al-Qaida terrorist elements have been trained to conduct surveillance at airports and on board civil aircraft to identify security vulnerabilities. In particular, they are interested in assessing new aviation security procedures. In addition to undertaking a journey by air as a means to collect information, terrorist operatives have sought employment at airports and have attempted to bribe or co-opt airport employees in order to facilitate group operations. Extremist elements also are known to have collected information on the aviation industry through media sources and via Internet web sites. The continued investigation of terrorist activity in the U.S. also uncovered several possible terrorist cells. In late 2002, the Department of Justice indicted four groups of individuals in Portland, Seattle, Buffalo, and Detroit, including a number of U.S. citizens who were allegedly providing "material support" to the al-Qaida network. Several of the individuals arrested in Detroit worked at the Detroit Metropolitan Airport and, according to the indictment, were specifically tasked to identify security breaches at the airport that would allow direct access to secure areas. For additional information regarding the ongoing threat to U.S. civil aviation, please review the latest Security Bulletins.

**APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS THAT HAVE EXCLUSIVE AREA AGREEMENTS PURSUANT TO TITLE 49 CFR PART 1546.**

**ACTIONS REQUIRED:** An affected air carrier that has assumed responsibility in an exclusive area agreement for the sterile area or sterile area door described in this EA must implement the following security measures, as set forth in this EA. These measures must be implemented in addition to the measures in the air carrier's TSA-approved security program and all current EAs. The FSD will work with the air carrier on achieving implementation of these requirements. The Office of the Assistant Administrator for Aviation Operations will resolve disputes between the air carrier and the FSD.

**SENSITIVE SECURITY INFORMATION**

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

I. DEFINITIONS: For purposes of all air carriers implementing the requirements of this EA:

- A. "Airport tenant" means any person that has an agreement with the air carrier to conduct business on airport property and for the purposes of this EA, specifically in the sterile area. Airport tenants include restaurants, specialty stores, kiosks, and concessionaires, and other persons as designated by the FSD. The term "airport tenant" does not include an aircraft operator or air carrier that has a security program under 49 CFR Parts 1544 or 1546. This term does not include Federal, State, and local government officials.
- B. "Sterile Area Access Doors" are those doors that lead directly from a public area of the airport to a sterile area of the airport.
- C. "Public Area" is that portion of the airport that is readily accessible to the public without entering the screening checkpoint. The public area includes all public real estate and facilities such as terminal concourses and public parking lots. The term "public area" does not include portions of an airport specified in the airport security program as the AOA, SIDA, or secured area.

II. AIRPORT TENANT

- A. All employees of airport tenants, as defined in Section I.A., who are employed or perform duties in the sterile area of the airport must continue to undergo background checks in accordance with SD 1542-02-03 series.
- B. All employees of airport tenants, as defined in Section I.A., who are employed or perform duties in the sterile area of the airport, regardless of the airport ID issued, **MUST** access the sterile area through the TSA screening checkpoint or only through those locations approved by the FSD when the TSA screening checkpoint is closed.
- C. Within 30 days of receipt of this EA, air carriers must maintain a complete list of names of all airport tenant employees, which must include their respective level of access (e.g., sterile area and SIDA) and the name of the employing airport tenant. This list must be made available to the FSD for inspection and copying upon request.
- D. Within 30 days of receipt of this EA, the air carrier must limit the number of airport tenant employees working in the sterile area who have unescorted access to the SIDA. Each airport tenant must be limited to no more than 25% of the total number of the active workforce performing duties in the sterile area, as defined in Section I.A., unless otherwise approved by the FSD.

III. STERILE AREA ACCESS DOORS

- A. Each Air Carrier must submit a plan to significantly reduce the number of sterile area access doors, as defined in Section I.B.
  - 1. The Plan must include:
    - a. The total number of sterile area access doors in use immediately prior to the issuance of this EA;

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

- b. The specific location of each sterile area access door identified for elimination;
  - c. Enhanced security measures [REDACTED] at each remaining sterile area access door. Enhanced security measures, as determined by the air carrier, must be reviewed and approved by the FSD.
  - d. Certification, from the airport director and the FSD to TSA HQ, that remaining sterile area access doors are necessary for continued, secure operation of the airport.
2. Any proposal to increase the number of sterile area access doors (e.g., new construction) must be approved by the FSD.
- B. Each air carrier must submit its plan to its FSD within 14 days of receipt of this EA.
- C. Each plan must be fully implemented within 30 days following receipt of the FSD's approval unless otherwise authorized by the FSD.

The FSD will work with the Air Carrier on achieving implementation of these requirements on an airport specific basis. The Office of the Assistant Administrator for Aviation Operations will resolve disputes between the air carrier and the FSD.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) and the airport FSD indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and commonwealths and last points of departure prior to arrival in the United States. All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR 1546, an air carrier may submit in writing to the Chief Operating Officer of TSA, through the FSD and IPSI, proposed alternative measures and the basis for submitting the alternative measures for approval.

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

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.

As a result of the threat to civil aviation, as described in the Information Section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the traveling public.

/s/  
David M. Stone  
Acting Administrator  
Transportation Security Administration

SENSITIVE SECURITY INFORMATION

**WARNING:** THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION, WASHINGTON, DC 20590. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC AVAILABILITY IS GOVERNED BY 5 U.S.C. 552.



SENSITIVE SECURITY INFORMATION

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Security Procedures for International Departures [REDACTED]  
[REDACTED] to the United States

Number: EA 1546-04-11A

Date: November 5, 2004

EXPIRATION: Indefinite

The measures contained in this Emergency Amendment (EA) must be implemented immediately and are in addition to the requirements of all other applicable EAs.

INFORMATION: On August 24, 2004, two Russian passenger aircraft crashed three minutes apart after departing Moscow's Domodedovo Airport. The first aircraft, a Volga Avia Express Airlines TU-134, destined for Volograd in Southern Russian, disappeared from radar shortly after take-off. Witnesses reported the aircraft exploded before hitting the ground. The second aircraft, a Sibir Airlines TU-154 enroute to Sochi, a Black Sea resort, also disappeared from radar shortly after take-off.

The near simultaneous crashes of the two aircraft **have been determined to be** the result of terrorism. The U.S. Government has determined that in order to protect transportation security, additional security measures are necessary [REDACTED]  
[REDACTED]

REVISION SUMMARY

- Clarifies screening of persons to include the screening of footwear.
- Revises the requirements for using explosive trace detection (ETD).
- Clarifies exceptions to the 24-hour period (aging) for cargo.

APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS THAT CARRY OUT A SECURITY PROGRAM REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546 AND OPERATE FLIGHTS DESTINED FOR THE UNITED STATES [REDACTED]  
[REDACTED]

**ACTIONS REQUIRED:** Each air carrier to which this EA applies must implement the following measures for its operations.


A. SCREENING/INSPECTIONS:

1. The air carrier must apply redundant screening to **ALL** persons (including crewmembers) and their accessible property using direct air carrier employees or authorized air carrier representatives, **as described below:**

SENSITIVE SECURITY INFORMATION

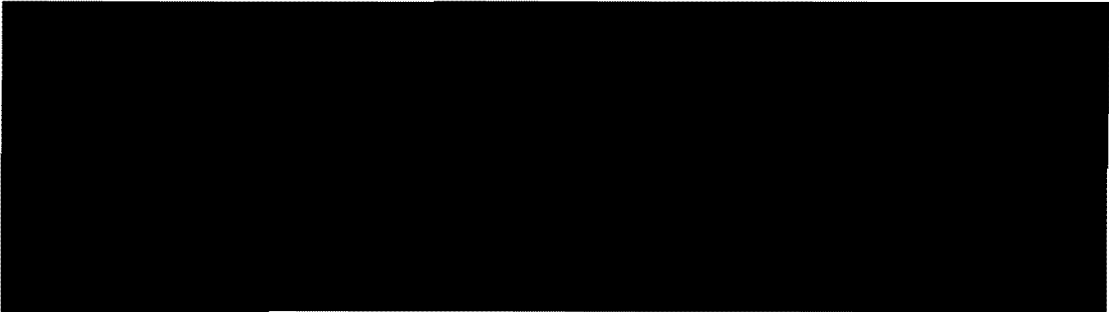
**WARNING:** THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE 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.

