U.S. Department of Homeland Security
Transportation Security Administration
Sensitive Security Information Program
Presents:

SSI Training for Air Cargo Stakeholders

As of May 2022
Objectives

This briefing will focus on the following topics:

- The differences between Classified National Security Information and Sensitive Security Information (SSI)
- Which portions of the SSI Federal Regulation apply to Air Cargo Stakeholders
- The proper means of marking and protecting SSI
Brief History of SSI

- SSI was developed pre-9/11
- Created in response to hijackings in the early 1970s

The *Air Transportation Security Act of 1974*:

- Required the Federal Aviation Administration (FAA) to establish a regulation for sharing sensitive information with airlines and airports
- The FAA published the first SSI regulation in the Federal Register in 1976

After 9/11, SSI applies to all modes of transportation.
Where SSI Fits

All information held by the Federal government falls into two categories:

- Classified National Security Information
  - (Confidential, Secret, Top Secret)

  or

- Unclassified
  - (SSI, For Official Use Only (FOUO), Public Information, etc.)
Classified Information

Information whose “unauthorized disclosure could reasonably be expected to cause identifiable or describable damage to the national security”*

Example:
A U.S. Special Operations team conducts a raid, driven by intelligence, overseas. The identity of the “source” of data and the information he or she provided would both be classified.

Unclassified Information Falls into Two Categories

- **Sensitive But Unclassified (SBU)**
  A broad category that includes a federally regulated means of protecting information such as SSI and unregulated means of protecting information such as FOUO

- **Public Information**
  All other information
Sensitive Security Information

Information obtained or developed which, if released publicly, would be detrimental to transportation security.

Examples:

- Full All-Cargo Aircraft Operator Standard Security Program (FACA OSSP)
- Indirect Air Carrier Standard Security Program (IACSSP)
- TSA Security Directives marked as SSI
- Reports of TSA security inspections or investigations
Information not protected by regulation that could adversely affect a Federal program if publicly released without authorization.

Example:

Federal building security plans

* Source: DHS Management Directive 11042.1
What are the Differences?

FOUO and SSI are categories of Sensitive But Unclassified information, but:

- SSI is based on U.S. law and protected by a Federal regulation; FOUO is not

- SSI protects information related to transportation security; FOUO has no subject matter limitations

- Unauthorized SSI disclosure may result in a civil penalty; FOUO breaches cannot
What are the Differences? (cont.)

- In litigation, SSI has stronger protection from court-ordered production requests while documents marked only as FOUO have little or no protection at all.

- SSI is protected from public release under a Freedom of Information Act (FOIA) request; FOUO may be either protected or released under FOIA.

- Documents that contain SSI must be marked as SSI – not as FOUO. When information is pulled from reports marked FOUO and SSI, the new report must be marked as SSI – Not FOUO/SSI.
Focus on the SSI Federal Regulation (49 CFR Part 1520)
Another way of thinking about SSI is would this information assist an adversary who is planning an attack against a transportation system?

- How *useful* would the information be to terrorists?
- How *detailed* is it?
- Has DHS *officially* released it in the past?
- Is it *obvious*?
- Is it still *current*?
Sensitive Security Information

In order for information to be SSI, the information must be related to transportation security, its release must be detrimental, and it must fall under the one of the 16 categories of SSI defined by the Federal Regulation (49 CFR Part 1520.5(b)).

This training will discuss the relevant categories that apply to Air Cargo.
16 SSI Categories

(1) Security Programs, Security Plans, and Contingency Plans – Example:
Certified Cargo Standard Screening Program (CCSSP) and
Indirect Air Carrier Standard Security Program (IACSSP)

(2) Security Directives (SDs) – TSA sends out SDs to air cargo stakeholders advising them of developing threats and outlines additional security measures beyond their current approved security programs that they must put into effect to counteract the developing security threat.
16 SSI Categories (cont.)

(3) Information Circulars (ICs) – TSA sends out ICs to stakeholders advising them of developing threat and may provide recommended mitigation measures. Note: ICs can be marked as SSI but may sometimes be issued without SSI Markings. This is very deliberate on our part.
16 SSI Categories (cont.)

(4) **Performance Specifications** – Specifications for any TSA-approved screening equipment used to screen air cargo.

