The countdown clock has finally wound down. A major milestone in global air cargo security has been achieved—100% screening of all cargo transported on passenger aircraft within and into the United States. Since the passage of the 9/11 Act in 2007, we have worked long and hard to ensure the mandate was attained without negatively impacting the flow of air commerce.

There is no doubt that this could not have been accomplished without the active participation of all of you. It required a solid, collaborative effort, both within TSA and through effective industry engagement, in every step we took. My sincere thanks for all that you have contributed to this effort, and I look forward to continuing to work with you to ensure the safety of our skies and to solve future challenges in air cargo.

I hope you find the information in our newsletter helpful and, as always, we welcome your input and feedback.

Enjoy!
Doug Brittin

100% Screening Requirements

Cargo Transported on Passenger Aircraft Originating in the United States (Domestic Cargo)

TSA issued a series of security programs requiring 100 percent screening to successfully meet the 9/11 Act requirement for 100 cargo screening of domestic cargo transported on passenger aircraft by the mandated deadline of August 1, 2010. This was accomplished without impeding the flow of commerce through the establishment of the Certified Cargo Screening Program (CCSP). The CCSP allows cargo screening by various TSA-approved entities such as shippers and manufacturers across the supply chain.

International Cargo Transported on Passenger Aircraft Inbound to the United States (International Inbound Cargo)

Under its risk-based strategy, in May 2012, TSA issued changes to the air carrier security programs (effective June 15, 2012) that require 100 percent screening of international inbound air cargo transported on passenger aircraft by December 3, 2012. In addition, the security programs changes incorporated the Trusted Shipper concept established in the May 2011 Security Directives (SDs) and Emergency Amendments (EAs), requiring the highest risk cargo to undergo the most stringent security screening.

To facilitate meeting 9/11 Act requirements, TSA continues to pursue National Cargo Security Program (NCSP) recognition agreements with its closest international partners which allow an air carrier to implement the security program of the country from which it is operating once TSA has determined that such programs provide a level of security commensurate with current U.S. air cargo security requirements. Beyond the 9/11 Act requirements, TSA and U.S. Customs and Border Protection (CBP), in collaboration with private sector partners, continue to expand the Air Cargo Advance Screening (ACAS) pilot, which explores options for collecting security filing information on international inbound air cargo before it is transported on an aircraft in a non-U.S. location and assessing its risk.
Air Cargo Advance Screening (ACAS) Pilot Overview

ACAS Overview

➢ In response to an attempted terrorist attack in October 2010, the Department of Homeland Security (DHS) has enhanced air cargo supply chain security and implemented programs to jointly target air cargo shipments inbound to the United States through the Air Cargo Advance Screening (ACAS) Pilot.

➢ ACAS allows DHS to receive advance security filing cargo data as a means of targeting cargo shipments inbound to the United States that may present a high risk and require additional physical screening under the appropriate regulatory framework and protocols.

➢ The ACAS Pilot (initiated with UPS, FedEx, DHL, and TNT) tests the collection of cargo data, refined targeting procedures/rules, streamlined joint response procedures, and screening protocols at non-U.S. locations.

➢ ACAS enables express companies, passenger air carriers, freight forwarders, and all-cargo air carriers to send and receive advance security filing data and related action messages for all air cargo through DHS’ Automated Targeting System (ATS).

☐ Industry participants voluntarily provide a subset of data elements from a variety of geographic areas (global end-state).

ACAS Screening Options

➢ Carrier Screening Model: Advance data is submitted to and processed by ACAS. ACAS may require the air carrier or its authorized representative to screen or hold identified shipments. Screening requests from ACAS require the air carrier or its authorized representative to screen identified shipments according to current TSA Standard Security Programs.

➢ NCSP Screening Model: Advance data is submitted to and processed by ACAS. ACAS may request additional information, screening, or hold the identified shipment. If the freight forwarder is a regulated agent performing screening under a TSA recognized National Cargo Security Program (NCSP), it may perform screening prior to tendering to the air carrier, or tender the shipment to the air carrier for screening.

ACAS Filing Options

➢ Two-Part Carrier Filing:

☐ Air carriers transmit advance shipment data for security filing while subsequently transmitting post-departure Automated Manifest System (AMS) data in accordance with Trade Act requirements.