SENSITIVE SECURITY INFORMATION  
EMERGENCY AMENDMENT 1546-04-11A  
PAGE 2 of 4

- a. Screen each person (including crewmembers) using physical search procedures.
- b. **The screening of each person must include the removal of his/her footwear**  
  
**or the existence of any component of an IED is detected, contact the local law enforcement authority for clearance.**
- c. Screen all accessible property using the following procedures:
  - (1) X-ray and
  - (2) **Limited open bag ETD, but**
  - (3) **If ETD is unavailable or inoperable, physical search procedures.**
2. Search all service personnel not directly employed by the air carrier and their personal/work property prior to boarding the aircraft.
3. **Conduct** random inspections of on-airport and off-airport catering facilities, trucks, and carts.
4. **Conduct** inspections of the terminal to include public area, around aircraft, and baggage claim and make-up areas.
5. After being subjected to redundant screening procedures, all persons (including crewmembers) must remain in the sterile boarding area and ~~be~~ physically separated from individuals who have not been subjected to screening provided by the air carrier in accordance with this EA.

**B. CHECKED BAGGAGE:**

1. **The air carrier must conduct  explosives trace detection (ETD) for  of checked baggage. If ETD equipment is unavailable or inoperable, air carriers must conduct physical search procedures for  of checked baggage.**

- 2.
  - 3.
  - 4.
- 

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 1620, 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 1620.**

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-04-11A  
PAGE 3 of 4

C. AIR CARRIER AUTHORIZED SECURITY GUARDS:

1. For purposes of this EA, an air carrier authorized security guard is defined as: Any person trained in security enforcement that is authorized to act on behalf of the air carrier to perform the measures required by this EA.
2. The air carrier must instruct authorized air carrier security guards to notify air carrier management and local law enforcement in case of an incident or emergency.

D. CARGO:

1. The air carrier must x-ray all cargo before transport.
2. The air carrier must also screen [REDACTED] all non-exempt cargo using the following procedures:
  - a. Physical search; or
  - b. Explosives Trace Detection (ETD).
3. [REDACTED]  
[REDACTED]
- b. Perishables which must be [REDACTED] x-rayed or, if unable to be x-rayed, subject to an alternative screening measure in accordance with the MSP.

4. [REDACTED]
5. [REDACTED]
6. [REDACTED]

E. AIRCRAFT SECURITY:

1. [REDACTED]
2. [REDACTED]

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-04-11A  
PAGE 4 of 4

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected, and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at [REDACTED] All air carrier personnel implementing this EA must be briefed by the air carrier on its content and the restrictions governing dissemination.

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

David M. Stone  
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.

SENSITIVE SECURITY INFORMATION

U.S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Incidents and Suspicious Activities Reporting

Number: EA 1546-04-13

Date: November 24, 2004

---

EXPIRATION: Indefinite

**This Emergency Amendment (EA) must be implemented no later than December 6, 2004. These measures must be implemented in addition to the measures in all current EAs.**

**INFORMATION:** The threat to civil aviation remains significant. The U.S. Government continues to receive credible indications that extremist groups and individuals are planning additional terrorist actions against U.S. interests, possibly including airports and civil aviation assets. Al-Qaida terrorist elements have been trained to conduct surveillance at airports and on board civil aircraft to identify security vulnerabilities. In particular, they are interested in assessing new aviation security procedures. Extremist elements also are known to have collected information on the aviation industry through media sources and via Internet web sites. The continued investigation of terrorist activity in the U.S. has also uncovered several possible terrorist cells. In late 2002, the Department of Justice indicted four groups of individuals in Portland, Seattle, Buffalo, and Detroit, including a number of U.S. citizens who were allegedly providing "material support" to the al-Qaida network. Several of the individuals were arrested and, according to the indictment, had been specifically tasked to identify security breaches at the airports that would allow direct access to secured areas. For additional information concerning the ongoing threat to U.S. civil aviation, please review the latest DHS Bulletins.

**APPLICABILITY: THIS EA APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546 THAT OPERATE FLIGHTS TO, FROM, WITHIN, OR OVERFLYING THE UNITED STATES.**

**ACTIONS REQUIRED:** An air carrier with a security program under 49 CFR Part 1546 must implement all of the measures set forth in this EA. The term "overflying" means any flight departing from an airport/location outside the U.S., its territories, or possessions which transits the territorial airspace of the U.S. enroute to an airport/location outside the U.S., its territories, and possessions. Territorial airspace of the U.S. means the airspace over the U.S., its territories, and possessions and the airspace overlying the territorial waters between the U.S. coast and 12 nautical miles from the U.S. coast.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-04-13  
Page 2 of 3

GENERAL

- A. The air carrier must **immediately** report to TSA, through the Transportation Security Operations Center (TSOC), all incidents and suspicious activities that could affect the security of civil aviation operations to, from, within, or overflying the United States. Additionally, air carriers must **immediately** report all threat information received that could affect the security of U.S. civil aviation. Incidents, suspicious activities, and threat information may include, but are not limited to, any incidents of interference with the flightcrew, all bomb threats, specific and non-specific, any information relating to the possible surveillance of an aircraft or airport facility, and any correspondence received by the air carrier that could indicate a potential threat to civil aviation. This includes information on all threats, incidents, and suspicious activities provided to the air carrier by:
1. A Federal (except TSA), State, or local government agency
  2. A foreign government, to the extent there is no legal prohibition on the reporting of such information
  3. An air carrier employee or authorized representative
  4. An airport operator
  5. A private individual
- B. The air carrier must, in addition to previously established reporting procedures, **immediately** notify the TSOC of the threat information, as well as any incidents and suspicious activities. Air carriers must report this information by calling [REDACTED]
- C. In the event the air carrier receives extremely time-sensitive information relating to threats, incidents, or suspicious activities, it must, in addition to previously established reporting procedures, notify the TSOC **immediately** in accordance with paragraph I.A. The TSOC will make any additional TSA notifications as necessary.
- D. Information reported to the TSOC must include, as available and applicable and to the extent not legally prohibited:
1. The name of the reporting air carrier
  2. The affected aircraft's flight number
  3. Departure/Arrival Airports
  4. Current location of the affected aircraft
  5. A description of the threat/incident/activity
  6. The names, and other biographical data, as available, of individuals involved in the threat, incident or activity as well as the source of any threat information.
  7. The source of any threat information
- E. The air carrier must immediately notify the airport operator of any major breach of security at the airport, e.g., discovery of a firearm or knife in the aircraft, discovery of an unauthorized individual in a secured area of an airport, etc.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-04-13  
Page 3 of 3

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned IPSI, indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carriers shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States (including U.S. territories and possessions) and last points of departure prior to arriving in the United States or its territories. All air carrier personnel implementing this EA 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 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 EA, according to 49 CFR Part 1546, air carriers may submit in writing to their IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Aviation Operations. The air carrier shall immediately notify its IPSI whenever any procedure in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the Information section of this EA, I have made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d), would be impractical and contrary to the safety of the flying public.

/s/ Carol DiBattiste  
David M. Stone  
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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-06-01  
Page 1 of 6

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

**Subject:** Security Procedures for International Departures from [REDACTED]  
[REDACTED] the United States

Number: EA 1546-06-01

Date: June 12, 2006

The measures contained in this Emergency Amendment (EA) must be implemented immediately and are in addition to the requirements of all other applicable EAs.

**INFORMATION:** The U. S. Government has determined that all flights to the United States originating at [REDACTED] must operate with a stop at the [REDACTED] prior to continuation to the United States.

The United States Government has also determined that air carriers must perform additional security measures prior to departure from [REDACTED] to the United States.