(5) **Vulnerability Assessments** – Assessments for or by DHS/DOT for any mode of transportation including Joint Vulnerability Assessments.
16 SSI Categories (cont.)

(6) **Security Inspection or Investigative Information**
Reports of inspections or investigations that could reveal a security vulnerability

(7) **Threat Information** – Information held by the government concerning threats to any mode of transportation including cyber
16 SSI Categories (cont.)

(8) **Security measures** – Specific details of transportation security measures including:

(i) Security measures or protocols recommended by the Federal government including airport access control measures and other stakeholder-generated security measures
16 SSI Categories (cont.)

(9) **Security Screening Information** –

(i) Standard Operating Procedures (SOPs) to screen air cargo by air cargo personnel or canine (includes types of explosives canines are trained to detect)

(ii) Names on the No-Fly List and Selectee List and results of TSA Secure Flight vetting

(v) Performance data from screening includes information related to covert testing

(10) **Security Training Materials** – Records created or obtained for training persons to carry out aviation security measures
16 SSI Categories (cont.)

(11) Identifying Information of Certain Security Personnel –

(i) Lists of names that identify persons as –

(A) Having an unescorted access to a security area of an airport (i.e., having an airport SIDA badge)
16 SSI Categories (cont.)

(13) **Systems Security Information** – Any information involving the security of operational or administrative data systems operated by the Federal govt identified as critical to aviation...

(16) **Other Information** – Any information not otherwise described in this section that TSA determines is SSI

Note: Only the TSA Administrator (or their designee) can make this determination.
Common Information Related to Aviation that is SSI*

- Full All-Cargo Aircraft Operator Standard Security Program (FACAOSSP)
- Certified Cargo Standard Security Programs (CCSSP)
- Indirect Air Carrier Standard Security Program (IACSSP)
- Certified Cargo Screening Facility – Canine (CSSF-K9)
- TSA-issued Security Directives (SDs) marked as SSI
- Correspondence between Transportation Security Inspectors (TSIs) and air cargo stakeholders that reveals a security vulnerability
- TSA reports of inspections or investigations that could reveal a security vulnerability

* List not all-inclusive
Common Information Related to Aviation that is SSI* (cont.)

- Status of persons that may or may not be on No-Fly List or Selectee List
- TSA Intelligence Products marked as SSI
- Standard Operating Procedures for screening air cargo including procedures in Aircraft Operator Standard Security Program (AOSPP) or Model Security Program (MSP)
- Procedures for screening air cargo by canine
- Types of explosives canines are trained to detect
- Performance Specifications for TSA-Approved screening equipment for Air Cargo (includes explosives equipment is designed to detect)
- Lists of names of Airport SIDA badge-holders
- After-Action Report following a major air cargo incident

* List not all-inclusive
What information is NOT SSI

- Safety information is not SSI
- Fire Evacuation Plans are not SSI
- Construction plans are not SSI
- Training materials for employees on safety measures are not SSI
- Safety inspections of infrastructure are not SSI
Covered Persons

According to the SSI Federal Regulation, covered persons may access SSI. This includes airport and airline personnel, air cargo personnel, indirect air carrier personnel, maritime operators, rail, pipeline and surface operators, Federal employees, among others.
Persons with a “Need To Know”

Covered persons have a “need to know” SSI if access to information is necessary for the performance of, training for, or managing of personnel’s official duties. DHS or DOT may limit access to specific SSI to certain employees or covered persons.

Example:

A screening equipment vendor does not need access to the flying schedules of TSA Federal Air Marshals.
Requests from the Media for SSI

Under the SSI Federal Regulation, members of the news media are not covered persons and do not have a “need to know” SSI.
SSI Federal Regulation Outlines Procedures for Marking and Handling SSI
Everyone is Responsible for Protecting SSI!!!

Personnel who works in aviation whether they are airport employees, airline employees, law enforcement, air cargo personnel, Federal employees or contractors are responsible for properly marking, handling, protecting, storing, and destroying SSI per the SSI Federal Regulation (49 CFR Part 1520).
Each page of the SSI record must include an SSI header and footer.

Even if there is only one sentence containing SSI in a 50-page document, every page must have an SSI header and footer.
SSI Footer

The SSI footer informs the viewer that the record must be protected from unauthorized disclosure.

