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PROGRAM FOR APPLIED
RESEARCH IN AIRPORT SECURITY



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National Safe Skies Alliance, Inc.

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Orlando International Airport (MCO)	Miami International Airport (MIA)
Mobile Regional Airport (MOB)	O'Hare International Airport (ORD)
Richmond International Airport (RIC)	Reno-Tahoe International Airport (RNO)
Southwest Florida International Airport (RSW)	San Bernardino International Airport (SBD)
San Luis Obispo County Regional Airport (SBP)	Louisville International Airport (SDF)
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PARAS ACRONYMS AND ABBREVIATIONS

The following acronyms and abbreviations are used without definitions in PARAS publications:

ACRP	Airport Cooperative Research Project
AIP	Airport Improvement Program
AOA	Air Operations Area
ARFF	Aircraft Rescue and Fire Fighting
CCTV	Closed Circuit Television
CEO	Chief Executive Officer
CFR	Code of Federal Regulations
COO	Chief Operating Officer
DHS	Department of Homeland Security
DOT	Department of Transportation
FAA	Federal Aviation Administration
FBI	Federal Bureau of Investigation
FEMA	Federal Emergency Management Agency
FSD	Federal Security Director
GPS	Global Positioning System
IED	Improvised Explosive Device
IP	Internet Protocol
IT	Information Technology
MOU	Memorandum of Understanding
RFP	Request for Proposals
ROI	Return on Investment
SIDA	Security Identification Display Area
SOP	Standard Operating Procedure
SSI	Sensitive Security Information
TSA	Transportation Security Administration

GLOSSARY OF KEY TERMS

Accident: An unplanned event or series of events that results in death, injury, or damage to, or loss of, equipment or property.

Active Threat: Any incident that by its deliberate nature creates an immediate threat or presents an imminent danger to the campus community.

Air Carrier: A company who holds an air carrier operating certificate issued under FAR Part 139 and offers seating capacity of more than 30 passengers.

Airport Operating Certificate: A licensing certificate, issued by the FAA under FAR Part 139, for the operation of an airport that serves air carriers and scheduled operations.

Airport Operations: The operational department of the airport. Airport Operations is staffed 24 hours a day 7 days a week and dispatches airport staff to safety and security-related events.

Airport Operator: The organization which runs an airport serving aircraft operators. This organization is required to have a security program under 49 CFR Part 1542.

Airport Tenants: Any company that has an Operating Agreement or an Airline-Airport Use and Lease Agreement with the Airport Operator to conduct business on airport property and whose employees may need unescorted access to the SIDA, Sterile Area, or AOA.

Airport Security Coordinator (ASC): The airport designated personnel responsible for all policies and facility procedures adapted from 14CFR 1542 for the facility security at the airport as applicable. This individual will liaison with TSA and other parties to ensure coordination and compliance the written airport security program.

Badge Holder: A successful applicant who holds an ID badge to work in the restricted or non-restricted areas of the airport.

Corrective Action: An action to eliminate or mitigate the causes or reduce the effects of a detected nonconformity or other undesirable situation.

Escort: An ID badged employee authorized by the Airport to accompany individuals into SIDA, Sterile, or AOA areas of the Airport. An escort must maintain constant surveillance, either visually or personally at all times while escorting.

Hazard: Any existing or potential condition that can lead to injury, illness or death to people; damage to or loss of a system, equipment or property; or damage to the environment. A hazard is a condition that is a prerequisite to an accident or incident.

Incident: A malfunction or failure without accident consequences that has (or had) a significant chance of resulting in an accident.

Insider Threat: A malicious threat to an organization that comes from people within the organization, such as employees, former employees, contractors or business associates, who have inside information concerning the organization's security practices and procedures.

Memorandum of Understanding: The agreement or contract by which LEOs may be stationed at the airport to ensure support for the ASP.

Movement Area: Contains the runways, taxiways, safety areas, and all areas needed for safe landing, taking-off, hovering, and taxiing of aircraft.

Non-Movement Area: Includes all the areas outside the Movement Area where aircraft are parked, loaded, unloaded, and serviced.

Piggybacking: The act of following another person or vehicle through an access control point without using one's own credentials to gain access. This term implies the act is unauthorized (i.e., not an escorting situation) and done *with* the knowledge of the badged employee. Also see **Tailgating**.

Restricted: Refers to the areas of the airport that are access controlled where the general public is not allowed access. These include SIDA, Secured, AOA, and Sterile areas.

Risk Assessment: An assessment of a system or component to compare an achieved risk level with the tolerable risk level.

Security Breach: An incident, threat or other situation that affects the sterile airport environment or passenger safety which must be investigated and reviewed before resuming normal aircraft operations at the airport.

Sterile Area: Refers to areas within the terminals located immediately beyond security screening and includes passenger boarding areas.

Suspicious Activities: Any activities that appear to be out of place or irregular. Examples may include persons taking pictures of aircraft or access points from unusual locations, loitering around controlled access points, or being present in areas that seem out of the ordinary.

Tailgating: The act of following another person or vehicle through an access control point without using one's own credentials to gain access. This term implies the act is done *without* the knowledge of the badged employee. Also see **Piggybacking**.

ABBREVIATIONS, ACRONYMS, & INITIALISMS

AAAE	American Association of Airport Executives
ACM	Airport Certification Manual
AEOC	Airport Emergency Operations Center
AEP	Airport Emergency Program
AFSD	Assistant Federal Security Director
AFSD-LE	Assistant Federal Security Director for Law Enforcement
AIP	Airport Improvement Plan
ALP	Airport Layout Plan
AOSC	Aircraft Operator Security Coordinator
AOSSP	Aircraft Operator System Security Program
ASC	Airport Security Coordinator
ASP	Airport Security Program
CBP	Customs and Border Protection
CDC	Centers for Disease Control and Prevention
CFO	Chief Financial Officer
CHRC	Criminal History Records Check
DOJ	Department of Justice
FAM	Federal Air Marshal
FBO	Fixed Base Operator
FFDO	Federal Flight Deck Officer
GA	General Aviation
GSC	Ground Security Coordinator
HVAC	Heating, Ventilation, and Air Conditioning
JTTF	Joint Terrorism Task Force
K9	Canine
LEO	Law Enforcement Officer
LE-SP	Law Enforcement and Security Personnel
NIMS	National Incident Management System
NTAS	National Terrorism Advisory System

NTSB	National Transportation Safety Board
PARAS	Program for Applied Research in Airport Security
PCSO	Pinellas County Sheriff's Office
PIC	Person in Crisis
ROM	Rough Order of Magnitude
SWAT	Special Weapons and Tactics
TLO	Terrorism Liaison Officer
TSI	Transportation Security Inspector
TSO	Transportation Security Officer
TSS-C	Transportation Security Specialist – Canine

PART 1: PROJECT REPORT

INTRODUCTION

Airport policing is a unique form of law enforcement with challenges that require different training than what officers receive for traditional law enforcement duties. This includes security nuances that are specific to aviation, federal regulatory requirements, customer service, and business continuity issues. Because of these challenges, airport police officers require specific training to understand, adapt to, and address the airport's mission.

“Policing an airport differs from working at a municipal or county agency in a number of ways. One major difference is the unilateral focus of the agency's officers, regardless of their specific assignment.”

Gate Keepers: America's Airport Police – Melanie Basich ⁽¹²⁾

Airport security is composed of many stakeholders who share the responsibility for the multiple layers of protection necessary for safe operations across the aviation transportation network. Airport operations and airport security personnel, who may be third-party contractors, collaborate to provide security services that meet the federal oversight requirement to ensure the traveling public's safety.

“Law enforcement officers, as well as others that are responsible for airport security, should possess core knowledge specific to the airport environment. While some training and information is available, there is no consolidated source to assist airport operators in training and developing their personnel. “

PARAS 0018 Project Statement

Airport law enforcement and security staff should possess a fundamental working knowledge specific to the airport environment. This project seeks to address this need by providing guidance and suggestions for curriculum development.

The objective for the SSi Project Team was to develop guidance for training law enforcement and security personnel (LE-SP) at airports. The resulting deliverable includes recommended topics and basic content for a course of study that will assist law enforcement and security stakeholders working at an airport to adapt to the environment and unique requirements.

The training is designed to be adapted by the specific airport user. The Team acknowledges that the stakeholders who are responsible for airport security have a diverse scope of needs, that their knowledgebase includes a diverse background of experience, and that airport operations are varied with all category sizes and organizational structures. Therefore, the guidance provides trainers with options for meeting training objectives for several subjects that are important for airport operators.

Note: The recommendations are based upon a premise that LE-SP have completed Initial Basic LEO-SP Training, in addition to any required field exercises or on-the-job training program.

Using the Document

In order to support thorough training curriculum options, content is grouped into modules, which are then separated into topics and subtopics. The subtopics are further annotated with the definition or

relationship and important points to consider, as well as regulatory references, audience considerations, and broad timing suggestions for delivery.

The content was designed as a resource for training personnel since it is they who know their airport’s specific training objectives and needs for airport law enforcement and security officers.

Definitions of Audiences

The suggested audiences for the training are indicated in the Audience icon box of each subtopic. The audience types and their corresponding icons are defined as shown in Table 3-1.

Table 3-1. Audience Icons and Definitions

<p>Sworn LEO Personnel</p> 	<p>Law enforcement individuals who have investigation authority, carry a firearm, and have powers of arrest. This includes police officers, deputy sheriffs, state troopers, and federal law enforcement agents. Sworn personnel have attended a law enforcement academy.</p>
<p>Security Officer & Non-Sworn Personnel</p> 	<p>Have not graduated a law enforcement academy, and do not have arrest authority. Non-sworn personnel include private law enforcement and security officers who are tasked with providing security services in support of an airport security program under 49 CFR 1542.217I provided they have met the TSA requirements.</p>
<p>Other Agency Security Stakeholders</p> 	<p>For the purposes of this training program, those individuals who belong to law enforcement or security agencies but are not directly employed at the airport. Personnel may be sworn or non-sworn and are called upon to support the airport security program. Examples are individuals who may be assigned security duties, full-time or part-time, as part of their responsibilities, such as for a special or planned event, military deployment, ARFF or other operation at a commercial airport.</p>
<p>Security Managers</p> 	<p>Non-sworn employees of the airport who have a responsibility and role for supporting, assessing, or enforcement of the airport security program. Examples would be the airport security coordinator (ASC), alternate ASC, aircraft operator ground security coordinator, and trusted agents.</p>

Definitions of Training Intervals

It is important to note that some content or information should be routinely retrained due to potential changes in procedures and policies, while some information may not need to be repeated. For this reason, the training curriculum has a timing recommendation annotated for each module.

“New officers must be given a thorough indoctrination in the specialized functions of airport security which is best accomplished in an airport environment. Class training must be followed by an effectively structured OJT with an experienced officer and Continuous training must be initiated due to the dynamic and complex nature of airport security.”

Security Training: The Airport Operator’s Responsibility” Anthony N. Potter Jr. (18)

The timeframes for training to occur are identified as Initial Training, Briefing, or Recurrent Training, defined in Table 3-2 along with their associated icons. *Note: The assumption is that LE-SP have already completed their formal basic training and, if required, meet the requirements of 49CFR §1542.217I.*

The highlighted timing icon is assigned to recommend when or how often a particular subtopic is to be provided to the individuals identified by the Audience icon.

Table 3-2. Training Interval and Icon Definitions

Initial Training	The first exposure to the information provided to individuals. This is generally those LE-SP who are new to the airport environment and have little or no knowledge of its working environment. It is recommended that this training be provided either prior to, or in parallel to, working with a field training officer or airport-based trainer. The content covered in initial training may change very little over time, and the requirement for refresher updates is not expressly necessary.
Briefing	Training that is considered refresher or updates to known training content for LE-SP. A briefing, or abbreviated/refresher training session, is usually a period of time at the beginning of a work shift that is dedicated to discussing and passing along information from a prior shift, providing training or pertinent information essential to job performance and duties.
Recurrent Training	Instruction that is required to be received by individuals on routine, periodic basis (e.g., annual, biennial, etc.). This type of training is intended to review content that may infrequently change but that affects one’s job performance and expectations.

Briefing is an excellent time to review safety and security protocols and tactics. The training must be organized ahead of time so that all shifts receive the same information and allows sufficient time for questions and answers. Depending on the topic presented, consideration should be given to using a subject matter expert (SME) (e.g., ASC, legal counsel, TSA representative, etc.) to present the information to each shift.

Recurrent or in-service training is mandated for a majority of LE-SP across the country. Generally, recurrent training focuses on maintenance of each officer’s certification as a peace officer and includes, but is not limited to, firearms proficiency, legal updates, first-aid/CPR recertification, and arrest control techniques. In addition to the mandated training, it is recommended that airport LE-SP receive additional refresher training specific to airport security to reinforce consistency and recall.

Master Curriculum Structure

The content is separated into modules, topics, and subtopics. The four modules are outlined below. Grouping content in this way helps to create smooth transitions in order to meet audience objectives for the training and to achieve optimal learning outcomes.

- Airport Infrastructure
- Airport Security and Emergency Response
- Transitioning to an Airport Environment
- Evolution of Airport Security

The order of information is not prescriptive; a trainer may wish to present the information in a different order to their audience. Each module is designed to be standalone to allow the trainer the most flexibility.

Within each module, topics are grouped by theme. Each topic begins with an outline of the learning objectives, which are the knowledge and skills that training participants are expected to obtain and understand.

The number of subtopics for each topic may vary depending on the information necessary to meet the learning objectives. The following information is provided for each subtopic, to help the trainer develop material for the curriculum.