**APPLICABILITY:** THIS EA APPLIES TO AIR CARRIERS THAT CARRY OUT A SECURITY PROGRAM REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR) PART 1546 AND OPERATE FLIGHTS DESTINED FOR THE UNITED STATES FROM [REDACTED]

**ACTIONS REQUIRED:** Any air carrier with a security program under 49 CFR Part 1546 operating flights to the United States from [REDACTED] must implement the measures set forth in this EA at [REDACTED] and/or [REDACTED] prior to arrival at [REDACTED] and entry to the United States.

- I. **PASSENGER SCREENING:** The air carrier must screen all persons (including crewmembers and transit passengers) and their accessible property using direct air carrier employees or authorized air carrier representatives, as described below.
  - A. The air carrier must apply secondary screening, i.e., gate screening, immediately prior to boarding at [REDACTED]
    1. Screen each person (including crewmembers and transit passengers) using physical search procedures and/or hand-held metal detection devices.
    2. The screening of each person must include the removal of his/her footwear [REDACTED]

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.



SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-06-01  
Page 2 of 6



3. Screen all accessible property using x-ray and physical search procedures.
- B. After being subjected to secondary screening procedures, all persons (including crewmembers) must remain in the sterile boarding area and be physically separated from individuals who have not been subjected to screening required by the air carrier in accordance with this EA.

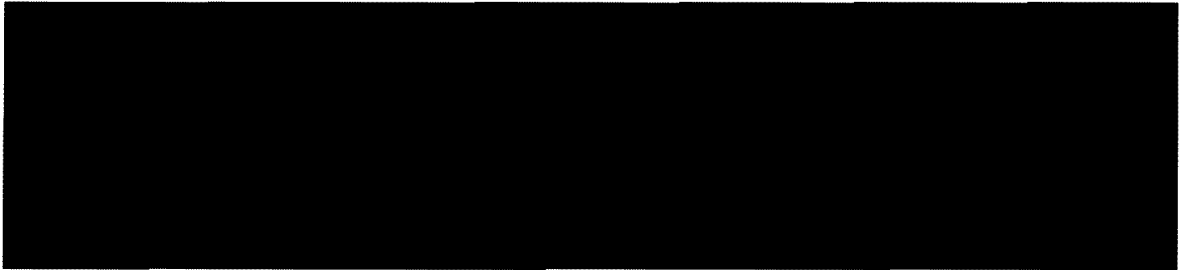
II. CHECKED BAGGAGE

- A. The air carrier must conduct x-ray inspection of [REDACTED] of checked baggage. If x-ray equipment is unavailable or inoperable, air carriers must conduct [REDACTED] physical search of all checked baggage.

B.

C.

D.

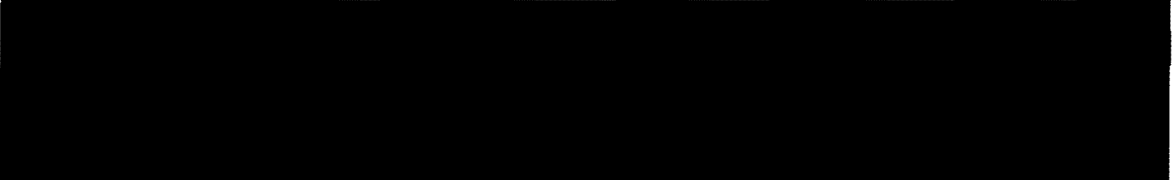


III. AIRCRAFT SECURITY

- A. For purposes of this EA, an authorized air carrier security guard means any person trained in security enforcement that is authorized to act on behalf of the air carrier to perform the measures required by this EA.
- B. The air carrier must instruct authorized air carrier security guards to notify air carrier management and local law enforcement in case of an incident or emergency.

C.

D.



- E. Air carrier authorized security guards must ensure that all service personnel and vehicles approaching the aircraft have proper airport identification, and are contracted by the air carrier to service the aircraft, before allowing them to gain access to the aircraft.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-06-01  
Page 3 of 6

IV. AIRCRAFT SEARCH

A. The air carrier must apply the following search measures, as applicable, to each aircraft during each calendar day. The air carrier must search the aircraft [REDACTED] prior to boarding any passengers. Catering may be carried out after the search is completed or in conjunction with the search, provided the caterers are monitored by air carrier personnel or authorized air carrier representatives at all times.

1. For each departing flight to a U.S. destination, conduct a thorough physical search of the empty interior of the aircraft.
2. Thorough physical search must include: [REDACTED]

B. Personnel conducting the search must be familiar with the aircraft and understand how to notify the appropriate authorities if they find suspicious, dangerous, or potentially deadly items.

SENSITIVE SECURITY INFORMATION

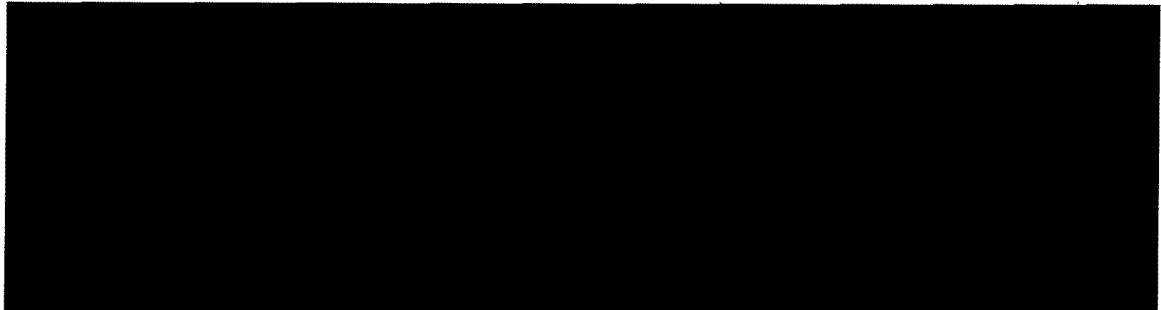
**WARNING:** THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE 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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-06-01

Page 4 of 6

- C. The air carrier must visually inspect accessible exterior areas of the aircraft for items that do not belong.
- D. Prior to loading freight or cargo, the air carrier must search the [REDACTED] areas of the aircraft for items that do not belong.
- E. If the aircraft remains over night (RON), the air carrier may conduct the search [REDACTED] the aircraft. The following procedures must be performed:



- 5. If during the search of the aircraft a suspicious, dangerous or potentially deadly item is discovered, the air carrier must immediately notify both the appropriate law enforcement officials and the Transportation Security Operations Center at [REDACTED]
- 6. Ensure Section III of this EA is followed at all times.
- F. The air carrier must monitor the aircraft on the ramp to ensure no unauthorized access occurs during loading and unloading.
- G. The air carrier must follow security procedures for catering, as applicable, in accordance with Section VI.

V. CARGO

- A. Only known shipper cargo can be accepted for transport.
- B. Air carriers must conduct physical search of [REDACTED] of cargo before transport except as noted in C.1. and 2. below.
- C. [REDACTED]
  - 1. [REDACTED]
  - 2. Perishables which must be [REDACTED] x-rayed or if unable to be x-rayed, subject to an alternative screening measure in accordance with the MSP.

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-06-01

Page 5 of 6

D.

E.

F.

VI. **CATERING SECURITY:** The air carrier must ensure the following security measures are carried out whenever an aircraft under its operational control is serviced by contract food services (caterers) to prevent the introduction of unauthorized explosives, incendiaries, firearms, and other suspicious, dangerous, or potentially deadly items into the cabin of the aircraft.