➢ Forwarder and Carrier Dual Filing:

☐ Freight forwarders may transmit House Air Waybill (HAWB) data directly to CBP to meet pre-loading targeting and manifest requirements; freight forwarders and air carriers receive ACAS responses prior to consolidation and delivery to air carriers. Air carriers accept freight forwarder cargo for transport (after confirming successful ACAS transmission) and perform required screening.

➢ Single Filing of ACAS and AMS Data:

☐ Air carriers transmit the AMS manifest to CBP prior to loading cargo, and perform all required screening. The pre-loading AMS manifest transmission will be used by CBP to satisfy both ACAS and AMS requirements.

(continued on page 3)
ACAS Benefits

Benefits to participating in the ACAS Pilot include:

- **Improved Air Cargo Security**: ACAS' rules-based targeting of high-risk shipments for enhanced screening allows identification of threats earlier in the supply chain. ACAS improves current procedures by using risk-based analysis to apply appropriate screening protocols.

- **More Efficient Screening Protocols**: ACAS provides DHS a vehicle for targeting high risk shipments, allowing for an appropriate security response without impeding the flow of commerce.

- **Ability to Shape Future TSA Programs**: Inform DHS decision-making by participating in efforts to establish, test, and refine the interface between government and industry communication systems for the implementation of ACAS and associated changes to corresponding security programs.

- **Responsibility Distributed Along the Supply Chain**: Data can be submitted by air carriers, all-cargo air carriers, freight forwarders, or their authorized representatives. Screening can be performed by air carriers, all-cargo air carriers, or freight forwarders operating under a TSA-recognized NCSP.

### Additional Information

- Please direct all inquiries and/or application requests to ACAS@dhs.gov.
- Further detail regarding the ACAS Pilot can be found in the Strategic Plan: [http://www.tsa.gov/sites/default/files/assets/pdf/Intermodal/acas_strategic_plan-march12.pdf](http://www.tsa.gov/sites/default/files/assets/pdf/Intermodal/acas_strategic_plan-march12.pdf)
- Please visit the TSA ACAS Website at: [http://www.tsa.gov/air-cargo-advance-screening-pilot](http://www.tsa.gov/air-cargo-advance-screening-pilot)
Air Cargo Updates

Certified Cargo Screening Program (CCSP) Recertification

The certification renewal process for initial CCSP program participants certified is well underway, with over 400 locations recertified. Participants in the CCSP, which enables Indirect Air Carriers (IACs), Shippers, and Independent Cargo Screening Facilities (ICSFs) to screen cargo across the supply chain at off-airport locations, are required to be recertified every 36 months. To date, more than 95 percent of facilities eligible for recertification have elected to have TSA recertify their screening operations for another 36 months.

For more information on the CCSP program visit [http://www.tsa.gov/certified-cargo-screening-program](http://www.tsa.gov/certified-cargo-screening-program) or email CCSP@dhs.gov.

Security Threat Assessment (STA) Renewals

TSA has instituted an electronic STA renewal process in the Indirect Air Carrier Management System (IACMS) for Indirect Air Carrier (IAC) and Air Operators. A STA is required for individuals who need unescorted access to cargo, screening air cargo, or perform security functions as provided in 49 CFR 1540.201. A STA applicant is required to provide eligibility documents to prove identity and U.S. work authorization.

Under Code of Federal Regulations (CFR) 49 CFR 1540.203(J), a STA is valid for 5 years. Thus, STAs initially submitted in 2007, which represent the majority of the STA population, expired in 2012. A STA not renewed within 5 years will be no longer valid once it expires. TSA is no longer issuing STA approval letters. STA status results are available to sponsoring IACs and air operators in the IACMS. To apply for a new STA, please contact your sponsoring IAC or Air Operator for more information on the application process.
Air Cargo Updates

**Known Shipper**

Under 49 CFR 1548.17, each Indirect Air Carrier (IAC) and Air Operator must carry out a known shipper program in accordance with its security program for all cargo load on a passenger aircraft. TSA has instituted the Known Shipper Management System (KSMS) as a vetting tool to determine the validity and integrity of the shipper information. Approved and registered IACs and Air Operators have access to KSMS. TSA does not provide any known shipper information directly to the shipper. The shipper should contact the IAC or Air Operator, as appropriate, for known shipper status or for a new known shipper qualification.