- **Definition/Relationship:** Defines what the information or content is and how it is relevant to the selected audience.
- **Important Points:** Identifies the key elements of the training subject, with emphasis on why the information is important and how it relates to the audience's performance of their duties in an airport environment.
- **Resources:** Provides recommended sources for trainers to obtain information and training material to fully develop their training content. These resources include related personnel, government and industry websites, documents, manuals, and training websites. Since the websites and resources provided may not remain current, it is anticipated that trainers will routinely seek online material to ensure they have the latest information available.

CUSTOMIZATION AND DELIVERY CONSIDERATIONS

The guidance is intended to assist trainers in tailoring a curriculum to their specific airport needs. The information may also be used as a basis for selecting trainers or SMEs to meet specific training needs. Not all topics are required for all audiences. It is the task of the trainers and training managers to identify what topics are relevant to their specific organization.

This type of planning will provide many options for training managers and organizations to present the most current and relevant information to their personnel.

Method for Customization

The recommended method for customizing the training content to the needs of an airport is to match the organizational structure with resources and budget. Due to the vast differences between resources, funding, and available training hours at small, medium, and large airports, the local training manager is the best source for scaling their training to fit the local need. This process can be effective and manageable for every organization size and budget.

“... no one knows the training needs of such a (airport law enforcement) unit better than the unit members themselves ... such a program may (and should) be instituted in-house based on input by unit members”

Robert T. Raffel “Security and Law Enforcement: An Airport Model” ⁽⁷⁾

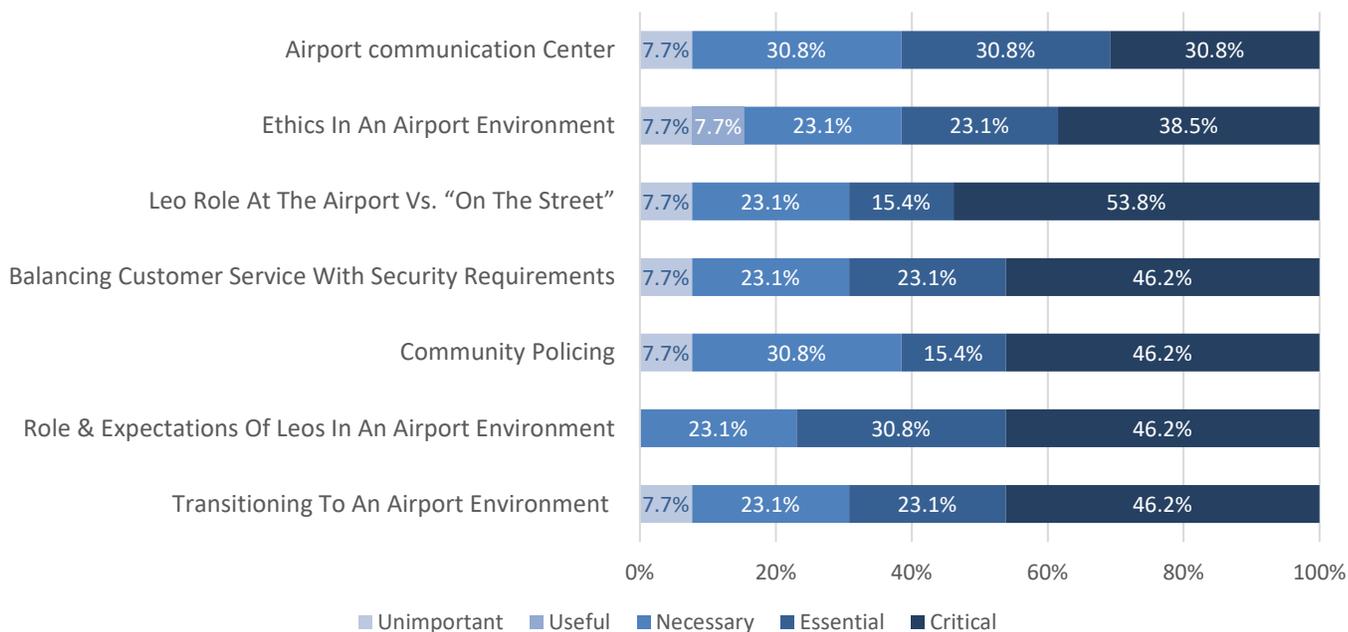
The concept of customizing LEO training using in-house resources was implemented by Maryland State Police Airport Division at the Baltimore-Washington International Airport (BWI) in 1977. Robert T. Raffel, quoted above, documented this process in an article that was posted in the FBI Law Enforcement Bulletin in 1986.⁽¹⁶⁾ The training model started by forming a small “training council” comprised of the officers and supervisors assigned to BWI. This council was tasked with identifying and prioritizing their training needs. They identified major “common” tasks performed by law enforcement (also applicable to security officers in today’s environment), followed by “critical” tasks. LEOs must possess enhanced skills to successfully perform these critical tasks.

After tasks were identified, critical tasks were prioritized in their training. The training council used its collective expertise to make the decision on what training topics would be most effective. Once the most suitable training priorities and topics were identified, they discovered that a majority of the training aids and resources could be obtained in-house.⁽¹⁶⁾

The research suggests a similar approach whereby the LE-SP training manager refers to the curriculum in this document and solicits feedback from LE-SP line staff and management to identify and present the training they identify as necessary.

As an example, the research team identified the priorities for the Pinellas County Sheriff’s Office (PCSO) deputies who attended a 2-day training in Clearwater, Florida. The class attendees completed feedback forms by rating each of the topics presented during the training on a scale of 1 (unimportant) to 5 (critical) for importance to know to function at the airport. The data collected was useful in determining those topics that the attending law enforcement personnel found to be of value to their job. A sample of the feedback data is shown in Figure 5-1.

Figure 1. PCSO Training Feedback



This feedback demonstrated a means to determine the customization for that organization, and demonstrates the importance for each organization to identify their own training needs. A summary of all interview and survey responses gathered as part of this research can be found in Appendix A.

Learning Objectives

Examples of knowledge-based learning objectives are included for each module of the master curriculum. Trainers may need to compose their own learning objectives based on the instructional method chosen and how they intend to assess students on the information taught (e.g., written or practical assessments).

Setting realistic learning objectives may be the most critical and often overlooked phase of the entire training and development cycle. Here are several tips that will help trainers compile measurable objectives, which in turn will develop an effective training program.

- **Make the purpose of the training clear:** What is the training program supposed to address? Is it a performance gap? Is there a knowledge gap? Is it for learning new skills that will make the workforce more competitive?
- **Define expected outcomes:** Training outcomes are measurable goals pupils must achieve by the end of a session or program. These expected outcomes determine the success, or failure, of the training strategy. Training is evaluated on whether these expected outcomes are achieved.
- **Consider Conditions:** When formulating training objectives, consideration must be given to the circumstances in which the training is executed. Parameters, resources, materials, and prerequisites are some of the conditions to consider when piecing together training expectations.
- **Align learning objectives with business goals:** Results shall always be the measure of any program's success or failure. Learning objectives are grounded in observable outcomes. These outcomes must be based on specific criteria. Furthermore, these benchmarks are based on key performance indicators (e.g., skill levels based on scorecards or rubrics). (Andriotis, 2017)

Local Resources

It is important to identify the correct subject matter experts to present certain topics to enhance the credibility of the training information and properly address questions that require accurate responses. Airports may have resources, both on staff and in the surrounding community, that are willing to accept an invitation to lend their expertise to the training effort. Airports may find using existing staff adds to the ability to acclimate new workers to the airport environment in the Initial Training sessions.

Examples of topics to consider for coverage by local resources are:

- Financial training to be led by the airport financial officer
- Legal issues to be conducted by local district attorneys, airport attorneys, or legal consultants
- Airport customer service and public relations can be facilitated by related leadership or marketing personnel
- TSA related topics can be facilitated by the airport's FSD or other representative
- Updates on the evolving threat environment can be presented by a local FBI agent

Additional Audiences

SUPERVISOR/COMMAND LEVEL

The Literature Review at the end of this document provides several recommended readings for airport LE-SP supervisors and commanders to review for greater understanding of leadership traits and management strategies. These references provide a perspective of how important it is for officers to have leadership guidance to excel in their work. One of these works, Duane P. McGray's *Airport Law Enforcement Leadership*⁽⁹⁾, focuses on the importance of management involvement in the leadership and supervision of airport LEOs. McGray provides a number of attributes that are essential in leading a professional law enforcement agency:

“One of the most difficult jobs in any police department is that of first line supervisor. There are three basic reasons for the difficulties experienced by first line supervision;

- 1) departments traditionally base supervisory promotions on past performance of non-supervisory tasks,
- 2) insufficient training is provided for newly promoted supervisors and
- 3) new supervisors struggle with separating their past relationships with peers from their new responsibilities.”

Supervisor training is critical to successfully carry out the mission of airport security. Although LE-SP may have completed their formal training and even gained years of experience working, newly promoted or existing supervisors may need training to coach, counsel, and properly evaluate supervised officers' performance.

Ensuring that leadership personnel complete training and maintain existing skills is critical to providing the airport with the best possible support, from daily calls-for-service to major emergency events. This also helps to ensure airport LE-SP are aware of the latest protocols and best practices.

Recommended subjects for supervisor training include the Airport Emergency Plan, the National Incident Management System (NIMS), and local mutual aid agreements with outside agencies.

NON-ASSIGNED SECURITY AND PERSONNEL

Non-assigned LE-SP are personnel who are not normally assigned to, or do not regularly work at, an airport. Non-assigned LEOs may include part-time officers, officers who have an “on-call” status for

airports, and first responder officers who are assigned to an airport emergency event to supplement airport LE-SP resources.

If an airport organization has an agreement to respond to and assist an airport, it is critical that responding LE-SP understand the protocols for providing the requested assistance. Examples of knowledge necessary for responding personnel are where to respond, where to park vehicles so that emergency access is not hindered, and requirements for access to restricted areas. They should also be familiar with the layout of the airport and all surrounding buildings, facilities, and access points.

APPENDIX A: LEO & AIRPORT MANAGEMENT INTERVIEW DATA SUMMARY

The Team conducted a total of 48 face-to-face or telephonic interviews. Of these, 37 were conducted with representatives of airport law enforcement or security personnel, and 11 interviews were conducted with airport security stakeholders such as ASCs. The interviews represented 13 Category X airports, 15 Category 1 airports, and 20 Category 2 and 3 airports. Respondents were asked to rank training topics based on the scale below.

- 1 = Unimportant (Not directly related to duty performance or not beneficial for proper performance)
- 2 = Useful (Indirectly related to duty performance and beneficial for proper performance)
- 3 = Necessary (Directly related to duty performance and beneficial for proper performance)
- 4 = Essential (Directly related to duty performance and required for proper performance)
- 5 = Critical (Directly related to performance of key duties and required for proper performance)

Figures A-1 through A-8 summarize the interviewees’ responses.