- A. When an aircraft to be serviced is within a restricted area, a crewmember or other restricted area trained employee of the air carrier must meet catering personnel upon their approach to the aircraft. The person meeting the caterers must verify that each caterer holds valid unescorted restricted area access privileges or is escorted by a person holding unescorted restricted area privileges. Caterers holding unescorted restricted area access privileges may be permitted to board the aircraft to provide onboard services which may include the use of food carts or dollies. Caterers requiring a restricted area escort must not be permitted to board the aircraft unless a direct employee of the air carrier continuously monitors his or her activities.
- B. When an aircraft to be serviced is outside the restricted area, an employee of the air carrier must ensure one of the following is accomplished.
1. Prevent catering personnel from boarding the aircraft and accept delivery of catered items at an exterior door or hatch of the aircraft. Upon acceptance, if the catered items are transported in an opaque delivery container, the container must be opened, to the extent permitted by local laws and hygiene standards, and its contents searched and verified OR
  2. For onboard services, continuously monitor such personnel until they depart the aircraft. At the time of clearing catering personnel onboard the aircraft, if the catered items are transported in an opaque delivery container, the container must be opened, to the extent permitted by local laws and hygiene standards, and its contents searched and verified.
- C. In the event of discovery of an unauthorized explosive, incendiary, firearm, or other suspicious, dangerous, or potentially deadly item, the air carrier must immediately notify appropriate law enforcement authorities and the Transportation Security Operations Center at [REDACTED]
- D. Persons must be trained to proficiency on the above catering procedures. A record of training along with a copy of this EA must be maintained by the air carrier for a minimum of [REDACTED]

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.

SENSITIVE SECURITY INFORMATION

Emergency Amendment 1546-06-01  
Page 6 of 6

90 calendar days after termination and made available to TSA for inspection and copying upon request.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier shall immediately pass the information and directives set forth in this EA to all stations affected, and provide written confirmation to its assigned IPS1 indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier shall disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations listed in this EA. All air carrier personnel implementing this EA 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 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 EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their IPS1 proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Sector Network Management. The air carrier shall immediately notify its IPS1 whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all affected 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 16291 7, 201 8262 Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.1 05(d) would be impractical and contrary to the safety of the traveling public.

//SI//

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.

SENSITIVE SECURITY INFORMATION

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: **Homeland Security Advisory System Threat Condition ORANGE  
Security Measures – Security Procedures for All Flights Departing  
From Non-U.S. Locations to the United States**

Number: **EA 1546-06-02E**

Date: **November 9, 2006**

EXPIRATION: Indefinite

This Emergency Amendment (EA) cancels and supersedes **EA 1546-06-02D** and must be implemented immediately. The measures contained in this EA are in addition to all other EAs currently in effect for your operations. Changes to the previous EA are indicated in bold.

INFORMATION: The threat to U.S. civil aviation remains high. Current credible intelligence indicates Al-Qaida and other terrorist groups continue to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. These terrorist groups continue to pursue a range of targets, tactics, and capabilities to accomplish this objective. Terrorist operatives view attacks on the United States as a priority because of their potentially significant economic and psychological impacts.

Although several arrests have been made in the United Kingdom related to the plot to blow up several aircraft, the threat of attack remains as high as it was when the HSAS threat condition was raised to ORANGE, and we expect it to remain high for the foreseeable future. In order to ensure the measures we have put in place are sustainable while continuing to address the threat, TSA has made adjustments in security measures to be implemented by airports, aircraft operators, and air carriers.

The European Commission issued new restrictions regarding limitations of the size of containers of liquids, gels, and aerosols which become effective November 6, 2006, throughout the European Union. The United States has decided to harmonize its restrictions on the size of containers of liquids, gels, and aerosols with European Union restrictions.

REVISION SUMMARY

- **Changes the maximum size of containers of liquids, gels, and/or aerosols to travel size (3.4 oz./100 ml) permitted through the passenger screening checkpoint to be consistent with European Union restrictions**
- **Adds juice as a liquid that may be declared at the screening checkpoint if a baby or small child is traveling and the juice does not fit in the closed/sealed 1 quart (1 liter) size plastic bag and/or the container exceeds travel size (3.4 oz./100 ml)**

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.

- Adds the host government's designee as an authority that may impose additional restrictions on the carriage of liquids, gels, and/or aerosols permitted through the passenger screening checkpoint

ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546:

If you are an air carrier covered by 49 CFR 1546 and you conduct scheduled and/or public charter flight operations from international locations, except the United Kingdom, to the United States (including its territories and possessions), you must implement all the measures set forth in this EA. These measures are in addition to all other current EAs that apply to your operations.

1. Advise passengers that they are prohibited from taking liquids, gels, and/or aerosols past the boarding gate hold area or the boarding gate EXCEPT one clear transparent resealable 1 quart (1 liter) size plastic bag containing liquids, gels, and/or aerosols in **travel size** containers (**3.4 oz./100 ml**) capacity or less per container. The contents of the plastic bag must fit comfortably and the plastic bag must be completely closed/sealed and subjected to visual inspection or x-ray inspection (if available) separate from passengers' carry-on bag.
2. If any of the below items do not fit in the closed/sealed 1 quart (1 liter) size plastic bag and/or the size of the containers exceeds travel size (**3.4 oz./100 ml**), they must be declared to screening personnel at the boarding gate hold area or the boarding gate. If screening for liquids, gels, and/or aerosols is conducted at the passenger screening checkpoint, this declaration must be made in conjunction with that screening. Upon declaration by the passenger, the direct air carrier employee or authorized representative must determine if the types and quantities of the liquids, gels, and/or aerosols fit within one of the following categories and are in quantities reasonably necessary for the passenger's itinerary. If there appears to be any suspicious activity or suspicious items, the individual and all carry-on property must be subjected to selectee screening. Items not listed below or in quantities that appear excessive for the passenger's itinerary are not to be permitted onboard the aircraft.
  - a. Baby formula/milk (to include breast milk) and baby food/juice in containers if a baby or small child is traveling
  - b. Medications (liquid, gel, and/or aerosol)
  - c. Liquids (to include juice) or gels for diabetic or other medical needs
3. If passengers are not screened per the requirements in Sections 1. and 2. above at the screening checkpoint or if passengers are co-mingling with other passengers who have not been screened as required in Sections 1. and 2. above, the air carrier must ensure all passengers and their accessible property are screened immediately prior to boarding the aircraft.
4. Passengers are permitted to take liquids, gels, and/or aerosols purchased inside the sterile area, to include Duty Free items, onboard the aircraft if:
  - a. Liquids, gels, and/or aerosols are not permitted to be carried into the sterile area through the screening checkpoint AND

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-02E  
PAGE 3 of 4

- b. Passengers are not permitted to co-mingle with other passengers who have not been screened to ensure liquids, gels, and/or aerosols are not introduced into the sterile area.
  - c. If a. and b. above cannot be ensured, liquid, gel, or aerosol Duty Free items must be delivered to the passenger onboard the aircraft or as he/she boards the aircraft.
5. For purposes of this EA, liquids, gels, and/or aerosols include beverages, shampoo, suntan lotion, creams, toothpaste, hair gel, hair spray, and other items of similar consistency.
6. Liquids (to include beverages), gels, and/or aerosols are prohibited from being taken onboard the aircraft except as provided for in Sections 1., 2., 4., and 13. of this EA, unless additional restrictions imposed by the air carrier or host government or its designee preclude the carriage of those items.
7. In addition to the search requirements contained in EA 1546-01-09J (or TSA-approved alternative procedures) at the last point of departure to the U.S., conduct a [REDACTED] search of the aircraft interior [REDACTED] accessible to the passenger, after servicing and prior to boarding passengers at the flight's origination point and at each interim stop.
8. Advise passengers that the Secretary of the Department of Homeland Security has determined that there is a high risk of terrorism against U.S. civil aviation and the need for extra restrictions to assure the security of air travel. Advise passengers to travel light. Their accessible property should have minimal clutter to expedite the screening process.
9. Advisories to passengers required in this EA must, at a minimum, be made initially when the passenger makes his or her reservation and at the first point of contact at the departure airport. In addition, you must post signs advising passengers of the restrictions at each checked baggage acceptance location.
10. If unable to monitor catering from preparation to delivery, conduct searches on [REDACTED] the trays in each catering cart.
11. Monitor public areas throughout the terminals (both sterile and nonsterile) if under control of the air carrier [REDACTED]  
[REDACTED] These personnel must be directed to watch for unattended baggage and items that do not belong and proper procedures to notify a supervisor or law enforcement officer if needed.
12. During the air carrier's operating hours, require at least one authorized air carrier representative to conduct periodic inspections of the public area, around aircraft, and passenger baggage claim and baggage make-up areas.
13. Flight crewmembers in uniform and FAA Aviation Safety Inspectors are [REDACTED] [REDACTED] against taking liquids (to include beverages), gels, and/or aerosols onboard the aircraft, unless additional restrictions by the air carrier or host government or its designee [REDACTED]

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.



SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-02E  
PAGE 4 of 4

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at **non-U.S. locations serving as the last points of departure** prior to arriving in the United States. All air carrier personnel implementing this EA 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 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Security Network Management. The air carrier must immediately notify its assigned IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
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.

SENSITIVE SECURITY INFORMATION

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: Homeland Security Advisory System Threat Condition **ORANGE**  
Security Measures – Security Procedures for All Flights Departing  
From the United Kingdom to the United States

Number: EA 1546-06-03D

Date: April 9, 2008

EXPIRATION: Indefinite

This Emergency Amendment (EA) **cancels and supersedes EA 1546-06-03C and must be implemented effective immediately.** The measures contained in this EA are in addition to all other EAs currently in effect for your operations. **Changes to the previous EA are indicated in bold.**

INFORMATION: The threat to U.S. civil aviation remains high. Current credible intelligence indicates Al-Qaida and other terrorist groups continue to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. These terrorist groups continue to pursue a range of targets, tactics, and capabilities to accomplish this objective. Terrorist operatives view attacks on the United States as a priority because of their potentially significant economic and psychological impacts.

Although several arrests have been made in the United Kingdom related to the plot to blow up several aircraft, the threat of attack remains as high as it was when the HSAS threat level was raised to ORANGE, and we expect it to remain high for the foreseeable future. In order to ensure the measures we have put in place are sustainable while continuing to address the threat, TSA has made adjustments in security measures to be implemented by airports, aircraft operators, and air carriers.

The United Kingdom has changed its threat condition level to the equivalent of the Homeland Security Advisory System Threat Condition ORANGE. There continues to be a high risk of terrorism against flights departing the United Kingdom.

REVISION SUMMARY

- **Removes requirement for submitting APIS information to CBP 15 minutes prior to departure**
- **The air carrier must continue the current requirement of submitting initial passenger information pursuant to the CBP APIS rule, 19 CFR 122.49a(b)**
- **Revises International Principal Security Inspector (IPSI) title to International Industry Representative (IIR)**
- **Revises to whom air carriers may submit requests for alternative measures**

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-03D  
PAGE 2 of 4

ACTIONS REQUIRED BY CERTAIN AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546:

If you are an air carrier covered by 49 CFR Part 1546 and you conduct scheduled and/or public charter flight operations from the United Kingdom to the United States (including its territories and possessions), you must implement all the measures set forth in this EA. These measures are in addition to all other current EAs that apply to your operations.

1. Passenger carry-on items must be limited to those items acceptable under the restrictions established by the United Kingdom.
2. Advise passengers that only liquids, gels or aerosols purchased inside the sterile area that are acceptable under the restrictions established by the United Kingdom are permitted onboard the aircraft.
3. Conduct a [REDACTED] search of the aircraft interior to include [REDACTED] passenger, after servicing and prior to boarding passengers at the flight's origination point and at each interim stop.
4. Advise passengers that the Secretary of the U.S. Department of Homeland Security has determined that there is a high risk of terrorism against U.S. civil aviation, and the need for extra restrictions to assure the security of air travel. Advise passengers to travel light. Their accessible property should have minimal clutter to expedite the screening process.
5. Advisories to passengers required in this EA must be made initially at least when the passenger makes their reservation and at the first point of contact at the departure airport. In addition, you must post signs at each location where passengers may check baggage.
6. Flight crewmembers must comply with any carry-on item restrictions established by the United Kingdom for flight crewmembers.
7. Comply with security procedures for catering items established by the United Kingdom.
8. Advisories to passengers required in this EA must be made, at a minimum, initially when the passenger makes their reservation and at the first point of contact at the departure airport. In addition, you must post the attached sign, or a sign with essentially the same message, at each location where passengers may check baggage.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-03D  
PAGE 3 of 4

9. Monitor public areas throughout the terminals (both sterile and non-sterile) if under control of the air carrier [REDACTED]

[REDACTED] Air carrier personnel or their authorized representative in the normal course of their duties may conduct this monitoring. These personnel must be directed to watch for unattended baggage and items that do not belong and proper procedures to notify a supervisor or law enforcement officer if needed.

10. During the air carrier's operating hours, require at least one management representative to conduct periodic inspections of the public area, around aircraft, and passenger baggage claim and baggage make-up areas.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned TSA **International Industry Representative (IIR)** indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier **must** immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IIR, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier **must** disseminate this information to senior management personnel, management representatives, and supervisory security personnel at locations within the United States and last points of departure prior to arriving in the United States. All air carrier personnel implementing this EA 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 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as provided in 49 CFR Part 1546, air carriers may submit in writing to their **assigned IIR** proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for the **Office of Global Strategies**. The air carrier **must** immediately notify its **assigned IIR** whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA shall issue this EA immediately to the corporate security element of all affected 49 CFR Part 1546 air carriers and all 49 CFR Part 1542 airports.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-03D  
PAGE 4 of 4

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
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.

SENSITIVE SECURITY INFORMATION

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: **Homeland Security Advisory System Threat Condition ORANGE  
Security Measures – Security Procedures for All Flights Departing the  
United States**

Number: **EA 1546-06-04D**

Date: **November 9, 2006**

EXPIRATION: Indefinite

This Emergency Amendment (EA) cancels and supersedes **EA 1546-06-04C** and must be implemented **Immediately**. The measures contained in this EA are in addition to all other EAs currently in effect for your operations. Changes to the previous EA are indicated in bold.

INFORMATION: The threat to U.S. civil aviation remains high. Current credible intelligence indicates Al-Qaida and other terrorist groups continue to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. These terrorist groups continue to pursue a range of targets, tactics, and capabilities to accomplish this objective. Terrorist operatives view attacks on the United States as a priority because of their potentially significant economic and psychological impacts.

Although several arrests have been made in the United Kingdom related to the plot to blow up several aircraft, the threat of attack remains as high as it was when the HSAS threat condition was raised to ORANGE, and we expect it to remain high for the foreseeable future. In order to ensure the measures we have put in place are sustainable while continuing to address the threat, TSA has made adjustments in security measures to be implemented by airports, aircraft operators, and air carriers.

**The European Commission issued new restrictions regarding limitations on the size of containers of liquids, gels, and aerosols which become effective November 6, 2006, throughout the European Union. The United States has decided to harmonize its restrictions on the size of containers of liquids, gels, and aerosols with European Union restrictions.**

REVISION SUMMARY

- **Changes the maximum size of containers of liquids, gels, and/or aerosols to travel size (3.4 oz./100 ml) permitted through the passenger screening checkpoint to be consistent with European Union restrictions**
- **Adds juice as a liquid that may be declared at the screening checkpoint if a baby or small child is traveling and the juice does not fit in the closed/sealed 1 quart (1 liter) size plastic bag and/or the container exceeds travel size (3.4 oz./100 ml)**

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-04D  
PAGE 2 of 4

- Adds the host government's designee as an authority that may impose additional restrictions on the carriage of liquids, gels, and/or aerosols permitted through the passenger screening checkpoint

ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546:

If you are an air carrier covered by 49 CFR 1546 and you conduct scheduled and/or public charter flight operations from the United States to any location (including its territories and possessions), you must implement all the measures set forth in this EA. These measures are in addition to all other current EAs that apply to your operations.