**Air Cargo Screening Technology**

TSA has now fully qualified or approved 111 different cargo screening technology models for industry use. TSA continues to work closely with the DHS' Science and Technology Directorate to qualify pieces of equipment – either new, or enhanced – for industry to use when screening air cargo. This effort also includes the research, development, and/or evaluation and qualification new and emerging types of technology to meet the cargo screening challenges throughout industry. TSA has revised the cargo screening attachments and training programs to update and clarify screening procedures. As a reminder, the list also shows the expiration date of equipment, including some models which will expire in January 2014. It is recommended that carriers and Certified Cargo Screening Facilities review the list regularly. Visit [http://www.tsa.gov/sites/default/files/publications/pdf/nonssi_acstl_8_3_dec20_12.pdf](http://www.tsa.gov/sites/default/files/publications/pdf/nonssi_acstl_8_3_dec20_12.pdf) for the Non-Sensitive Security Information (SSI) Version of the TSA Air Cargo Screening Technology List (ACSTL). For more information on TSA’s air cargo technology programs, contact [Allan.Collier@tsa.dhs.gov](mailto:Allan.Collier@tsa.dhs.gov).
Indirect Air Carrier (IAC) Regional Compliance Coordinators

IAC Regional Compliance Coordinators are responsible for assisting freight forwarders working to become classified as IACs with initial applications and annual IAC renewals (both of which are processed through the Indirect Air Carrier Management System), as well as providing IACs assistance with program compliance. An IAC means any person or entity within the United States not in possession of a Federal Aviation Administration air carrier operating certificate, that undertakes to engage indirectly in air transportation of property and uses for all or any part of such transportation the services of a passenger air carrier. Each IAC must adopt and carry out a security program that meets current TSA requirements. For more information on TSA’s IAC program, contact Ronoy.Varghese@tsa.dhs.gov.
Air Cargo Screener Training Outreach

In August 2012, TSA began conducting outreach with air carriers, IACs, Shippers, and ICSFs across the United States to promote the use of screening best practices and enhance the awareness of the continued threat posed by terrorism towards the airline industry. The outreach is conducted at both the corporate and screener level to foster a strong corporate security culture that emphasizes the importance of screening. Additionally, at these sessions industry is encouraged to use the TSA-developed standardized screener training modules, which were developed and issued in February 2011.

TSA screener training modules provide the basic program screening training requirements for use by TSA-regulated entities including, but not limited to, procedures for facility security control, chain of custody, physical search, and screening with approved technology. TSA has worked to continuously improve these materials, issuing subsequent updates in November 2011 and June 2012 that streamlined training materials to increase industry adoption of TSA-generated training materials, air cargo screening program knowledge retention, and adherence to regulations/compliance.

TSA Air Cargo Screener Training Content

<table>
<thead>
<tr>
<th>Physical Screening Training</th>
<th>Technology Training</th>
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<tr>
<td>Improvised Explosive Device (IED) Recognition</td>
<td>Unit Safety</td>
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<tr>
<td>Shipment Types</td>
<td>Screening Procedures</td>
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<tr>
<td>Physical Search Screening Procedures</td>
<td>Alarm Resolution Procedures</td>
</tr>
<tr>
<td>Screener Performance Standards</td>
<td>Goods Rendered Unusable</td>
</tr>
</tbody>
</table>

To learn more about air cargo screener training, contact Ronoy.Varghese@tsa.dhs.gov.
The reestablished Aviation Security Advisory Committee (ASAC) held its third meeting on September 18, 2012, in Washington DC. ASAC, TSA’s sole Federal advisory committee, provides the agency recommendations for improving aviation security methods, equipment, and procedures. It includes 5 subcommittees/working groups: 1) Air Cargo; 2) General Aviation; 3) International Security; 4) Risk-Based Security; and 5) Passenger Advocacy.

During the September 2012 meeting, Air Cargo Subcommittee Co-Chair Steve Alterman (CAA) presented to the full committee for consideration Air Cargo Subcommittee recommendations related to (1) Air Cargo Technology Research and Standards, (2) The Use of Canines in Cargo Screening, and (3) The Role of Stakeholders in the Development of Air Cargo Security Policy. The ASAC approved the following recommendations for submission to TSA Administrator John Pistole for review and consideration:

- TSA should coordinate with the Department of Homeland Security (DHS) to establish a formal process that would permit industry stakeholders to identify and submit cargo screening technology capability needs into the Department’s research and development (R&D) process.
- TSA should work with the international community—including through the International Civil Aviation Organization (ICAO), if appropriate—to promulgate harmonized, internationally-recognized standards for the development of air cargo screening technology.
- The Sub-Committee strongly supports the canine program and recommends that the private canine pilot program be accelerated and transitioned to an implementation phase. Any such “certified” private canines should be available in both the passenger and all-cargo environments and, where appropriate, should be used for primary, as well as secondary, screening.
- TSA should establish a formal process for receiving industry input on government policy at the earliest possible time. For purposes of this recommendation, “the earliest possible time” denotes the period of policy consideration, prior to its internal finalization and issuance for formal comment.