Figure A-1. Interview Summary: Airport Familiarity

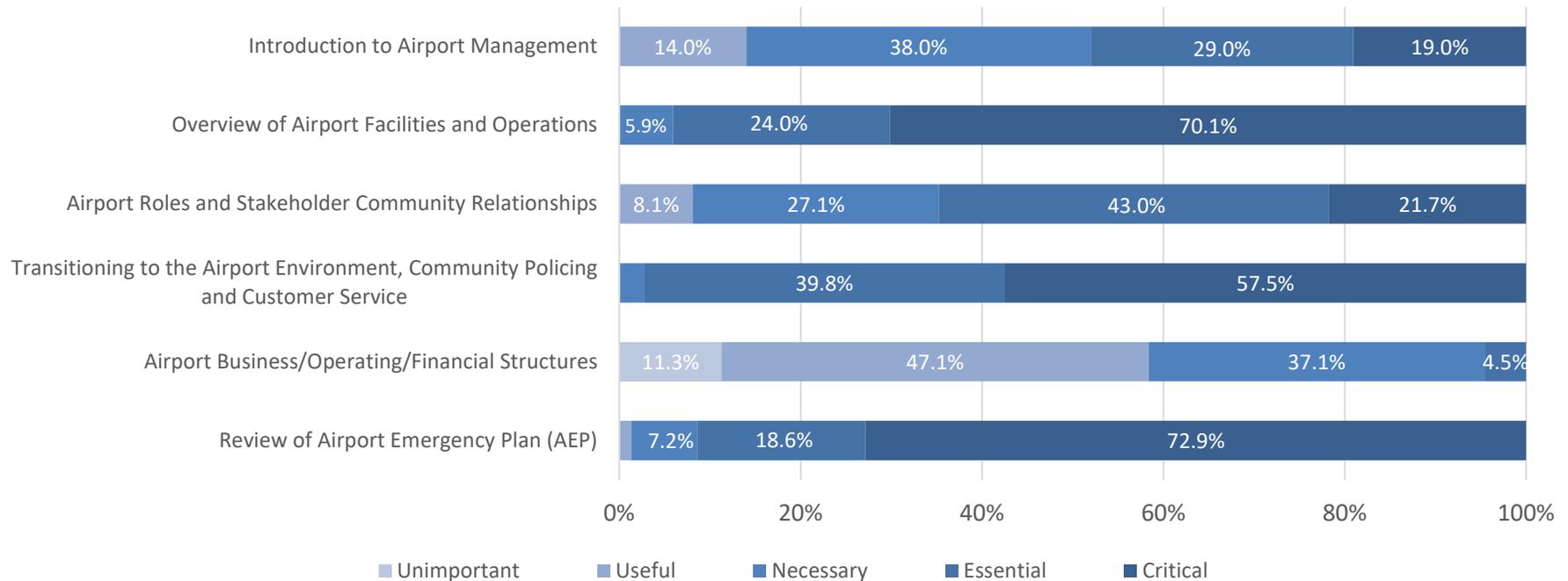


Figure A-2. Interview Summary: DHS/TSA

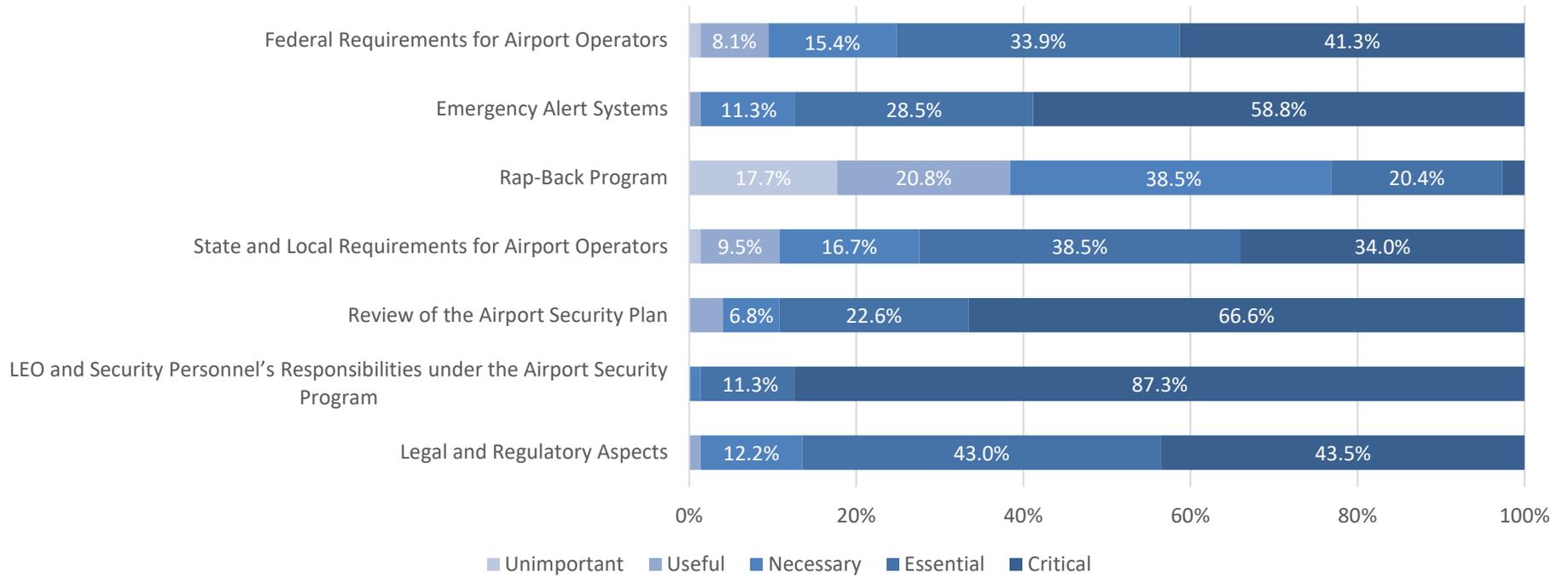


Figure A-3. Interview Summary: DHS/TSA Liaison

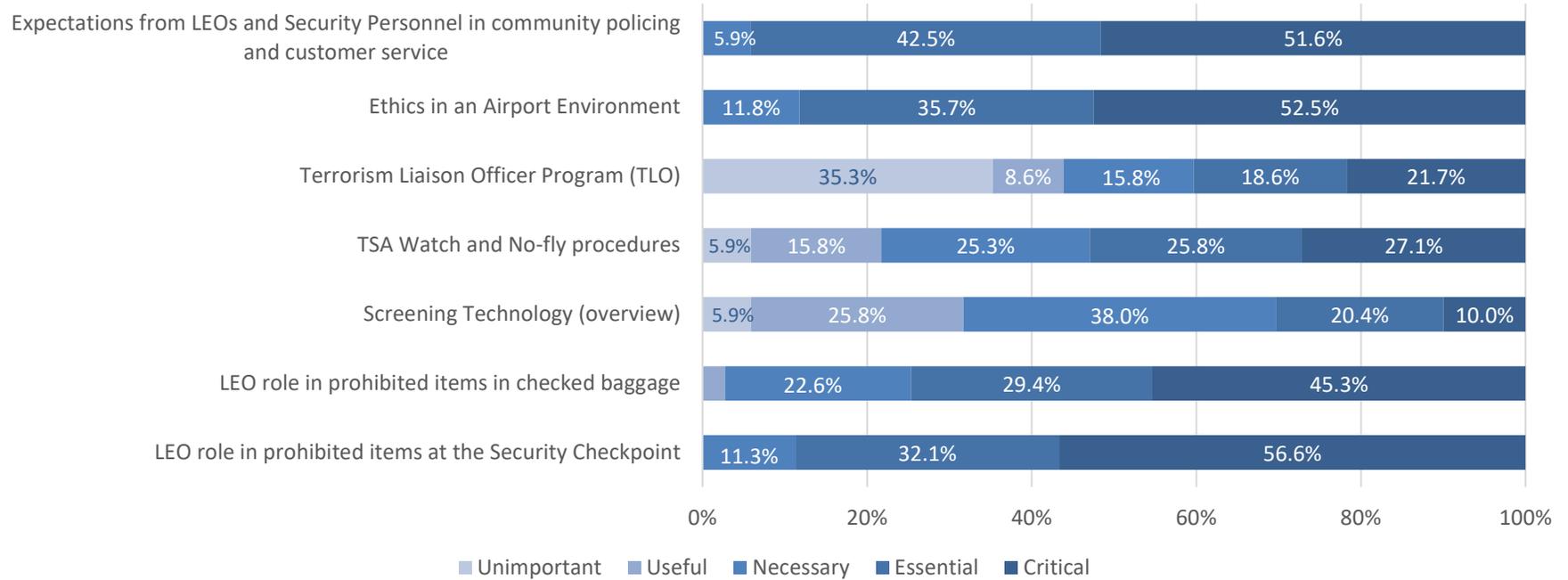


Figure A-4. Interview Summary: Legal and Constitutional Considerations

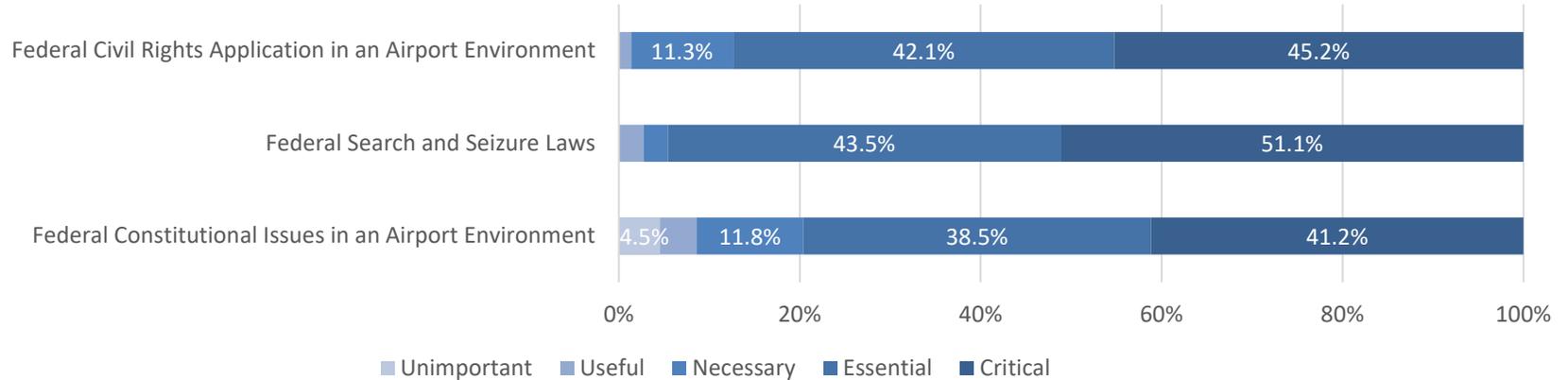


Figure A-5. Interview Summary: Airport Crimes and Response

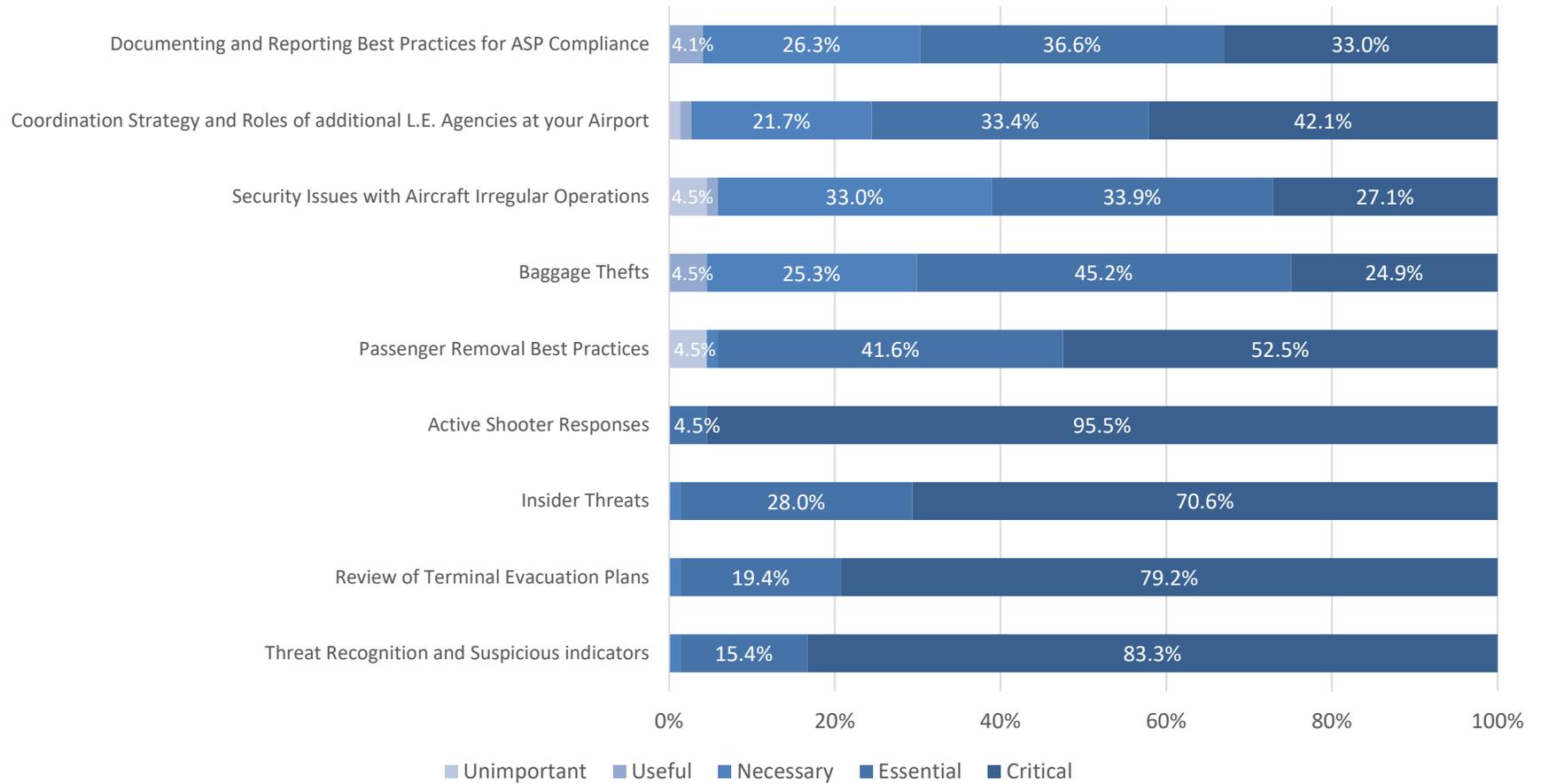


Figure A-6. Airport Management Liaison

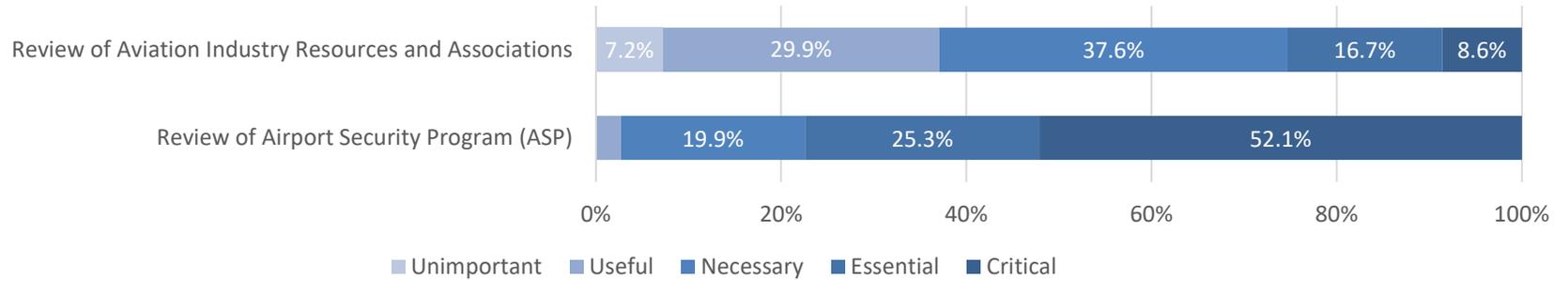


Figure A-7. Interview Summary: Airport Law Enforcement Supervisory/Command Training