1. Advise passengers that they are prohibited from taking liquids, gels, and/or aerosols through the passenger screening checkpoint into the sterile area EXCEPT one clear transparent resealable 1 quart (1 liter) size plastic bag containing liquids, gels, and/or aerosols in **travel size containers (3.4 oz./100 ml) capacity or less per container**. The contents of the plastic bag must fit comfortably and the plastic bag must be completely closed/sealed and subjected to x-ray inspection separate from passengers' carry-on bag.
2. If any of the below items do not fit in the closed/sealed 1 quart (1 liter) size plastic bag and/or the size of the containers exceed travel size (3.4 oz./100 ml), they must be declared to TSA at the screening checkpoint.
  - a. Baby formula/milk (to include breast milk) and baby food/juice in containers if a baby or small child is traveling
  - b. Medications (liquid, gel, and aerosol)
  - c. Liquids (to include juice) or gels for diabetic or other medical needs
3. Advise passengers that they may be subjected to secondary screening if they enter the screening checkpoint with liquids, gels, and/or aerosols on their person or in their carry-on bag.
4. Passengers are permitted to take liquids, gels, and/or aerosols purchased inside the sterile area, to include Duty Free items, onboard the aircraft.
5. For purposes of this EA, liquids, gels, and/or aerosols include beverages, shampoo, suntan lotion, creams, toothpaste, hair gel, hair spray, and other items of similar consistency.
6. Liquids (to include beverages), gels, and/or aerosols are prohibited from being taken into the sterile area through the screening checkpoint except as provided for in Sections 1., 2., and 13. of this EA.
7. Advise passengers that the Secretary of the Department of Homeland Security has determined that there is a high risk of terrorism against U.S. civil aviation and the need for extra restrictions to assure the security of air travel. Advise passengers to travel light. Their accessible property should have minimal clutter to expedite the screening process.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-04D  
PAGE 3 of 4

8. Advisories to passengers required in this EA must, at a minimum, be made initially when the passenger makes his or her reservation and at the first point of contact at the departure airport. In addition, you must post the attached sign, or a sign with essentially the same message, at each checked baggage acceptance location.
9. [REDACTED]
10. Increase the inspection [REDACTED] of the trays in each catering cart as outlined in the catering procedures in the EA 1546-01-07 series.
11. Monitor public areas throughout the terminals (both sterile and nonsterile) if under control of the air carrier [REDACTED] Air carrier personnel or their authorized representative in the normal course of their duties may conduct this monitoring. These personnel must be directed to watch for unattended baggage and items that do not belong and proper procedures to notify a supervisor or law enforcement officer if needed.
12. During the air carrier's operating hours, require at least one authorized air carrier representative to conduct periodic inspections of the public area, around aircraft, and passenger baggage claim and baggage make-up areas.
13. Flight crewmembers in uniform, FAA Aviation Safety Inspectors, and host country safety inspectors are [REDACTED] against taking liquids (to include beverages), gels, and/or aerosols into the sterile area through the screening checkpoint or any other sterile area access point or onboard the aircraft.
14. Personnel who have been issued SIDA or sterile area ID cards and are not traveling on an aircraft may take liquids (to include beverages), gels, and/or aerosols into the sterile area through access points other than the screening checkpoint. When entering the sterile area through the screening checkpoint employees may only take liquids, gels, and/or aerosols described in Sections 1. and 2. above.

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.



SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-04D  
PAGE 4 of 4

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at locations within the United States. All air carrier personnel implementing this EA 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 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Security Network Management. The air carrier must immediately notify its assigned IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

**FOR STATE DEPARTMENT:** Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
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.

SENSITIVE SECURITY INFORMATION

U. S. DEPARTMENT OF  
HOMELAND SECURITY

Transportation Security  
Administration

Aviation Emergency Amendment

Subject: **Enhanced Cargo Security Measures - Flights Operating From and/or Within the United States**

Number: **EA 1546-06-05B**

Date: **July 16, 2007**

EXPIRATION: Indefinite

This Emergency Amendment (EA) cancels and supersedes **EA 1546-06-05A** and must be implemented no later than **72 hours after issuance**. The measures contained in this EA are in addition to all other EAs currently in effect for your operations. **Changes to the previous EA are indicated in bold.**

INFORMATION: The threat to U.S. civil aviation remains significant. Current credible intelligence indicates Al-Qaida and other terrorist groups continue to develop plans for multiple attacks against targets in the United States and U.S. interests overseas involving commercial aircraft. These terrorist groups continue to pursue a range of targets, tactics, and capabilities to accomplish this objective. Terrorist operatives view attacks on the United States as a priority because of their potentially significant economic and psychological impacts.

REVISION SUMMARY:

- **Revises the procedures for the screening of items [REDACTED]**
- **Removes as an exemption to screening cargo that is secured with netting to pallets or skids**
- **Clarifies that the record keeping requirements in this EA supersede the requirements in the Foreign Air Carrier Model Security Program (MSP)**
- **Clarifies cargo screening requirements at [REDACTED] U.S. airports**
- **Requires [REDACTED] screening of cargo that is shipped with freight charges paid upon delivery**
- **Revises monthly cargo reporting procedures**
- **Expands the type of documentation required for human remains**
- **Adds an alternative measure when accepting AOG parts**
- **Removes authorized representatives tendering DOD shipments**

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-05B  
Page 2 of 9

ACTIONS REQUIRED BY AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF  
FEDERAL REGULATIONS (CFR), PART 1546:

Air carriers conducting scheduled and/or public charter flight operations under 49 CFR 1546.101, departing from and operating within the United States (including its territories and possessions), must implement all of the measures in this EA for each such flight. The air carrier must:

1. Deliver to TSA for screening all items [REDACTED] accepted within the airport passenger terminal (for example: ticket counters and baggage service offices) [REDACTED]
2. Deliver to TSA for screening all cargo offered under the air carrier's express small package delivery service (for example: Air France Airlines' "Express") accepted within the airport passenger terminal (for example: ticket counters and baggage service offices) [REDACTED]
3. Deliver to TSA for screening OR screen by applying any of the methods described in MSP Section IV.3.G. all items [REDACTED] accepted at locations other than the airport passenger terminal (as described in Section 1.) [REDACTED] The screening must be performed after acceptance of the cargo, but prior to loading the cargo onboard the aircraft for first leg.
  - a. In lieu of the method described in MSP Section IV.3.G.1., the air carrier may conduct an [REDACTED] inspection of all items [REDACTED] and other suspicious conditions that may render the cargo unsafe to transport, and unauthorized explosives, incendiaries, and weapons.
  - b. Upon indication of [REDACTED] other suspicious conditions discovered that may render the item unsafe to transport, or if unauthorized explosives, incendiaries, or weapons are discovered, the air carrier must:
    - (1) Not transport the item
    - (2) Maintain positive control of the item
    - (3) Notify the appropriate authorities following the procedures in MSP Section IV.9.A.2. or B.2.
4. Deliver to TSA for screening OR screen by applying any of the methods described in MSP Section IV.3.G. all cargo offered under the air carrier's express small package delivery service (for example: Air France Airlines' "Express") accepted at locations other than the airport passenger terminal (as described in Section 2. above) [REDACTED]

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.

- B. Cargo [REDACTED] must meet the conditions in Section 1. and 2. below [REDACTED]. However, the cargo is subject to the measures in Section N. below.
1. The cargo shipment received by the air carrier [REDACTED]
  2. [REDACTED]
  3. **The record keeping requirements described in MSP Section IV.3.C. apply to a cargo shipment meeting the conditions of Sections 1. and 2. above.**
  4. [REDACTED]
  5. **The measures in this section (Section B.) supersede the criteria in MSP Section IV.3.B.2.**
- C. The air carrier must, for each cargo shipment described in Sections N. through T. (which supersedes MSP Section IV.3.B.), maintain a written record **(either electronic or hardcopy format)** of the justification for applying an alternative form of screening as described in Sections N. through T. below. The record must include:
1. A brief description of the justification for applying an alternative form of screening from the criteria listed in Sections N. through T. (which supersedes MSP Section IV.3.B.).
  2. The name of the direct air carrier employee or authorized representative who determined that the cargo shipment is subject to an alternative form of screening as described in Sections N. through T. below.
  3. **The measures in this section (Section C.) supersede the record keeping requirements in MSP Section IV.3.C.**
- D. The written record required in Section C. may appear on any document (for example: an air waybill) associated with the cargo shipment and must be maintained (either electronic or hardcopy format) by the air carrier at the accepting station for a minimum of 30 calendar days from the date the cargo was tendered and made available to TSA upon request.
- E. The air carrier must, for each cargo shipment not meeting any one of the criteria listed in Sections N. through T. below (which supersedes MSP Section IV.3.B.), whose contents would be damaged so as to be rendered unusable or essential safety or security features would be compromised if the air carrier applied the screening procedures in this EA, apply the **measures in MSP Section IV.3.E.1. and 2.**
- F. When directed by the airport's Federal Security Director (FSD), air carriers conducting scheduled and/or public charter flight operations [REDACTED] must deliver all cargo and all items [REDACTED] **whether accepted at the passenger terminal OR at locations other than the passenger terminal, to TSA for screening at a location or locations designated by the FSD** [REDACTED]

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-05B

Page 4 of 9

G. The air carrier must ensure that either the air carrier or TSA screens [REDACTED] cargo shipment by any of the methods described in MSP Section IV.3.G. accepted for transport onboard a passenger aircraft when any of the criteria in Section 1., 2., or 3. below are met except as provided for in Section H. below. When applicable, the measures in Section E. apply to any cargo shipment described in this section (Section G.).