The ASAC Air Cargo Subcommittee plans to discuss additional recommendations for consideration at the next full ASAC meeting on February 6, 2012. Meeting announcements for the full ASAC committee are published in the Federal Register. For more information on ASAC, visit www.tsa.gov
## Industry Engagement

### OSPIE Outreach – July through December 2012

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td>July 9-10, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, participated on a cargo security panel at the <strong>2012 DHL Public Policy Forum</strong> in Washington, DC.</td>
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<tr>
<td>July 11, 2012</td>
<td>Dave Burnell, Industry Engagement, participated on a <strong>Transported Asset Protection Association (TAPA)</strong> Meeting panel in Cambridge, MA.</td>
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<tr>
<td>July 25, 2012</td>
<td>Gary Lupinacci, Industry Engagement, spoke at the <strong>BioPharma Global Supply Chain Excellence Forum</strong> in New Brunswick, PA.</td>
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<tr>
<td>August 6, 2012</td>
<td>Warren Miller, Air Cargo Policy Branch Manager, spoke at the <strong>Air Line Pilots Association (ALPA) 58th Annual Aviation Security Forum</strong> in Washington, DC.</td>
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</tr>
<tr>
<td>September 12, 2012</td>
<td>Gary Lupinacci, Industry Engagement, spoke at the <strong>Los Angeles Customs Brokers and Freight Forwarders Association Summit</strong> in Los Angeles, CA.</td>
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</tr>
<tr>
<td>September 12, 2012</td>
<td>Dave Burnell, Industry Engagement, participated in a panel at the <strong>National Association of Foreign-Trade Zones (NAFTZ) Annual Conference and Exposition</strong> in San Diego, CA.</td>
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<tr>
<td>September 13, 2012</td>
<td>Dave Burnell, Industry Engagement, spoke at a <strong>Los Angeles Air Cargo Association (LAACA)</strong> meeting in El Segundo, CA.</td>
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<tr>
<td>September 18, 2012</td>
<td>Gary Lupinacci, Industry Engagement, spoke at the <strong>Global Clinical Trial Supply Chain Management Congress</strong> in Boston, MA.</td>
<td></td>
</tr>
<tr>
<td>September 18, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, attended the <strong>Aviation Security Advisory Committee (ASAC)</strong> meeting in Washington, DC.</td>
<td></td>
</tr>
<tr>
<td>September 18, 2012</td>
<td>Gary Lupinacci, Industry Engagement, spoke at an <strong>International Freight Forwarders &amp; Customs Brokers of Atlanta</strong> meeting in Atlanta, GA.</td>
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<tr>
<td>September 25, 2012</td>
<td>Tom Friedman, Supply Chain Branch Manager, spoke at a <strong>Washington Dulles Cargo Association</strong> meeting in Washington, DC.</td>
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<tr>
<td>September 27, 2012</td>
<td>Doug Foster, Industry Engagement Section Chief, spoke at the <strong>10th Cold Chain and Temperature Management Global Forum</strong> in Chicago, IL.</td>
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</tr>
<tr>
<td>October 2-4, 2012</td>
<td>Tom Friedman, Manager Air Cargo Programs, attended <strong>The International Air Carrier Association (TIACA)</strong> International Air Cargo Exposition 2012 in Atlanta, GA.</td>
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# Industry Engagement