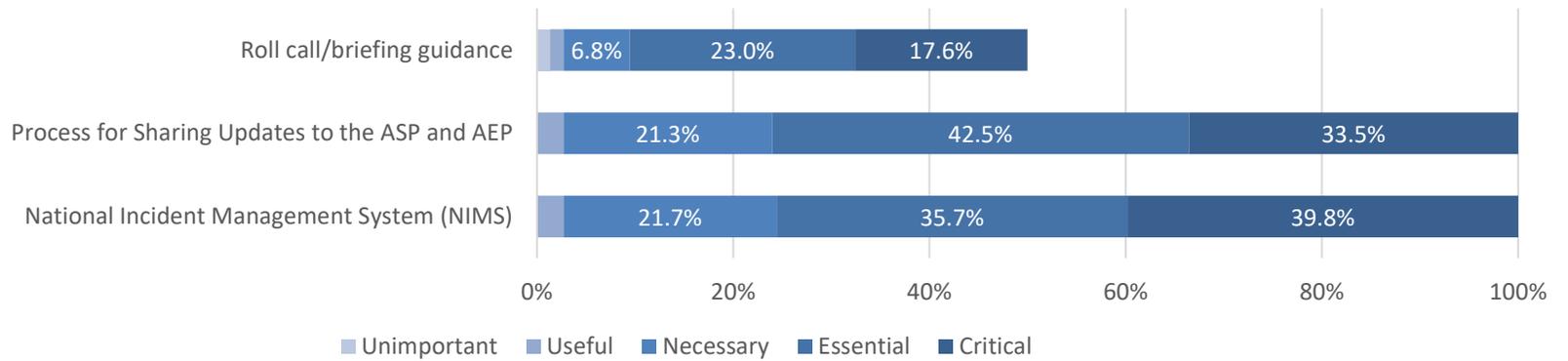
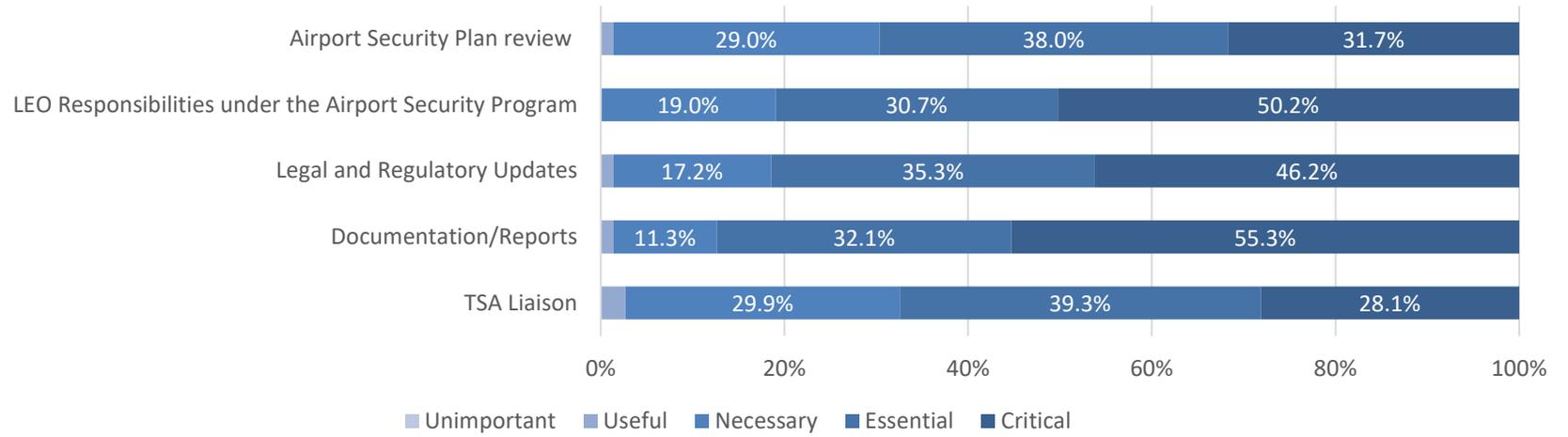


Figure A-8. Airport Law Enforcement In-Service Training



PART 2: MASTER CURRICULUM

AIRPORT INFRASTRUCTURE

Airport Overview

Upon completion of this topic, LE-SP should be able to recognize:

- The role the airport plays in communities
- Characteristics of each of the TSA airport security categories (X–IV)

Airport Roles and Community Relationships

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent
DEFINITION / RELATIONSHIP						
<p>Airports connect cities and countries, and contribute to a major part of the national infrastructure. Airports play an eminent role in the economic development of a region by facilitating the movement of people and resources, thereby fostering trade and commerce. With an increase in the number of visitors and airport users, more money flows into the local economy.</p>						
IMPORTANT POINTS						
<p>Airports are critical to local and regional communities. The role that law enforcement and security stakeholders play in supporting this important facet of community and business success cannot be understated. The protection of the airport, aircraft operators, facilities and the traveling public is critical to protecting the commerce that depends on it.</p>						
RESOURCES						
<p>Airport/Knowledge Resources</p> <ul style="list-style-type: none"> • Business Development department <p>Reports and Articles</p> <ul style="list-style-type: none"> • The Art of Communication Between Airports and Local Community http://simpliflying.com/2014/art-communication-airports-local-community/ • Huffington Post: Airports Must be Good Neighbors to the Communities Around Them https://www.huffingtonpost.ca/hillary-marshall/airport-communities_b_12316316.html 						

Airport Categories (X–IV)

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION/RELATIONSHIP

The TSA classifies all U.S. commercial airports in five airport security categories based on the total number of annual takeoffs and landings, and other special security considerations.

- **Category X:** An airport where screening is performed pursuant to § 1544.101(a)(1) or § 1546.101(a) and the number of annual enplanements is 5 million or more and international enplanements is over 1 million.
- **Category I:** An airport where screening is performed pursuant to § 1544.101(a)(1) or § 1546.101(a) and the number of annual enplanements is 1.25 million or more.
- **Category II:** An airport where screening is performed pursuant to § 1544.101(a)(1) or § 1546.101(a) and the number of annual enplanements is at least 250,000 but less than 1.25 million.
- **Category III:** An airport where screening is performed pursuant to § 1544.101(a)(1) or § 1546.101(a) and the number of annual enplanements is less than 250,000.
- **Category IV:** An airport with passenger operations pursuant to § 1544.101(a)(2), (b), (f) or § 1546.101(b), (c) or (d).

A sixth airport category includes General Aviation airports.

IMPORTANT POINTS

Adjustments may be made to an airport's categorization based on several factors including:

- Threat conditions at that location
- Scope of operation e.g. growth in airport size and extent of operations
- Types of operations (for example, co-location of military operations, cargo operations, etc.)
- Geo-political circumstances

For instance, Ronald Reagan Washington National Airport (DCA) is designated Category X to ensure maximum security measures are in place due to its proximity to critical government facilities.

Your airport category designation and the implications of it should be discussed.

RESOURCES

Airport/Knowledge Resources

- ASC
- TSA FSD

Regulations

- 49 CFR §1544.101(a)(1), (a)(2), (b), & (f) – Adoption and Implementation
- 49 CFR §1546.101(b), (c), or (d) – Adoption and Implementation

Articles and Reports

- Flight Literacy: Airport Categories
<https://www.flightliteracy.com/airport-categories/>

Corresponding Training Subtopics

- Airport Security
 - Transportation Security Administration
 - Federal Aviation Administration
-

Airport Oversight and Management

Upon completion of this topic, LE-SP should be able to recognize:

- How their airport is governed
- Their airport's organizational structure
- The functions of different airport management departments and operations
- Sources of income that finance their airport

Airport Governance

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Airports are governed in a variety of ways. Some examples of airport governance include:

- Owned by a government entity, such as a city, county, or state government
- Privately owned and managed
- Managed by an Airport Authority and governed by a board of commissioners

IMPORTANT POINTS

Most airports are managed by an Airport Authority. Commissioners are typically appointed by the local city or county government.

Some airports operate as a hybrid of the structures listed above. For instance, a privately owned and managed airport may outsource services to the local city government.

Ensure trainees understand their airport's specific governance structure and how its associated rules and regulations affect decision-making processes. Considerations include:

- Hiring and appointments
- Purchasing process and restrictions
- Ethics restrictions (e.g., accepting gifts, consuming alcohol on work travel, etc.)
- Planning and development
- Budgeting

RESOURCES

Airport/Knowledge Resources

- Airport administration representative

Articles and Reports

- ACRP Reports: <http://www.trb.org/Publications/PubsACRPPProjectReportsAll.aspx>
 - ACRP Synthesis 40: Issues with Airport Organization and Reorganization (2013)
- Airport Operation and Regulation in the USA
<https://www.lexology.com/library/detail.aspx?g=c41eca36-3763-4674-bb3a-d8f729b8f62c>

Corresponding Training Subtopics

- Airport Rescue and Firefighting

Airport Organizational Structure

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Airports are organized in a variety of ways. Some examples of airport organizational sectors include:

- Planning and Development
- Operations (Landside and Airside)
- Public Safety
- Business & Finance
- Marketing
- Maintenance

Depending on the size of an airport, functional structures may be further identified by departments. Examples of airport departments:

- Administration
- Community Relations
- Security
- Communications Center
- Facilities
- Noise/Emissions

IMPORTANT POINTS

It is useful for officers to know how their airport is organized so they may understand who is responsible for which sectors/departments, any associated responsibilities or support requirements, and established communication channels.

Airside and Landside management structures are critical knowledge so that first responders and security officers can expeditiously contact the appropriate organization for assistance when required.

RESOURCES

Airport/Knowledge Resources

- Airport Organizational Chart

Articles and Reports

- ACRP Reports: <http://www.trb.org/Publications/PubsACRPPProjectReportsAll.aspx>
 - ACRP Synthesis 40: Issues with Airport Organization and Reorganization (2013)
- Airport Operation and Regulation in the USA
<https://www.lexology.com/library/detail.aspx?g=c41eca36-3763-4674-bb3a-d8f729b8f62c>

Corresponding Training Subtopics

- Landside Responsibilities
- Airside Responsibilities

Airport Revenue Sources

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Airport business revenue relies heavily on a combination of lease agreements, fuel sales, and various fees associated with doing business at or with an airport. Some examples of fees that generate revenue are:

- Landing fees
- Aeronautical fees
- Passenger Facility Charges
- Concessions
- Vehicle parking fees
- Rental car fees
- Ground transportation permit fees

Federal, state, and local agencies provide grant funding for airports to assist with the costs for a variety of projects.

IMPORTANT POINTS

Airports are financed through a mix of private business and government structures. Private business structures involve income derived from various sources. Additional revenue may also be generated with grants from the FAA and DHS.

When an airport accepts grant funding, there are typically specific rules on how the funding can be spent, such as what can be purchased and how the materials that are purchased can be used. Many of these grant opportunities include a cost match and can have a long-term financial effect on an airport’s budget for costs that are not covered by the grant (e.g., service agreements or maintenance of an item). In most cases, airports are governmental entities and how funds are spent is bound by regulation.

A general understanding of funding sources and restrictions at your airport will help LE-SP navigate topics such as requests to purchase equipment and overtime restrictions.

RESOURCES

Airport/Knowledge Resources

- Airport CFO

Reports and Articles

- FAA Policy Regarding the Establishment of Airport Rates and Charges
https://www.faa.gov/airports/airport_compliance/media/airports-rates-charges-policy-with-amendments.pdf
- FAA Passenger Facility Charge (PFC) Program Airports
<https://www.FAA.gov/airports/pfc/>

-
- Government Accountability Office (GAO), Airport Funding
<https://www.gao.gov/products/GAO-19-238R>
 - GAO Airport Funding Report (2018)
<https://www.gao.gov/assets/700/696209.pdf>
 - FAA AIP General Information Page
<https://www.FAA.gov/airports/aip/>
 - US Global Investors: How do Airports Make Money?
<http://www.usfunds.com/slideshows/how-do-airports-make-money/#.XJODXChKhy>
 - End of the Runway, Heritage Foundation (2016)
<https://www.heritage.org/transportation/report/end-the-runway-rethinking-the-airport-improvement-program-and-the-federal>
 - DHS Grant Information
<https://www.dhs.gov/dhs-grants>
 - TRB Report 215 Airport Revenues and Operations
<http://www.trb.org/Publications/Blurbs/180077.aspx>
 - Fly Springfield: Misperception #1: Airport Uses City Tax Money
<http://www.flyspringfield.com/node/1151>

Corresponding Training Subtopics

- Airport Organizational Structure
-

Airport Layout and Facilities

Upon completion of this topic, LE-SP should be able to recognize:

- The following terms: Landside, Airside, AOA, GA (General Aviation), SIDA, Secured Area, Sterile Area, Non-Sterile Area
- Locations of key areas at the airport as well as major stakeholder locations
- Airport access control functions

Airport Layout & Designated Areas

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

It is important for LE-SP to understand the differences between the various areas of the airport for the purpose of accurately writing reports concerning incidents and crimes committed in each area. All LE-SP should have a basic understanding of the concepts and definitions of the following terms:

- **Landside:** Generally refers to buildings and facilities that are open to the public, without security-controlled areas.
- **Airside:** Generally refers to the parts of an airport that are restricted and secured by access control points (e.g., badge reader, security checkpoint).
- **Air Operations Area (AOA):** Refers to areas that include aircraft movement areas, aircraft parking areas, loading ramps, and safety areas.
- **General Aviation (GA):** Areas within the AOA where private and corporate aircraft load passengers, park, refuel, and operate.
- **Security Identification Display Area (SIDA):** Restricted area of the airport that requires security training, a full Criminal History Records Check (CHRC) and TSA Security Threat Assessment, and ID display for entry.
- **Secured Area:** Restricted area of the airport with the highest level of security; is also considered SIDA and meets all SIDA security requirements plus requires access controls.
- **Sterile Area:** Stretches between TSA screening checkpoints and passenger boarding gates. Inspection of everyone’s person or accessible property must be completed before they are allowed to enter a Sterile Area.
- **Non-Sterile Areas:** Public areas of the airport located before the TSA screening checkpoint.