1. The supporting shipping documentation (including air waybills and manifests) for the cargo shipment in this section (Section G.) [REDACTED]

2. The shipment is tendered directly by a shipper or its authorized representative or indirect air carrier [REDACTED]

3. [REDACTED]

H. For cargo accepted from a known shipper or indirect air carrier meeting any of the criteria described in Section G.1., 2., or 3. above that contains human organs, human organ by-products, human blood, human blood by-products, diagnostic specimens, emergency life-saving drugs, and human remains when the shipper or indirect air carrier has declared at the origination that the contents of the cargo container are: human organs, human organ by-products, human blood, human blood by-products, diagnostic specimens, emergency life-saving drugs, or human remains and offered by a shipper [REDACTED]

I. Cargo, including cargo accepted from a known shipper in accordance with MSP Section IV.10.2. that meets any of the criteria listed in Section G.1., 2., or 3., except as provided for in Section H. above, must be screened by TSA or the air carrier by applying any of the methods described in MSP Section IV.3.G.

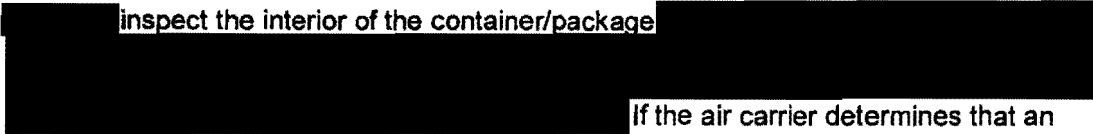

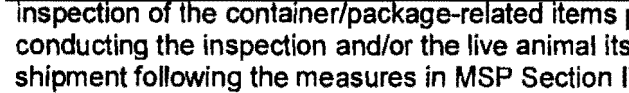
SENSITIVE SECURITY INFORMATION

**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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-05B

Page 5 of 9

- J. When transporting live animals tendered as cargo (for example: cats, dogs, lobsters) onboard a passenger aircraft that have been accepted from a known shipper, unknown shipper, or indirect air carrier, the air carrier must:
1. Screen the live animal container/package (for example: an animal kennel and lobster container) following any of the methods described in MSP Section IV.3.G. OR
  2.  inspect the interior of the container/package   
 If the air carrier determines that an inspection of the container/package-related items poses a safety risk to personnel conducting the inspection and/or the live animal itself, the air carrier must verify the shipment following the measures in MSP Section IV.3.E.1. and 2.
- K. The air carrier must report electronically to TSA each calendar month the amount of cargo screened at each airport. The report must include the total number of pieces of cargo:
1. Accepted from shippers and indirect air carriers at the initial point of acceptance (originating cargo).
  2. Eligible to be screened by the methods described in MSP Section IV.3.G.
  3. Screened following the methods described in Sections E. and O. through T.
  4. Screened by the air carrier applying any of the methods described in MSP Section IV.3.G.
  5. Screened by TSA-certified explosives detection canine teams.
  6. Provided to TSA for screening.
- L. The air carrier must report the information required in Section K. no later than the 10th of the following calendar month (for example: no later than December 10th for the November report). **Reports are to be sent to [Cargoreporting@dhs.gov](mailto:Cargoreporting@dhs.gov).**
- M. Where TSA conducts screening of cargo provided to it by an air carrier, if the cargo alarms and the alarm cannot be resolved without opening the container/package, a direct air carrier employee or authorized representative must be present and grant permission for the Transportation Security Officer to open the container/package prior to him or her resolving the alarm. If the direct air carrier employee or authorized representative does not grant permission for the Transportation Security Officer to open the container/package to resolve the alarm, the air carrier must not transport the cargo on a passenger aircraft. The air carrier, not TSA, is responsible for repacking an opened container/package.

SENSITIVE SECURITY INFORMATION

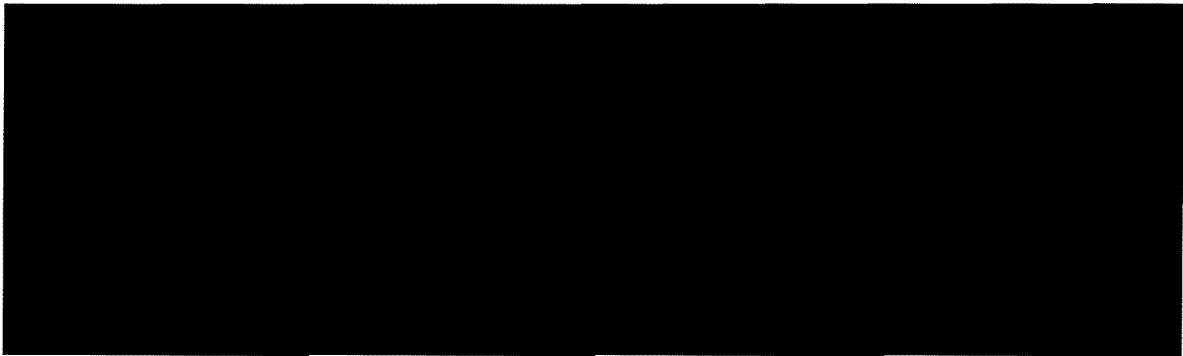
**WARNING:** THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE 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.

SENSITIVE SECURITY INFORMATION

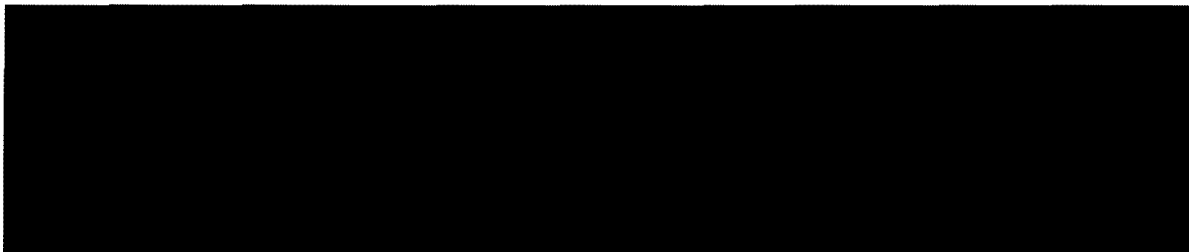
EMERGENCY AMENDMENT 1546-06-05B

Page 6 of 9

N.



2. Ensure a direct air carrier employee or authorized representative remains in the area and in sight of the cargo until it has been screened [REDACTED] in the event a cargo shipment alarms.
  3. Report electronically to TSA the amount of cargo screened at each airport by [REDACTED] following the measures in Section K. above.
- O. The air carrier must conduct a visual inspection of company material (COMAT), **to include aircraft parts from internal stores**, prior to transport. The air carrier is not required to maintain a written record of the visual inspection as described in MSP Sections IV.3.I. and J. or this EA.
- P. For cargo received by the air carrier containing hazardous materials (dangerous goods), the air carrier must:
1. Complete a hazardous materials acceptance checklist to ensure the hazardous materials shipment and associated Shipper's Declaration of Dangerous Goods (when required) have been reviewed and prepared in accordance with 49 CFR Parts 171-175 or the ICAO Technical Instructions.
  2. Resolve any hazardous materials discrepancies or refuse the cargo shipment for transport.
  3. Maintain a copy of the hazardous materials acceptance checklist for 30 calendar days after acceptance and make it available to TSA upon request.
- Q. For Federal Reserve/U.S. Treasury shipments received by the air carrier in sealed packaging, the air carrier must:



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.