## OSPIE Outreach – July through December 2012

<table>
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<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>October 5, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, and Walter Craig, All Cargo Carriers Section Chief, participated in roundtable discussions at a National Air Carrier Association (NACA) meetings in Arlington, VA.</td>
</tr>
<tr>
<td>October 10, 2012</td>
<td>Dave Burnell, Industry Engagement, spoke at the 2012 Federation Internationale des Associations de Transitaires et Assililes (FIATA) World Congress in Los Angeles, CA.</td>
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<tr>
<td>October 11, 2012</td>
<td>Doug Foster, Industry Engagement Section Chief, spoke at the International Association of Movers (IAM) 50th Anniversary Annual Meeting in National Harbor, MD.</td>
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<tr>
<td>October 17, 2012</td>
<td>Ron Varghese, Indirect Air Carrier Section Chief, spoke at the Air Cargo Alliance of Hawaii (ACAH) Annual Air Cargo Day in Honolulu, HI.</td>
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<tr>
<td>October 25, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, spoke at the American Bar Association Forum on Air and Space Law in New Orleans, LA.</td>
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<tr>
<td>November 8, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, spoke at the International Air Transport Association (IATA) 8th Cargo Claims and Loss Prevention Conference in Houston, TX.</td>
</tr>
<tr>
<td>November 13, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, spoke at the Institute for Defense and Government Advancement (IDGA) Cargo Security Summit in Arlington, VA.</td>
</tr>
<tr>
<td>November 14, 2012</td>
<td>Kim Costner Moore, Air Cargo Deputy Division Director, spoke at the Aerospace Industry Association (AIA) Annual Customs and Supply Chain Security Meeting in Arlington, VA.</td>
</tr>
<tr>
<td>December 11, 2012</td>
<td>Doug Brittin, Air Cargo Division Director, spoke at the 12th Annual American Association of Airport Executives (AAAE) Air Cargo Security Summit in Arlington, VA.</td>
</tr>
<tr>
<td>December 12, 2012</td>
<td>Kevin Knott, Risk Reduction Manager, spoke at a National Bomb Squad Commanders Advisory Board (NBSCAB) meeting in Huntsville, AL.</td>
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</tbody>
</table>

If you would like to submit a request for an OSPIE representative to speak about TSA’s air cargo programs at an upcoming event, please contact Amy.Frazier@tsa.dhs.gov.
Frequently Asked Questions (FAQs)

**Question:** How can I join the CCSP as a Certified Cargo Screening Facility (CCSF)?

**Answer:** Any facility that is a regulated party or which tenders cargo directly to a regulated party (air carrier or Indirect Air Carrier) may apply to become a Certified Cargo Screening Facility (CCSF). This includes manufacturers, warehouses, distribution centers, third party logistics providers, indirect air carriers and ICSFs. Entities interested in participating in the program must submit an application for each facility to be considered, and submit to an onsite facility assessment prior to receiving TSA certification. Applications and/or requests for applications must be submitted directly to TSA (via CCSP@dhs.gov), and a TSA representative will respond.

**Question:** What is the difference between the Known Shipper Program and the Certified Cargo Screening Program (CCSP)?

**Answer:** The Known Shipper Program is an initiative to positively identify valid businesses in the United States. Only shippers who are “known” can ship cargo on passenger aircraft. The CCSP designates facilities that can screen known shipper cargo prior to the cargo being loaded onto a passenger aircraft.

**Question:** I am a shipper. How can I become a TSA qualified Known Shipper?

**Answer:** TSA identifies and approves shippers as Known Shippers only through the information submitted by the air operator or TSA approved freight forwarder/Indirect Air Carrier (IAC). Please contact your local air operator or TSA approved IAC for further information.

**Question:** I was a TSA approved Known Shipper, but have been informed that I no longer have Known Shipper status. How do I get back my Known Shipper status?

**Answer:** TSA does not grant Known Shipper status directly to shippers. Shippers should contact their local air operator or TSA approved IAC for further information.

(continued on page 12)
Frequently Asked Questions (FAQs)  (continued from page 11)

Question: I am a freight forwarder. How can I obtain TSA certification?

Answer: You may apply to become a TSA approved Indirect Air Carrier (IAC) through our online management system at https://extranet.tsa.dhs.gov/iac. Applications successfully submitted online to TSA may take approximately 90 days to process for approval. For additional information, please go to http://www.tsa.gov/stakeholders/programs-and-initiatives-1.

Question: I lost my Security Threat Assessment (STA) number. Can I obtain my STA number from TSA?

Answer: No. You may contact your air operator or IAC who originally submitted your STA for additional information.

Question: I lost or never received my STA letter. Can I get a new one sent to me from TSA?

Answer: No. TSA does not reissue STA letters. STA letters do not prove that an individual has a valid STA. What makes an STA valid is that it is associated with an active IAC or agent of an IAC. If your STA is no longer associated with an active IAC or agent of an IAC, you will need to obtain a new one. If you have lost your STA number, please contact the air operator or IAC that originally submitted your STA.

Question: What is the STA hotline number to obtain STA information?

Answer: (866) 906-0891.