IMPORTANT POINTS

Instruction should focus on the differences between these areas and the requirements for individuals to be present in them, as well as the general difference in technology, personnel resources, and operating methods of the activities occurring in these areas.

Ensure trainees can quickly locate key areas of their airport. For example:

- Terminal buildings and access doors
- Airline and airport customer service desks
- Currency exchange and other passenger assistance desks

- Public transportation connection points
- Ride share (Uber/Lyft) pickup and drop-off location
- Rental car pickup and return locations
- Vendor/concessionaire access points
- Terminal bus lots, refueling stations, and designated stops
- Cargo facilities
- GA facilities
- ARFF station
- Perimeter fence inspection roads and access gates
- Businesses operating landside

Emphasis should be placed on accessing terminal locations from various locations around the AOA. It is also imperative to know the most efficient authorized access points that enable responding officers to quickly travel to service calls.

RESOURCES

Airport/Knowledge Resources

- Airport Layout Plan (ALP) and facility inventory maps
- ASP terminal maps with passenger and baggage screening locations shown
- Map of public transportation pick-up and drop off and waiting areas
- AEP – evacuation plans and airport facilities maps
- FAA representative – information concerning air traffic control tower location and access procedures
- GA operator
- ASC
- ARFF representative

Regulations

- 49 CFR § 1542 – Subpart C – Operations
- 49 CFR § 1540.5 – Terms used in this Subchapter
- 49 CFR §1562.23 – Aircraft Operator and Passenger Requirements

Corresponding Training Subtopics

- Access Control & Credentialing
- Landside Responsibilities
- Airside Responsibilities
- Vehicle Access Requirements
- Airport Security Program

Access Control & Credentialing

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Access control is an essential part of an airport's security procedures and is mandated by federal regulations. Controlling access to all restricted areas (SIDA, AOA, Secured, and Sterile) must be described in the ASP.

Pursuant to 49 CFR § 1542.209, anyone seeking unescorted access to the SIDA must first undergo a fingerprint based CHRC. Airport operators are also required to submit applicants' biographic information to the TSA for a Security Threat Assessment, which includes multiple database checks.

Airports enrolled in Rap Back receive ongoing notices of events associated with badge-holders' information, such as arrest or conviction, that may affect continued access privileges. This is known broadly as recurrent vetting.

IMPORTANT POINTS

The safety and security of an airport's facilities, FAA flight control systems, aircraft, and related sensitive areas is the most important task of all LEOs, security personnel, badge holders, and security stakeholders, both as employees and as part of their access privileges. Airport badge holders will receive formal training that covers their responsibilities for access control.

Airport law enforcement may have responsibilities in conjunction with the adjudication of RAP sheets/Identity History Summaries associated with both initial CHRCs and Rap Back notifications, potentially including the execution of active arrest warrants. Responsibilities specific to your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- ASP
- ASC
- Credentialing/Badge Office Manager

Regulations

- 49 CFR § 1542.207 – Access Control Systems
- 49 CFR § 1542.209 – Fingerprint-Based Criminal History Records Checks (CHRC)

Reports and Articles

- Safe Skies PARAS reports: <https://www.sskies.org/paras/reports/>
 - PARAS 0001 – Criminal History Records Checks (CHRC) and Vetting Aviation Workers
 - PARAS 0010 – Guidance for Protecting Access to Vital Systems Impacting Airport Security
 - PARAS 0017 – Access Control Card Technology Guidance
 - PARAS 0020 – Strategies for Effective Airport Identification Media Accountability and Control
 - PARAS 0029 – Criminal History Records Checks (CHRCs) and Vetting Aviation Workers (Revision of PARAS 0001; anticipated release July 2020)
- Final Report of the Aviation Security Advisory Committee's Working Group on Airport Access Control <https://www.tsa.gov/sites/default/files/asac-employee-screening-working-group-04-15.pdf>

Corresponding Training Topics

- Airport Security
 - Airside Operations
 - Vehicle Access Requirements
-

Landside

Upon completion of this topic, LE-SP should be able to recognize:

- LE-SP responsibilities for supporting landside security operations
- Security vulnerabilities of landside areas
- LE-SP responsibilities at the airport perimeter
- TSA security screening requirements
- LE-SP responsibilities at the TSA security checkpoint
- Vulnerabilities at ticket counter and baggage claim areas
- LE-SP responsibilities associated with tenants and concessionaires

Landside Responsibilities

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Landside generally refers to buildings and facilities that are open to the public, without security-controlled access. Public access roads to and from the airport, businesses and airport administration buildings, passenger terminal buildings, public parking areas, rental car agencies, and public transportation areas are landside security concerns.

IMPORTANT POINTS

Discuss the regular LE-SP duties for landside locations specific to your airport. These will typically include:

- Enforcing traffic management and curbside parking codes
- Providing customer service and information requests
- Detection and prevention of criminal activities
- Responding to calls for service
- Assisting with passenger and traffic control during high volume periods

RESOURCES

Airport/Knowledge Resources

- ALP and facility inventory maps
- ASP
- Landside Operations representative
- ASC

Corresponding Training Subtopics

- Airside Responsibilities
- Airport Layout & Designated Areas

Airport Perimeter

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

The perimeter generally refers to the boundary around the airport that separates the landside from the airside. Many airport perimeters pose potential security concerns due to their large ranges and isolated areas. Example responsibilities of LE-SP at the airport perimeter include:

- Patrolling on a scheduled and/or random basis
- Responding to alarms or reports

IMPORTANT POINTS

Landside and Airside Operations may share the responsibility for monitoring and inspecting the perimeter fence on a regular schedule. Discuss the general schedule at your airport, the route normally taken, areas that may require more frequent coverage, and what is required of the LEOs and security officers to support these tasks.

Discuss any technologies present at the airport that may assist in detecting and tracking breaches at the perimeter.

Ensure LE-SP know the clearance requirements at the perimeter fence line. For example, some airports require vehicles to be parked at least 6 feet from the fence, as the vehicle could be used as a climbing aid.

Discuss what may constitute suspicious activity at the airport perimeter. Also ensure that LE-SP are aware of common activities near the perimeter fence that may appear suspicious, or vice versa. For example, hobbyists watching planes and bad actors performing malicious surveillance may have similar behaviors.

RESOURCES

Airport/Knowledge Resources

- ALP and facility inventory maps
- ASP
- Landside Operations personnel
- ASC

Reports and Articles

- Safe Skies PARAS reports: <https://www.sskies.org/paras/reports/>
 - PARAS 0015 – Guidance for Airport Perimeter Security

Corresponding Training Subtopics

- Airport Layout & Designated Areas
- Landside Responsibilities
- Airside Responsibilities
- Security Technologies

Passenger Security Checkpoint

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

The TSA is responsible for passenger security screening operations. TSA security checkpoints are the only acceptable way for passengers to enter the Sterile Areas of the airport. TSA personnel screen persons and possessions for potentially dangerous, prohibited items.

IMPORTANT POINTS

Security checkpoints are the established entry points to Sterile Areas of the airport. Screening is one of the last lines of defense for protecting and securing the aircraft and passengers for travel. Passenger screening also occurs in different ways before arriving at the airport (e.g., when a travel reservation is made information is exchanged with the Secure Flight databases to pre-screen passengers).

Federal law (49 USC § 46503) prohibits interference with a federal, airport, or air carrier employee carrying out security duties. Discussion of incidents such as the LAX checkpoint shooting may be appropriate.

TSA requires LEOs to respond to a security checkpoint whenever there is a weapon, contraband, and/or threats to the integrity of the checkpoint. LEOs will also be called in the event a passenger attempts to use a fraudulent ID to enter the Sterile Area. LEOs are required to be located at the checkpoints or be compliant with a TSA-approved flexible response time agreement during operating hours. Responsibilities specific to your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- ASP terminal maps with passenger and baggage screening locations shown
- TSA FSD or AFSD

Regulations

- 49 USC § 46503 – Interference with Security Screening Personnel
- 49 CFR § 1544.201 – Acceptance and Screening of Individuals and Accessible Property
- 49 CFR §1540.107 – Submission to Screening and Inspection
- 49 CFR §1540.109 – Prohibition Against Interference with Screening Personnel
- 49 CFR §1540.111 – Carriage of Weapons, Explosives, and Incendiaries by Individuals

Corresponding Training Subtopics

- Transportation Security Administration
- Prohibited Items in Passenger Carry-On & Checked Baggage

Ticket Counters & Baggage Claim

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

The airline ticket counters and self-service kiosks are generally the first stop for outbound passengers. This area is where boarding passes are issued and checked baggage is paid for and accepted by the airline. These areas present several access points to restricted areas that may be exploited by unauthorized persons.

Baggage claim is typically the first stop for arriving passengers who are picking up checked luggage, and is a common meet-and-greet point for friends and family. This area has access points to restricted areas and is also a target for baggage theft.

IMPORTANT POINTS

Airline ticket counters and baggage claim areas are publicly accessible locations. Because baggage belts and doors used by airline personnel provide access to SIDA or other non-public areas, these potentially vulnerable points should always be surveilled and locked when not in use.

Airline personnel at ticket counters have access to passenger reservations and can give this information to LE-SP if there is a concern or suspicious behavior is observed.

Passengers traveling with firearms must declare them at the ticket counter and retrieve them from baggage claim. Discussion of the FLL baggage claim shooting may be appropriate.

Surveillance should be maintained to address the threat of baggage theft and unattended items.

Related trends specific to your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- Airport Security Program
- Airline Personnel

Regulations

- 49 CFR § 1544.203 – Acceptance and Screening of Checked Baggage
- 49 CFR § 1544.225 – Security of Aircraft and Facilities
- 49 CFR § 1540.111 – Carriage of Weapons, Explosives, and Incendiaries by Individuals

Reports/Articles

- Fort Lauderdale-Hollywood International Airport: Active Shooter Incident and Post-Event Response
https://www.sskies.org/images/uploads/subpage/Ft.-Lauderdale-Hollywood-International-Airport-AAR_.pdf

Corresponding Training Subtopics

- Aircraft Operators
- Prohibited Items in Passenger Carry-On & Checked Baggage

Tenants and Concessionaires

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Non-aviation tenants and concessionaires help to provide a complete and convenient travel experience for the public. These stakeholders generally pay rent or other fees to operate on airport property. Examples include rental car agencies, parking facilities, shops, and restaurants.

IMPORTANT POINTS

It is important to know the operational roles tenants and concessionaires have in an airport to provide proper support and assistance when needed.

The presence of some stakeholders creates specific issues and concerns that should be emphasized. For example, rental car agencies are generally prone to frequent reports of theft and vandalism.

Tenants and concessionaires who receive goods that will be brought into the Sterile Area for passenger use or purchase, such as food, beverages, merchandise, and other sundries, will be subject to the airport's inspection requirements for those goods. A clear understanding of your airport's inspection process is essential.

RESOURCES

Airport/Knowledge Resources

- Airport Security Program
- ASC
- Tenant/concessionaire staff
- Local MOU for LEO support (if applicable)

Reports/Articles

- ACRP Report 33: Guidebook for Developing and Managing Airport Contracts – Chapter 2 Concession Agreements
<http://www.nap.edu/read/14482/chapter/3>
- Airport Retail Group, LLC
<https://www.airportretailers.com>

Corresponding Training Subtopics

- Airport Revenue Sources
- Landside Responsibilities
- Airside Responsibilities

Airside

Upon completion of this Topic, LE-SP should be able to recognize:

- LE-SP responsibilities for supporting airside security operations
- The location of General Aviation (GA) operations
- GA-specific security requirements
- LE-SP support roles and requirements for GA and commercial aircraft operators
- The differences between airport Movement and Non-Movement Areas
- Vehicle and driver requirements for the Movement Area
- Airport security procedures for vehicle access

Airside Responsibilities

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Airside refers to all restricted areas of the airport, encompassing the Sterile Areas, Secured Areas, SIDA, and AOA. It is the general responsibility of airside LE-SP to monitor activities and respond to reports and incidents in these restricted areas.

IMPORTANT POINTS

Discuss the regular LE-SP duties for airside locations specific to your airport. These will typically include:

- Monitoring restricted areas for security violations
- Responding to calls for service
- Responding to alarms and alerts from security technologies (e.g., door alarms, video analytics, etc.)
- Conducting inspections and searches of individuals' access media, vehicles, and personal belongings within restricted areas
- Responding to airline reports of in-flight incidents

RESOURCES

Airport/Knowledge Resources

- ASC

Corresponding Training Topics

- Access Control & Credentialing
- Movement & Non-Movement Areas
- Security Technologies
- Law Enforcement Role & Support
- Passenger Removal from Aircraft
- In-Flight Incidents

Aircraft Operators

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Aircraft operators provide commercial transport to the public, and typically are the airport’s largest revenue generator. They are responsible for multiple security factors to comply with federal regulations.

- Security of their aircraft and facilities
- Compliance with exclusive area agreements where applicable
- Fingerprint-based CHRCs for their employees
- Security training for crewmembers and Security Coordinators
- Training for those with security-related duties

They are also responsible for the Aircraft Operator System Security Program (AOSSP), which is required by TSA under 49 CFR § 1544.

An aircraft operator’s Aircraft Operator Security Coordinator (AOSC) serves as the aircraft operator’s primary contact for TSA for security-related activities and AOSSP compliance. However, the AOSC may designate another individual as the primary security coordinator, such as the airline’s station manager.

Aircraft operators are required to assign a Ground Security Coordinator (GSC) to all flight departures. The GSC qualification may be held by several employees in addition to their regular job duties.

IMPORTANT POINTS

At the local level, TSA Transportation Security Inspectors inspect all aspects of an airline’s operations, including aircraft, personnel, and watch-list procedures.