R. The air carrier must conduct [REDACTED]

[REDACTED] In addition to the personal identification requirements described in MSP Sections IV.2.B. and IV.2.C., the air carrier must review and maintain a written record of the information on the individual's company ID to ensure that the individual represents an air carrier, all-cargo air carrier, aircraft operator, full all-cargo aircraft operator, indirect air carrier, aircraft manufacturer, or aircraft repair station.

1. The written record must, as a minimum, include the individual's full name, full name of the company he or she represents, his or her company ID number, and expiration date (if available). The air carrier must not accept AOG shipments for transport if the individual's company ID has expired.
2. The air carrier must maintain (either electronic or hardcopy format) a written record of the information required in Section 1. above at the accepting station until the AOG parts arrive at their final destination airport or [REDACTED] from the date the cargo was transported, whichever is later.
3. If for any reason the individual is unable to provide a company ID as specified in this section (Section R.), the air carrier may accept the AOG, but must ensure that it is screened in accordance with MSP Section I.V.3.G.
4. For shipments described in this section (Section R.), the air carrier is not required to maintain a written record [REDACTED] Sections IV.3.I. and J., any screening method as described in MSP Section IV.3.G.; or this EA.

S. For cargo received by the air carrier directly from the U.S. Department of Defense (DOD), the air carrier must:

[REDACTED]

T. For cargo accepted from a known shipper or indirect air carrier not meeting any of the criteria listed in Section G.1., 2., or 3. that contains human organs, human organ by-products, human blood, human blood by-products, diagnostic specimens, emergency life-saving drugs, and human remains when the known shipper or indirect air carrier has declared at the origination that the contents of the cargo container are human organs, human organ by-products, human blood, human blood by-products, diagnostic specimens, emergency life-saving drugs, or human remains and offered by a shipper [REDACTED]

[REDACTED] the air carrier must:

1. For human organs, human organ by-products, human blood, human blood by-products, diagnostic specimens, and emergency life-saving drugs, review documentation associated with the shipment to ensure it is offered by a shipper [REDACTED]



SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-05B

Page 8 of 9

2. For human remains, review either the **certificate of physician, burial removal permit and/or transit permit**, death or burial certificate, **OR any acceptable accompanied documentation** for authenticity when the remains are offered, complete a human remains acceptance checklist, maintain the checklist [REDACTED] and make it available to TSA upon request.
- U. The requirements described in Sections N. through T. supersede the requirements in MSP Section IV.3.B.
- V. Where this EA allows for screening by TSA, such screening will be at the discretion of the FSD considering all factors including the FSD's capacity to accept the workload and the FSD's determination of relative risk of cargo.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned International Principal Security Inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to its senior management personnel, authorized air carrier representatives, and supervisory security personnel at affected locations. All air carrier personnel implementing this EA 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 Assistant Secretary 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:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Security Network Management. The air carrier must immediately notify its IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-06-05B

Page 9 of 9

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/

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.

SENSITIVE SECURITY INFORMATION

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

Transportation Security  
Administration

**Aviation Emergency Amendment**

Subject: Enhanced Security Procedures for Gate Screening and Aircraft Cabin Searches

Number: EA 1546-07-01

Date: March 19, 2007

EXPIRATION: Indefinite

The measures in this EA must be implemented within 48 hours of receipt.

INFORMATION: The threat to U.S. civil aviation remains significant. Recent incidents in the United States and overseas have highlighted vulnerabilities that exist with regard to individuals authorized unescorted access to secured areas and sterile areas of U.S. airports. At locations within the United States, TSA has implemented the Aviation Direct Access Screening Program as one more layer of protection against terrorism.

APPLICABILITY: THIS EMERGENCY AMENDMENT (EA) APPLIES TO AIR CARRIERS REGULATED UNDER TITLE 49, CODE OF FEDERAL REGULATIONS (CFR), PART 1546 WHO CONDUCT SCHEDULED AND/OR PUBLIC CHARTER FLIGHTS DEPARTING FROM LOCATIONS WITHIN THE UNITED STATES (INCLUDING ITS TERRITORIES AND POSSESSIONS) TO ANY LOCATION.

ACTIONS REQUIRED: Each affected air carrier must implement all of the measures set forth in this EA.

**I. ENTRY THROUGH THE SCREENING CHECKPOINT**

- A. The following measures apply to direct air carrier employees and authorized representatives who access the sterile area.
1. Direct air carrier employees and authorized representatives, including employees who work a shift in a sterile area or SIDA, who are traveling as passengers:
    - a. Must undergo screening of their person and accessible property intended to be carried onboard the aircraft at the screening checkpoint AND
    - b. Are subject to screening at the boarding gate as described in Section II. below.
  2. The air carrier must notify its direct employees and authorized representatives that if they are traveling as passengers, they must access the sterile area through the screening checkpoint and undergo screening of their person and accessible property intended to be carried onboard the aircraft at the screening checkpoint.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-07-01

Page 2 of 3

3. The air carrier must notify its direct employees and authorized representatives traveling as passengers that they and their accessible property intended to be carried onboard the aircraft are subject to a search.

II. BOARDING GATE

At locations within the United States, TSA will conduct screening at the boarding gate of individuals, including revenue and non-revenue passengers, direct air carrier employees and authorized representatives, and their accessible property prior to passenger boarding.

III. AIRCRAFT CABIN

At locations within the United States, the air carrier must permit TSA to conduct a [REDACTED] inspection of the aircraft cabin prior to passenger boarding. Once the [REDACTED] inspection has begun, the air carrier must not allow passengers to board the aircraft until directed by TSA.

**AIR CARRIER ACKNOWLEDGMENT:** The air carrier must immediately provide written confirmation to its assigned international principal security inspector (IPSI) indicating receipt of this EA.

**AIR CARRIER DISSEMINATION REQUIRED:** The air carrier must immediately pass the information and directives set forth in this EA to all stations affected and provide written confirmation to its assigned IPSI, indicating that all stations affected have acknowledged receipt of the information and directives set forth in this EA.

The air carrier must disseminate this information to senior management personnel, authorized air carrier representatives, and supervisory security personnel at all locations within the United States. All air carrier personnel implementing this EA 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 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)).

**APPROVAL OF ALTERNATIVE MEASURES:** With respect to the provisions of this EA, as stated in 49 CFR Part 1546, air carriers may submit in writing to their assigned IPSI proposed alternative measures and the basis for submitting the alternative measures for approval by the Assistant Administrator for Transportation Security Network Management. The air carrier must immediately notify its assigned IPSI whenever any procedures in this EA cannot be carried out by the air carrier or its agents or is not being carried out by a government authority charged with performing security procedures.

**FOR TSA ACTION ONLY:** The TSA must issue this EA immediately to the corporate security element of all affected 49 CFR 1546 air carriers and all 49 CFR Part 1542 airports.

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.

SENSITIVE SECURITY INFORMATION

EMERGENCY AMENDMENT 1546-07-01  
Page 3 of 3

FOR STATE DEPARTMENT: Retransmittal to appropriate foreign posts is authorized. Post must refer to STATE 162917, 201826Z Sep 01, Subject: FAA Security Directives and Information Circulars: Definitions and Handling, for specific guidance and dissemination.

In recognition of the threat to civil aviation, as described in the information portion of this EA, I made a determination that these circumstances constitute an emergency requiring immediate action to ensure safety in air transportation. Notice and comment procedures, in accordance with 49 CFR 1546.105(d) would be impractical and contrary to the safety of the traveling public.

/s/  
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.