No modification of the SSI Footer is authorized.

"WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a “need to know,” as defined in 49 CFR 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 penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520."
Who Can Mark Records as SSI?

Stakeholders are permitted to mark information as SSI as long as they believe the record meets specific criteria under the SSI Federal Regulation:

- It is related to transportation security (not safety);
- Its release would be detrimental to transportation security (i.e., an adversary could use the information to plan an attack against the transportation system); and
- It falls under one of the 16 SSI Categories that are listed in the slides above.
Who Can Mark Records as SSI? (cont.)

It is important to remember that SSI is information which should be marked and protected in all forms of communication. This includes emails, Word documents, presentations, training, etc.
Storing SSI: Lock it Up!!!!

When not actually working with an SSI record (lunch break, end of the day, etc.), store the SSI record in a locked desk drawer or in a locked room to prevent unauthorized access by persons who do not have a “need to know.”

ALL RECIPIENTS OF SSI ARE MANDATED TO LOCK IT UP!!!
Protecting Electronic Data

• The SSI Regulation instructs: “Take reasonable steps to safeguard SSI in that person’s possession or control from unauthorized disclosure.”*

• Safeguarding methods may include:
  – logging off from or locking unattended computers,
  – applying encryption, and/or
  – physically restricting access to electronic devices such as USB flash drives or other portable devices.

* 49 CFR §1520.9(a)(1)
Posting SSI: Never Post SSI on the Internet
Duty to Report Unauthorized Disclosure of SSI

The SSI Federal Regulation states “when a covered person becomes aware that SSI has been released to unauthorized persons, the covered person must promptly inform TSA…” *

- This usually involves lost paper copies of SSI or SSI available on the Internet.
- Stakeholders may contact their TSA point of contact or the TSA SSI Program office at SSI@tsa.dhs.gov.

* 49 CFR §1520.9(c)
Destruction of SSI

“A covered person must destroy SSI completely to preclude recognition or reconstruction of the information when the covered person no longer needs the SSI to carry out transportation security measures.”

In other words, throwing SSI in a garbage can or recycling bin violates the SSI Federal Regulation.

* 49 CFR § 1520.19(b)(1)
Discussing SSI in Public Areas is Inappropriate

Personnel must be very careful when discussing SSI in public areas.

You never know who is listening and not everyone has a “need to know” the information.

Remember: Adversaries do not care how they receive SSI as long as they get the information they need to plan an attack.
Consequences of Unauthorized Disclosure of SSI

- **Lost money** – TSA can impose a civil penalty with amounts into the tens of thousands of dollars per offense against covered persons and companies.

- **Lost jobs** – for Federal employees, appropriate personnel action up to termination.

- **Lost contract** – TSA can decide whether to end a contract with a Federal vendor whose employees did not properly protect the SSI entrusted to their care.
“Best Practices” for Non-DHS Employees to Protect SSI
Best Practices for Non-DHS Personnel

DHS stakeholders (i.e., regulated entities) and other covered parties are mandated under the SSI regulation to take “reasonable steps” to prevent unauthorized disclosure of SSI.

The next set of slides describes “Best Practices” that stakeholders may use in handling and protecting SSI.

These “Best Practices” are based on policies and procedures developed for DHS personnel to protect SSI.
Best Practices – SSI Cover Sheet

The SSI Cover sheet is NOT required by the SSI Federal Regulation but it is recommended to place everyone on notice they are dealing with SSI and can be added as needed.
SSI information transmitted by e-mail should be *encrypted* or sent in a separate password-protected record and **not** in the body of an e-mail. Passwords should be sent separately, and should:

- Have eight-character minimum length
- Have at least one upper-case and one lower-case letter
- Contain at least one number
- Contain at least one symbol (e.g., *#$%?!)
Best Practices – Managing Sensitive Data in Webinars

Taking the following steps will help minimize the risk of unauthorized disclosure of SSI.

✓ Verify that all attendees of the meeting are covered persons with a “need to know” the SSI to be presented

✓ Manage policies to ensure only members from your organization or desired group can attend

✓ Enable “waiting room” features to see and vet attendees before granting them access

✓ Lock the event once all intended attendees have joined
Best Practices – Managing Sensitive Data in Webinars (cont.)