The AOSC is essentially the airline’s equivalent to an ASC. The AOSC or their designee will work directly with the FSD and ASC to ensure the airline’s compliance with security regulations, and generally serves as the key point of contact in an emergency.

The GSC works with the flight crew, station manager, and other ground personnel to coordinate security functions for each flight. GSCs handle most security functions and procedures supporting their airline’s operations in the field, including security of parked aircraft, acceptance of checked baggage and cargo, travel arrangements for armed law personnel, and handling disruptive passengers.

Preferences and protocols for LE-SP communication with GSCs, station managers, and/or AOSCs specific to your airport and individual airlines should be discussed.

RESOURCES

Airport/Knowledge Resources

- Airport Security Program
- AOSSP
- AOSC or designee
- GSC

Regulations

- 49 CFR § 1544 – Aircraft Operator Security: Air Carriers and Commercial Operators
- 49 CFR § 1544.215 – Security Coordinators

Reports/Articles

- ACRP Report 33: Guidebook for Developing and Managing Airport Contracts – Chapter 1 Airline Agreements
<https://www.nap.edu/read/14482/chapter/2>

Corresponding Training Subtopics

- Ticket Counters & Baggage Claim
- Federal Aviation Administration
- No-Fly List & Selectees
- Passenger Removal from Aircraft
- Flying Armed

General Aviation/Fixed Base Operators

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

General Aviation (GA): Includes all civilian flying except scheduled passenger airliners.

Fixed-Base Operator (FBO): An organization granted the right by an airport to operate at the airport and provide aeronautical services such as fueling, aircraft hangars, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, and similar services.

Civilian Flight Schools: Most often located at GA facilities. TSA requires each school to submit all flight students’ personal information or a CHRC before training in certain types of aircraft.

IMPORTANT POINTS

GA operations are often part of a commercial airport. LE-SP need to understand where GA is located at their airport and how it operates. Access control, badging, and security requirements in GA areas may differ from the commercial side of the airport and should be discussed.

FBOs provide the essentials for airport and aircraft operators to perform their necessary duties. LE-SP need to know who they are and where they work on the airfield.

LEOs may be dispatched to a GA facility, flight school, or FBO for many reasons including suspicious activities, DUI pilot, theft of aircraft, or other incidents. Specific trends at your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- ALP and facility inventory maps
- ASP

Reports/Articles

- [General Aviation in the United States: A Fact Book on General Aviation and Aviation Service Businesses](#)
- FAA: Advisory Circular 150/5190-7: Minimum Standards for Commercial Aeronautical Activities (p. 3) https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5190-7
- Security Guidelines for General Aviation Airport Operators and Users https://www.tsa.gov/sites/default/files/2017_ga_security_guidelines.pdf

Regulations

- 49 CFR § 1552 – Flight Schools

Corresponding Training Subtopics

- Airport Layout & Designated Areas
- Access Control & Credentialing

Movement & Non-Movement Areas

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Movement Area: Consists of the runways, taxiways, safety areas, and all areas needed for safe landing, taking-off, hovering, and taxiing of aircrafts

Non-Movement Area: Includes all the areas outside the Movement Area where aircraft are parked, loaded, unloaded, and serviced

IMPORTANT POINTS

Driving in the Movement Area requires specific training and authorization by the airport. Vehicles may be required to communicate with the Air Traffic Control Tower, which also requires training on proper radio protocols before being allowed to drive in certain areas. Drivers must understand the line markings on the AOA pavement that delineates the difference between the movement and non-movement areas.

Driving in the Non-Movement area does not require communication with the Air Traffic Control Tower, but does require drivers to only drive within designated and marked traffic lanes and to understand the “clear zones” around aircraft, jet bridges, and safety zones/envelopes.

Driving rules and requirements for these areas at your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- ALP and facility inventory maps
- Airport driver’s training program
- Movement and Non-Movement maps, delineations, and ground signage
- Operations Management

Regulations

- 14 CFR § 139.329 – Pedestrians and Ground Vehicles

Corresponding Training Subtopics

- Access Control & Credentialing
- Vehicle Access Requirements
- Federal Aviation Administration
- Airport Emergency Plan

Vehicle Access Requirements

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Vehicle Access: Staffed or unstaffed access points where authorized vehicles and drivers may enter restricted areas of the AOA. Vehicle access to restricted areas is controlled to ensure only authorized vehicles and occupants are allowed entry.

IMPORTANT POINTS

Vehicle access is restricted and tightly controlled, as described in the ASP. Violations of the access requirements will likely result in significant penalties including fines, loss of access privileges, and possible arrest. LE-SP must be familiar with the vehicle access points and controls that are in place when responding to possible violations.

Other potential topics for discussion include (where applicable):

- Vehicle identification (e.g., company identification decals)
- Vehicle visibility (e.g., strobe lights, flags)
- Communications requirements (e.g., 2-way radio)
- Driver authorization (e.g., badge markings, recurrent training requirements)

RESOURCES

Airport/Knowledge Resources

- ALP and facility inventory maps
- ASP
- Airport driver’s training program

Regulations

- 49 CFR § 1542.203 – Security of the Air Operations Area (AOA)
- 49 CFR § 1542.207 – Access Control Systems

Corresponding Training Subtopics

- Airport Layout & Designated Areas
- Access Control & Credentialing

AIRPORT SECURITY & EMERGENCY RESPONSE

Relevant Government Stakeholders

Upon completion of this Topic, LE-SP should be able to recognize:

- The TSA’s function as it relates to the aviation industry
- The role and responsibilities of TSIs
- The FAA’s function
- The role of FAA Safety Inspectors
- The roles of various federal law enforcement agencies at airports
- The function of the Joint Terrorism Task Force
- The function of Fusion Centers and Terrorism Liaison Officers
- The role of the National Transportation Safety Board

Transportation Security Administration

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent
DEFINITION / RELATIONSHIP						

The Transportation Security Administration (TSA), an agency of the DHS, was created in response to the 9/11 terrorist attacks. Though their main function is aviation security, they are responsible for all transportation systems, including highways, railways, mass transit, and ports.

At airports, the TSA is responsible for creating and enforcing security rules and regulations, and for security screening operations. Common TSA personnel at airports are:

- **Federal Security Director (FSD)** – responsible for overseeing security operations, including screening of passengers and baggage; an airport’s ASP must be approved by their FSD
- **Assistant Federal Security Directors (AFSD)** – responsible for overseeing specific areas of security operations such as passenger screening (AFSD-S), inspections (AFSD-I), and law enforcement (AFSD-LE)
- **Transportation Screening Officer (TSO)** – primarily conducts screening operations for all passengers who fly on a commercial aircraft
- **Transportation Security Inspector (TSI)** – ensures airports, aircraft operators, cargo carriers, and all aviation-related entities that are regulated by TSA remain compliant with the CFR related to Transportation
- **Transportation Security Specialist – Explosives (TSS-E)** – serves as a technical expert on threats, such as IEDs, and provides related training and assistance to TSOs
- **Transportation Security Specialist – Canine (TSS-C)** – supervises canines that detect drugs, explosives, or other substances

IMPORTANT POINTS

TSIs are granted unfettered access to all areas of the airport to conduct inspections under authority granted by 49 CFR § 1542.5.

TSIs may perform undercover surveillance and testing of security operations as part of their ongoing security assessments. Examples include tests of the challenge program or surveillance at Secured Area access points to observe possible piggybacking/tailgating violations.

TSIs also investigate regulatory and some criminal violations. There may be significant interaction between the FSD or AFSD-LE, TSIs, and airport law enforcement for certain enforcement or criminal activities.

Coordination between TSS-C and airport owned canine (K9) teams is essential due to the dynamic nature of K9 handling and procedures. Regular updates should be provided to non-K9 officers.

Training content should include an overview of TSA personnel at your airport, preferred communication channels and protocols, and the roles and responsibilities of LE-SP in support to TSA activities.

RESOURCES**Airport/Knowledge Resources**

- TSA FSD and AFSDs
- ASP
- Local K9 Coordinator and/or handlers
- Airport MOU for K9s

Regulations

- The Aviation and Transportation Security Act of 2001
- 49 CFR § 1542.5 – Inspection Authority
- 49 CFR § 1542 – Subpart B – Airport Security Program

Reports/Articles

- TSA at a Glance
https://www.tsa.gov/sites/default/files/resources/tsaatglance_factsheet.pdf

Corresponding Training Subtopics

- Passenger Security Checkpoint
- Airport Security Program
- Airport Security Coordinator
- Law Enforcement Role & Support

Federal Aviation Administration

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Airports that serve air carrier operations must comply with 14 CFR § 139 requirements. The process for this is described in the Airport Certification Manual (ACM). Once in compliance, an airport is issued an Airport Operating Certificate, which allows it to function as a commercial airport.

The FAA promotes and regulates safe air transportation by setting standards of certifications for airmen, aircraft operators, and air agencies. The FAA performs inspections, surveillance, investigations, and enforcement involving violations of regulations and standards, which may overlap airport law enforcement activities.

IMPORTANT POINTS

Information regarding FAA certification is not essential to airport security training but will give security stakeholders knowledge of the role FAA has in airport safety.

FAA Safety Inspectors are the enforcers of FAA regulations and policies for airports and aircraft operators. They perform inspections, surveillance, and investigations of FAA regulatory violations and have a frequent presence at major airports, while smaller airports may receive more infrequent visits. FAA Safety Inspectors are allowed full and unfettered access to restricted areas of the airport using only their FAA Inspector credentials.

LE-SP may contact FAA Flight Standards District Offices when verifying airmen licenses, and reporting events such as aircraft accidents, laser hits on aircraft, and other aviation-related crimes or anomalies.

RESOURCES

Airport/Knowledge Resources

- ACM
- FAA Safety Inspector

Regulations

- 14 CFR § 139 – Airport Certification (FAA)

Websites

- FAA Regulations
http://www.FAA.gov/regulations_policies/FAA_regulations/
- Flight Standards
http://www.FAA.gov/licenses_certificates/airport_certification/

Corresponding Training Subtopics

- Airport Emergency Plan
- Airport Rescue & Firefighting
- Drills & Exercises

Federal Law Enforcement Agencies

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

As hubs for intercity, interstate, and international movement, airports are natural interception points for cross-jurisdictional crimes. For this reason, airport LE-SP should be prepared to coordinate with federal law enforcement agencies on matters that involve federal criminal statutes.

IMPORTANT POINTS

It is important for local LEOs to understand the primary duties of the various federal law enforcement agencies that routinely perform enforcement activities in airport environments. Some suggested agencies that may need to be covered in this training include:

Department of Justice (DOJ)

- FBI
- Drug Enforcement Agency (DEA)
- Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF)

U.S. Postal Service

- U.S. Postal Inspection Service (USPIS)

DHS

- U.S. Secret Service (USSS)
- Immigration and Customs Enforcement (ICE)
- Customs and Border Protection (CBP)
- U.S. Marshals Service
- Federal Air Marshal Service (FAMS)

Department of State

- Diplomatic Security Service (DSS)

In situations where the jurisdictional authority is unclear, it is advised to approach the FBI, which has the broadest jurisdictional mandate.

Training should include discussions and examples of the types of incidents that might involve a federal agency at the airport.

RESOURCES

Airport/Knowledge Resources

- Local federal agents

Corresponding Training Subtopics

- Joint Terrorism Task Force

Joint Terrorism Task Force

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Joint Terrorism Task Force (JTTF): A group of locally based specialists from federal law enforcement and intelligence agencies, as well as state and local agencies, that investigates, detects, interdicts, prosecutes, and removes terrorists, and dismantles terrorist organizations.

IMPORTANT POINTS

JTTF organizations are cells of highly trained, locally based investigators, analysts, linguists, SWAT experts, and other specialists who work in concert to detect and prevent terrorist attacks in the United States. The multi-agency effort is led by the DOJ and FBI, and combines resources of federal, state, and local law enforcement. There are over 200 JTTFs across the country, including one at each FBI field office, which all coordinate through the National JTTF at FBI Headquarters.

JTTF will be involved in terrorist-related investigations at airports.

Training should include preferred channels and protocols for communication with JTTF when needed.

RESOURCES

Airport/Knowledge Resources

- Local FBI
- Local JTTF

Corresponding Training Subtopics

- Federal Law Enforcement Agencies
- Fusion Centers & Terrorism Liaison Officer Program
- Insider Threat

Fusion Centers & Terrorism Liaison Officer Program

AUDIENCE				TIMING		
 Sworn LEOs	 Sworn LEOs	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Fusion Centers: Operate as focal points in states and major urban areas for the receipt, analysis, gathering, and sharing of threat-related information between federal; state, local, tribal, territorial (SLTT); and private sector partners. Fusion Centers perform several counter-terrorism functions, such as critical infrastructure threat and

vulnerability assessments. They also provide support and training for the Terrorism Liaison Officer (TLO) Program.

Terrorism Liaison Officer (TLO): A public safety agency’s main point of contact for terrorism-related matters. This individual receives training and information from the local Fusion Center and law enforcement, and is responsible for passing this information on to other members of their department. The TLO program is not available in all states, but is expanding around the country.

IMPORTANT POINTS

Fusions Centers are tasked with fostering communication and collaboration among fire service, law enforcement, federal homeland security intelligence communities, and public safety stakeholders. The general public can contact a Fusion Center to report suspicious activity. The information is then communicated to the appropriate law enforcement agency for potential investigation.

The TLO program is a valuable way to educate public safety personnel about the current types of activities that terrorists may be involved in at the local level. What may appear to be mundane activities to untrained individuals may be recognized by a TLO as possible pre-surveillance activities performed by terrorists.

Training should include preferred channels and protocols for communication with Fusion Centers when needed.

RESOURCES

Airport/Knowledge Resources

- Local Fusion Center representative
- Local TLO
- Local JTTF representative

Websites

- Terrorism Liaison Officer Information Network
<http://tlo.org>
- National Fusion Center Association
<https://nfcausa.org>

Corresponding Training Subtopics

- Joint Terrorism Task Force
- Insider Threat

National Transportation Safety Board

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Briefing

DEFINITION / RELATIONSHIP

National Transportation Safety Board (NTSB): An independent government agency responsible for civil transportation accident investigations. The NTSB has no regulatory or enforcement powers.

IMPORTANT POINTS

In addition to accident investigations, the NTSB is responsible for:

- Performing airman and mariner certification appeals
- Advocating and promoting safety recommendations
- Assisting victims of transportation accidents and their families

For major accidents, the NTSB will assemble and respond with a “Go Team” of specialists in the various fields relevant to the specific incident. The Go Team will be headed by an Investigator-in-Charge, and each of the other team members directs a “working group” for their area of expertise. The Go Team and individual working groups remain on the accident scene for a few days to weeks, as necessary to complete the on-scene portion of their investigation.

While not immediately applicable to airport security, LE-SP should be familiar the role of NTSB in the event of an accident.

RESOURCES

Airport/Knowledge Resources

- FAA Safety Inspector
- Annual and Triennial training exercises

Websites

- About the NTSB
<https://www.nts.gov/about/Pages/default.aspx>
- NTSB: The Investigative Process
<https://www.nts.gov/investigations/process/Pages/default.aspx>

Corresponding Training Subtopics

- Airport Emergency Plan

Airport Security Overview

Upon completion of this Topic, LE-SP should be able to recognize:

- Components of the Airport Security Program (ASP) and associated requirements
- The role and responsibilities of the Airport Security Coordinator
- Security-related technologies in use at their airport
- LE-SP’s role in airport security
- Insider threat characteristics and prevention strategies

Airport Security Program

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Airport Security Program (ASP): A formal, regulatory document, approved by the TSA that details an airport’s security arrangements. Included in the ASP are law enforcement standards and qualifications, response times to incidents at the passenger screening checkpoints, a description of the law enforcement support used, the training program for law enforcement personnel, and a system of maintaining records regarding law enforcement support and personnel.

The ASP provides critical information concerning the roles that LEOs have in responding to Elevated and Imminent Alerts issued by the National Terrorism Advisory System.

The document is dynamic in that it requires updates with changed security conditions, even if those conditions are temporary.

IMPORTANT POINTS

LE-SP must know and clearly understand their duties, response times, and reporting requirements as described in the ASP. Support functions that LE-SP must perform in compliance with the ASP include responding to calls for service and support of the airport, TSA, aircraft operators, and airport tenants, concessionaires, and vendors.

Failure to comply with the security arrangements as detailed in the ASP can result in fines and civil penalties by the TSA.

The ASP requires the protection of its contents as described in 49 CFR § 1520 – Sensitive Security Information.

Changes to the ASP are accomplished using amendments, which must be approved by the FSD prior to implementation.

RESOURCES

Airport/Knowledge Resources

- ASP
- ASC

Regulations

- 49 CFR § 1520 – Protection of Sensitive Security Information
- 49 CFR § 1542 – Subpart B – Airport Security Program
- 49 CFR §1542.213 – Training
- 49 CFR §1542.215 – Law Enforcement Support
- 49 CFR §1542.217 – Law Enforcement Personnel
- 49 CFR §1542.221 – Records of Law Enforcement Response

Corresponding Training Subtopics

- Airport Layout & Designated Areas
- Transportation Security Administration
- Airport Security Coordinator

Airport Security Coordinator

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

49 CFR § 1542.3 requires that every airport operator designate at least one Airport Security Coordinator (ASC). The ASC is responsible for all the security programs, processes, and procedures at a commercial airport and serves as an airport operator’s primary contact for security-related activities and communications with the TSA.

The ASC must be available 24/7 to respond in the event of an airport emergency or security violation. Alternate ASCs may be designated for the periods of time when the primary ASC is not available.

IMPORTANT POINTS

The ASC works closely with LE-SP to ensure all security requirements that require LEO intervention are met. The ASC may also work with LE-SP management to enhance, modify and/or change the requirements for officer activities (e.g., responding to alarms or a security checkpoint).

It is mandatory that any compromised security situation be reported to the ASC as soon as practical (e.g., a vehicle crashes through a perimeter fence). Reporting procedures specific to your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- ASC
- Assistant FSD for Law Enforcement (AFSD-LE)

Regulations

- 49 CFR § 1542.3 – Airport Security Coordinator

Corresponding Training Subtopics

- Transportation Security Administration
- Airport Security Program

Security Technologies

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Various technologies can be used as a force-multiplier to enhance security practices. They may be used to deter, detect, identify, track, and investigate criminal activity at an airport. Examples of security-related technology that may be in use at your airport include:

- Surveillance cameras
- Video analytics
- ID Management Systems
- Perimeter intrusion detection systems
- Gunshot detection systems

IMPORTANT POINTS

Discuss the security-related technologies deployed your airport and how they can be used to support law enforcement and enhance security efforts. Information provided should include:

- Technologies in use
- Capabilities and limitations
- Coverage areas
- Alarm/alert reporting structure
- Data storage limitations
- Privacy/legal considerations

RESOURCES

Airport/Knowledge Resources

- ASC

Reports/Articles

- Safe Skies PARAS reports: <https://www.sskies.org/paras/reports/>
 - PARAS 0015 – Guidance for Airport Perimeter Security
 - PARAS 0023 – Exit Lane Strategies and Technology Applications (anticipated release February 2021)
 - PARAS 0028 – Recommended Security Guidelines for Airport Planning, Design, and Construction (Revision of PARAS 0004; anticipated release October 2020)

Corresponding Training Subtopics

- Airport Perimeter

Law Enforcement Role & Support

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Federal regulations require that airports have the presence of qualified LE-SP who are trained and equipped to provide protection to airport assets, employees, and the public.

49 CFR § 1542.215 describes federally mandated support that uniformed law enforcement officers provide to the airport and its tenants, including the TSA. A key requirement is that the airport ensures there are law enforcement personnel in the number and manner adequate to support its security program and respond to incidents.

Non-sworn security personnel must receive training and authority to perform all the duties and fulfill all the requirement described in CFR § 1542.215. This includes the training and authorization to carry and use a firearm.

49 CFR § 1542.217 describes the minimum qualifications for law enforcement and security officer personnel who are assigned to work at an airport. This includes the training and authority officers must have to effectively perform their duties within an airport environment.

49 CFR § 1542.219 provides airports with the requirements for supplementing security in the event they do not have sufficient law enforcement personnel available.

49 CFR § 1542.221 requires that records be kept for specific crimes that law enforcement and security personnel respond to. Beyond these specific federal requirements, airport operators may require additional roles and expectations of LEOs as deemed appropriate (e.g., enforcement of state and local statutes/ordinances, criminal investigation, partnerships with local, state and federal drug enforcement programs, and other tasks).

IMPORTANT POINTS

LE-SP and other security stakeholders who are assigned to an airport must clearly understand their roles and responsibilities regarding the support of the ASP and protection of the tenants, aircraft operators, passengers, and employees working at the airport.

TSA requires LEOs to respond to a security checkpoint whenever there is a weapon, contraband, and/or threats to the integrity of the checkpoint. Typically, response times are mandated by the airport and documented in the ASP.

LE-SP also provide support to an airport whenever they are called to assist aircraft operators with issues (e.g., passengers who attempt to use fraudulent means to obtain flight tickets or engage in criminal activity onboard flights).

Airport emergencies require immediate response by LE-SP to assist with mitigating and minimizing damage to facilities and people. When major emergencies happen that prompt an airport to implement their Airport Emergency Plan (AEP), assistance will be required from the assigned LE-SP.

RESOURCES

Airport/Knowledge Resources

- Agency agreements for supporting the airport
- ASP
- ASC

Regulations

- 49 CFR § 1542.215 – Law Enforcement Support
- 49 CFR § 1542.217 – Law Enforcement Personnel Requirements
- 49 CFR § 1542.219 – Supplementing Law Enforcement Personnel.
- 49 CFR § 1542.221 – Law Enforcement Records of Response
- 49 CFR § 1544.217 – Law Enforcement Personnel

Reports/Articles

- Federal Grants Wire: Law Enforcement Officer Reimbursement Program
<https://www.federalgrantswire.com/law-enforcement-officer-reimbursement-agreement-program.html>
- AAAE: TSA Law Enforcement Officer (LEO) Reimbursement Program
https://www.aaae.org/AAAE/AAAEMemberResponsive/Advocacy/Briefs/TSA_Law_Enforcement_Officer_LEO_Reimbursement_Program.aspx

Corresponding Training Module

- Transitioning to an Airport Environment

Insider Threat

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Threat: As defined by DHS, natural or man-made occurrence, individual, entity, or action that has or indicates the potential to harm life, information, operations, the environment and/or property.

Insider Threat: A malicious threat to an organization that comes from people within the organization (e.g., employees, former employees, contractors, or business associates) who have inside information concerning an airport’s security practices, data, and computer systems.

Insider threat is considered by many to be the biggest vulnerability to an airport.

IMPORTANT POINTS

Badged employees may not be required to undergo physical searches before entering restricted areas or may use their insider knowledge to circumvent required searches. This provides the opportunity to introduce destructive devices and weapons or commit acts of sabotage. Insider knowledge of the airport can also be exploited by outside entities with intent to do harm. Considering this, it is imperative for LE-SP to be trained in ways to recognize and report possible insider threats.

Your airport's insider threat program and reporting process for suspicious activity should be discussed.

Your airport's inspection requirements and procedures for employees, vendors, and goods/consumables should be reviewed to ensure understanding.

RESOURCES

Airport/Knowledge Resources

- Local FBI
- ASC

Regulations

- 49 CFR § 1542 – Airport Security

Reports/Articles

- Safe Skies PARAS Reports: <https://www.sskies.org/paras/>
 - PARAS 0009 – Guidance for Security Management Systems (SeMS)
 - PARAS 0019 – Employee/Vendor Physical Inspection Program Guidance
 - PARAS 0026 – Insider Threat Mitigation at Airports (anticipated release January 2021)
- Report of the Aviation Security Advisory Committee on Insider Threat at Airports
https://www.tsa.gov/sites/default/files/asacinsidertthreatreport_072018.pdf
- Final Report of the Aviation Security Advisory Committee's Working Group on Airport Access Control
<https://www.tsa.gov/sites/default/files/asac-employee-screening-working-group-04-15.pdf>

Corresponding Training Subtopics

- Joint Terrorism Task Force
 - Fusion Centers & Terrorism Liaison Officer Program
 - Community Policing
-

Emergency Response

Upon completion of this topic, LE-SP should be able to recognize:

- Basic elements of the Airport Emergency Plan (AEP) and how it is implemented
- The types of incidents covered in the AEP
- The roles and responsibilities of airport security stakeholders and first responders during an airport emergency
- Expectations for supporting ARFF units
- Components of the airport’s evacuation and shelter-in-place plans
- Methods to safely evacuate persons with disabilities
- Requirements for emergency response drills and triennial exercises
- The role of the Airport Emergency Operations Center (AEOC) and the types of emergencies that require its use
- The intent of NIMS and its major components

Airport Emergency Plan

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

An Airport Emergency Plan (AEP) is required by 14 CFR § 139 to ensure each airport has a written, comprehensive procedure for responding to events that pose a threat to public safety. It is created and implemented by either the airport manager or an emergency response coordinator. Key sections include:

- Basic Plan – Overview of the airport’s approach to emergency operations, with policy definitions, response organization, and task assignments
- Functional Sections – Describe the critical services needed to manage, communicate, respond to, and mitigate incidents
- Hazard-Specific Sections – Describe the response needs for various specific types of emergencies

IMPORTANT POINTS

The AEP’s Functional Sections outline the core functions that will be required in any airport emergency. Typically, these include Command and Control, Communications, Law Enforcement/Security, and Firefighting and Rescue, among others. These sections describe who or what agency is responsible for each function, and the processes, roles, and responsibilities during each phase of an emergency (mitigation/preparation, response, and recovery). These sections are designed to apply to any generic emergency not already outlined in the AEP’s Hazard-Specific sections.

The Hazard-Specific sections cover plans and procedures for addressing the incidents listed below at a minimum. Airports may develop plans for additional crisis scenarios as deemed necessary.

-
- Aircraft incidents and accidents
 - Bomb incidents
 - Structural fires
 - Fires at fuel farms or fuel storage areas
 - Natural disasters
 - Hazardous materials/dangerous goods incidents
 - Sabotage, hijack incidents, and other unlawful interference with operations
 - Failure of power for movement area lighting
 - Water rescue situations, as appropriate

Training should include content specific to your airport's AEP to ensure LE-SP understand their roles and responsibilities.

RESOURCES

Airport/Knowledge Resources

- AEP
- ARFF representative
- Annual and triennial airport exercise results

Articles/Reports

- FAA Advisory Circular AC150/5200-31C Airport Emergency Plan
https://www.faa.gov/documentLibrary/media/150_5200_31c_chg1.pdf

Regulations

- 14 CFR § 139.325 – Airport Emergency Plan
- 49 CFR § 1542.307 – Incident Management
- 49 CFR § 1542.301 – Contingency Plan

Corresponding Training Subtopics

- Federal Aviation Administration
 - National Transportation Safety Board
 - Airport Rescue & Firefighting
 - Drills & Exercises
 - Airport Emergency Operations Center
 - National Incident Management System
-

Airport Rescue & Firefighting

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Aircraft Rescue & Fire Fighting (ARFF): the primary first responder for medical aid calls, vehicle accidents on airport property, fire/rescue, aircraft emergency alerts, and hazardous material spills.