- Ensure that you (the host) can manually admit and remove attendees
- Be mindful of how (and to whom) you disseminate invitation links
- Consider sensitivity of data before exposing it via screen share or uploading it during video conferences
- Do not discuss information that you would not discuss over regular telephone lines
Best Practices - No SSI on Personally Owned Electronic Devices

SSI should not be stored, sent to, or printed to personal devices including home, public, or personal:

- Computers or tablets
- Fax machines
- Printer or copy machines
- Smart phones
- Thumb drives, external drives, or disks
- Email accounts
Best Practices – Closing the Gaps

- Change default password to strong, complex passwords for your router and Wi-Fi network
- At a minimum, ensure your router is configured to use WPA2 or WPA3 wireless encryption
- Avoid using public hotspots and networks
- Only use secure video conferencing tools approved by your organization
- Use official company email when sending SSI
- Ensure that any virtual assistants (e.g., Alexa) will not pick up your conversations
Best Practices – Closing the Gaps (cont.)

Remember, while conducting business, be conscious of your surroundings:

• Do not work in locations where your computer screen may be visible to others

• Take measures to prevent eavesdropping, especially when discussing SSI
Best Practices - Traveling with SSI

- Laptops containing SSI should be kept with you to the maximum extent possible
- Avoid transporting laptops containing SSI in checked baggage
- Laptops containing SSI and any SSI paperwork should be kept locked and out of sight (e.g., trunk) when unattended in vehicles
- In hotel rooms, use hotel room safes for laptops containing SSI and any SSI paperwork
Best Practices - Destruction of SSI

The most common methods used to destroy SSI material include:

- Cross-cut shredders
- Contract with a shredding company
- Any method approved for the destruction of classified national security information
Q: How Do We Handle Requests for SSI Information?

A: Requests for SSI fall into two categories:

- Sharing SSI
- Releasing SSI
Sharing SSI

To share SSI is to provide a record that contains SSI to another covered person. The record is marked as SSI and remains SSI.

The covered person with a “need to know” is now obligated by the SSI Federal Regulation to protect the SSI record entrusted to their care.
Releasing Records

Prior to releasing records containing SSI to persons who are not authorized to access SSI under the SSI Federal Regulation, the SSI language must be removed/redacted by the TSA SSI Program office. The redacted record may be released to the general public.

The redacted record should have the SSI header and SSI footer removed or crossed out.
SSI Redactions

• SSI Records that are produced due to Freedom of Information Act (FOIA) requests, court-order production requests, or other requests are reviewed by the TSA SSI Program office.

• TSA then produces a redacted copy of the record with all of the SSI removed.
Q: How Do We Get SSI Redacted before a Record is Released?

• The SSI Federal Regulation states that
  – “Except as otherwise provided in this section… records containing SSI are not available for public inspection or copying, nor does TSA… release such records to persons without a “need to know.”” *
  – “(I)f a record contains both SSI and information that is not SSI, TSA…may disclose the record with the SSI redacted…” *

• TSA addresses these requirements by providing an official SSI Review process through its SSI Program office.

* 49 CFR §§ 1520.15(a) and 1520.15(b)
Q: If we mark a Record as SSI, does that mean it’s always SSI?

- All covered persons are permitted to mark information they believe is SSI, but it is possible it was over-marked.
- The TSA Administrator is authorized to determine whether information pertaining to transportation security constitutes SSI. That authority is delegated from the Administrator to the Chief of the SSI Program.
- Using this authority, the SSI Program office determines what information is designated as SSI or not SSI within a record. The SSI Program office is the final arbiter and authorized to make SSI determinations on both federal records and records produced by stakeholders.
- If necessary, the SSI Program office will provided redacted versions (i.e., all of the SSI blacked out) for public consumption.
Q: Who Do We Contact for Additional Assistance?

- Additional SSI resources are posted to https://www.tsa.gov/for-industry/sensitive-security-information
- Questions may be directed to your TSA point of contact or to TSA Aviation Division at Aviations_Program_Branch@tsa.dhs.gov
- The SSI Program office is also available to answer questions about SSI and receive SSI Review Requests through its SSI Inbox at SSI@tsa.dhs.gov.
Safely Sharing Information

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