Commercial airports are mandated to have ARFF support. LEOs may be called to provide additional assistance at emergency scenes.

IMPORTANT POINTS

LE-SP assistance at an emergency scene typically includes crowd control, traffic control, and assistance with victims.

LE-SP may be called to participate in joint training exercises.

Training content should include location of ARFF facilities and preferred channels and protocols for communication. Your airport's expected LE-SP roles and responsibilities in support of ARFF should be reviewed to ensure understanding.

RESOURCES

Airport/Knowledge Resources

- AEP
- ARFF representative

Regulations

- 14 CFR § 139.315 – Airport Rescue and Firefighting: Index Determination
- 14 CFR § 139.317 – Airport Rescue and Firefighting: Equipment and Agents
- 14 CFR § 139.319 – Airport Rescue and Firefighting: Operational Requirements

Corresponding Training Subtopics

- Federal Aviation Administration

Active Shooter Incidents

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Active Shooter: An individual actively engaged in killing or attempting to kill people in a confined and/or populated area. The shooter(s) can use a single or multiple firearms, and there may be no discernable pattern or method to their selection of victims. Active shooter situations are unpredictable and evolve quickly.

IMPORTANT POINTS

Training content should include the airport and agency's policies and plans regarding active shooter response, as well as relevant sections in the Airport Emergency Plan.

RESOURCES

Airport/Knowledge Resources

- AEP
- Other airport and agency response policies and plans
- SWAT Team representative

Reports/Articles

- Police Executive Research Forum: The Police Response to Active Shooter Incidents
https://www.policeforum.org/assets/docs/Critical_Issues_Series/the%20police%20response%20to%20active%20shooter%20incidents%202014.pdf
- DHS: Active Shooter – How to Respond
https://www.dhs.gov/xlibrary/assets/active_shooter_booklet.pdf
- Safe Skies PARAS reports: <https://www.sskies.org/paras/reports/>
 - PARAS 0022 Active Shooter Mitigation and Recovery (anticipated release September 2020)

Websites

- DHS Ready: Active Shooter
<https://www.ready.gov/active-shooter>

Corresponding Training Subtopics

- Airport Emergency Plan
- Evacuation & Shelter-in-Place Plans

Evacuation & Shelter-in-Place Plans

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Evacuation: The movement of people away from a threat or hazard

Shelter-in-Place: To seek protection at or near the current location

Repopulation: The process of restoring operations and allowing employees and the public to re-enter the affected area(s)

The AEP describes an airport’s evacuation and shelter-in-place plans.

IMPORTANT POINTS

Terminal evacuations may be spontaneous or deliberate. Spontaneous evacuations occur in response to sudden incidents that pose an immediate threat to a building or area’s occupants (e.g., fire, terrorist attack, earthquake, etc.) Deliberate evacuations are ordered when the situation is not immediately life threatening, but evacuating the building/area is the safest course of action (e.g., bomb threat, suspected IED, airplane crash on the ramp, etc.)

A shelter-in-place order may be implemented when leaving the building or room may pose more danger than remaining inside. Shelter-in-place orders are usually initiated in response to a natural disaster event (e.g., tornado, major storm) or criminal activities (e.g., active shooter).

When an event occurs, LE-SP may assist with the safe movement of people to locations away from danger, and/or may provide perimeter security around the hazardous area. The LE-SP need to be familiar with the AEP and pre-identified evacuation egress routes, as well as evacuee collection or muster locations to avoid uncontrolled or self-evacuated crowds.

Depending on the type of incident, the process of repopulating the affected areas can be complex. LE-SP should know the protocols and procedures for restoring operations and allowing employees and the public to re-enter facilities.

Additional considerations for training may include:

- Balance of life-safety and security issues
- Locations of emergency exits and where they lead to
- Locations of emergency cut-offs for HVAC
- Evacuation of persons with disabilities

RESOURCES

Airport/Knowledge Resources

- AEP
- Airport Evacuation and Shelter-in-Place Plans
- Map of airport evacuation routes and muster locations

Regulations

- 49 CFR § 1542.301 – Contingency Plan
- 49 CFR § 1542.307 – Incident Management
- 14 CFR § 139.325 – Airport Emergency Plan

Reports/Articles

- University of Maryland: Evacuation of Persons with Disabilities
<https://www.umuc.edu/documents/upload/evacuation-for-persons-with-disabilities.pdf>

Corresponding Training Subtopics

- Airport Emergency Plan
- Drills & Exercises

Drills & Exercises

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Tabletop Exercise

- Training for emergency responders and airport security stakeholders must be frequent and relevant, and is required to be completed annually.
- Participants include airport, aircraft operators, ARFF, law enforcement, mutual aid agencies, American Red Cross, FEMA, and others

Triennial Exercise

- Full-scale functional exercise required every 3 years
- Scenario/script followed may include multiple events at multiple locations
- Involves all emergency responders including equipment, actors made up to resemble victims, life-flight, and ambulance responses
- Moderators who evaluate the exercise and provide feedback during the “hot-wash” debriefing

Drill: The practical level of exercises and tests. It develops and maintains skills for a single emergency response procedure. A drill may focus on the emergency notification process to determine the effectiveness and timeliness of notifying participating personnel/organizations (e.g., FEMA).

An airport is required to hold annual emergency response drills as well as full-scale triennial exercises to ensure response procedures are relevant, effective, and efficient.

IMPORTANT POINTS

Training should include expected LE-SP support roles and responsibilities specific to your airport and a review of previous drill and exercise results.

RESOURCES

Airport/Knowledge Resources

- AEP
- Annual and triennial airport exercise results

Regulations

- 49 CFR § 1542 – Subpart D – Contingency Measures
- 17 CFR § 139.315 – Aircraft Rescue and Fire Fighting
- 14 CFR § 139.325 – Airport Emergency Plan

Articles/Reports

- ACRP Publications: <http://www.trb.org/Publications/PubsACRPPProjectReportsAll.aspx>
 - ACRP Synthesis – Research Results Digest 23 Synthesis of Information Related to Airport Practices
 - ACRP Report 95 – Integrating Community Emergency Response Teams (A-CERTs) at Airports
 - ACRP Synthesis 72 – Tabletop and Full-Scale Emergency Exercises for GA and Small Hub Airports

Corresponding Training Subtopics

- Airport Emergency Plan
- Airport Emergency Operations Center

Airport Emergency Operations Center

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Initial	Recurrent

DEFINITION / RELATIONSHIP

Airport Emergency Operations Center (AEOC): A physical location where an organization comes together during an emergency to coordinate resources and response/recovery actions.

IMPORTANT POINTS

These centers may be called command centers, situation rooms, war rooms, crisis management centers, or other similar terms. Regardless of the terminology, this is where the coordination of information and resources takes place. The AEOC is not an incident command post; it is the operations center where coordination and management decisions are facilitated.

AEOC location and uses specific to your airport should be discussed.

RESOURCES

Airport/Knowledge Resources

- AEP
- ARFF representative
- Annual and triennial airport exercise results

Articles/Reports

- FAA Advisory Circular AC150/5200-31c Airport Emergency Plan https://www.faa.gov/documentLibrary/media/150_5200_31c_chg1.pdf

Regulations

- 49 CFR § 1542.307 – Incident Management
- 49 CFR § 1542.301 – Contingency Plan

Corresponding Training Subtopics

- Airport Emergency Plan
- Drills & Exercises
- National Incident Management System

National Incident Management System

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

National Incident Management System (NIMS): provides a consistent nationwide template to enable government, private-sector, and nongovernmental organizations to work together during domestic incidents.

The four main components of NIMS are:

- **Fundamentals and Concepts:** Defines the scope of NIMS, guiding principles (Flexibility, Standardization, Unity of Effort), and key terms
- **Resource Management:** Provides guidance on how to collaborate and coordinate within and between organizations to effectively ensure resources are available in an emergency. Preparedness and Mutual Aid are key concepts of this NIMS component.
- **Command and Coordination:** Describes the systems, principles, and structures that are the framework of effective incident management. It consists of four functional groups that each has its own area of responsibility.
- **Communication and Information Management:** Addresses management of the systems and technologies needed to maintain situational awareness during an incident. Key principles are Interoperability; Reliability, Scalability, and Portability; Resilience and Redundancy; and Security.

IMPORTANT POINTS

The intent of NIMS is to:

- Apply across a full spectrum of potential incidents and hazard scenarios, regardless of size or complexity
- Improve coordination and cooperation between public and private entities in a variety of domestic incident management activities
- Provide a common standard for overall incident management

RESOURCES**Airport/Knowledge Resources**

- AEP
- ASP
- ARFF representative
- Annual and triennial airport exercise results

Regulations

- 49 CFR § 1542.307 – Incident Management
- 49 CFR § 1542.301 – Contingency Plan

Reports/Articles

- FAA Advisory Circular AC150/5200-31 Airport Emergency Plan

Websites

- Federal Emergency Management Agency
<https://www.fema.gov/national-incident-management-system>

Corresponding Training Subtopics

- Airport Emergency Plan
 - Drills & Exercises
 - Airport Emergency Operations Center
-

TRANSITIONING TO AN AIRPORT ENVIRONMENT

Aviation-Specific Policies & Procedures

Upon completion of this Topic, LE-SP should be able to recognize:

- The use and application of the TSA’s No-Fly and Selectee lists
- The policy for removing unruly passengers from aircraft
- Protocols for handling in-flight incidents
- Conditions under which an authorized person may fly armed
- The legal authority of Federal Flight Deck Officers
- Items on the TSA prohibited items list

No-Fly List & Selectees

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

No-Fly List: A list of individuals who are prohibited from ever boarding an aircraft.

Selectee: A list of individuals who must undergo additional security screening. This may be due to being included on a Selectee List or for meeting certain criteria.

IMPORTANT POINTS

No-Fly lists are consolidated within the Terrorist Screening Database, which is maintained by the FBI’s Terrorist Screening Center. The TSA maintains a portion of the Selectee List for individuals who pose a potential threat to transportation security but who may not have links to terrorism.

LE-SP should be familiar with the purpose and implications of these lists as they may be called to assist when individuals included on them are known or suspected to be at the airport. These lists may also be used by law enforcement for additional vetting or investigatory purposes.

RESOURCES

Airport/Knowledge Resources

- TSA Assistant FSD for Law Enforcement (AFSD-LE)
- Aircraft Operator Security Coordinator (AOSC) or Ground Security Coordinator (GSC)

Corresponding Training Subtopics

- Aircraft Operators
- Transportation Security Administration
- Joint Terrorism Task Force

Passenger Removal from Aircraft

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Unruly Passengers: Individuals who have demonstrated behavior that the flight crew has been deemed threatening or disruptive to the flight, the crew, or passengers.

Airlines have the right to refuse service to passengers who are unruly and pose a threat to the flight crew or other passengers if allowed to remain on the aircraft.

Passengers are required to leave the aircraft if ordered to by the flight captain.

IMPORTANT POINTS

LE-SP must be available to assist with involuntary passenger removal in the event a passenger refuses to disembark by order of the flight captain. If this occurs, the passenger must be removed in accordance with local policy, state, and federal aviation regulations, and the aviation industry's best practices.

Policies and procedures specific to your agency and airport for removal of passengers from aircraft should be reviewed.

It may be appropriate to discuss the United Express flight 3411 incident and associated lessons learned.

RESOURCES

Airport/Knowledge Resources

- Use-of-force policies
- AOSC or GSC

Regulations

- 49 CFR §1542.221 – Records of Law Enforcement Response

Corresponding Training Subtopics

- Aircraft Operators
- In-Flight Incidents

In-Flight Incidents

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Aircraft In-Flight: An aircraft from the moment all external doors close following boarding through the moment when one external door is opened to allow passengers to disembark, or until competent authorities take over responsibility of the aircraft and the individuals and property onboard (e.g., forced landing).

Incidents that occur on an in-flight aircraft may be investigated by state, local, or federal law enforcement agencies. Considerations that determine the investigating authority include the type of incident, who the involved subject(s) are, and if the location of the event can be determined to establish statutory jurisdiction. Incidents that occur in-flight require collaboration between agencies who may have responsibility or an interest in the investigation.

IMPORTANT POINTS

Crimes that are committed while an aircraft is in-flight officially fall under the jurisdiction of federal officials (49 USC § 46501), but many local police departments will handle in-flight incidents after giving the FBI the first right of refusal. Ensure trainees understand the protocols for handling in-flight incidents at your airport, and provide examples of a typical response to a misdemeanor versus a major felony (e.g., public intoxication vs. bomb threat).

Criminal incidents that occur on grounded aircraft usually involve violations of state statutes or local ordinances, and will typically be resolved by local law enforcement. However, federal law enforcement should be consulted for occurrences that are more serious in nature, may involve terrorism or threats to aviation security, are related to similar events at other airports, or any time there is a question about jurisdiction or investigative protocol.

RESOURCES

Airport Resources

- ASP
- Local FBI

Regulations

- 49 CFR § 1542.221 – Records of Law Enforcement Response
- 49 USC §§ 46501–07 – Aircraft Piracy and Related Offenses

Corresponding Training Subtopics

- Aircraft Operators
- Federal Law Enforcement Agencies
- Passenger Removal From Aircraft

Flying Armed

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Federal Flight Deck Officers (FFDO): Airline pilots who, after receiving specialized training and certification, are granted limited authorization to carry firearms and using force (e.g., lethal force) to defend the flight deck of an aircraft from air piracy or other criminally violent acts.

Federal Air Marshals (FAM): Federal law enforcement officers assigned to a passenger flight to protect passengers and crew from criminal and terrorist violence.

FAMs and FFDOs fly armed for the purpose of protecting the plane and its passengers while in flight.

Active LEOs for federal agencies may fly armed whether or not for official purposes, in accordance with their employing agency's policies. As outlined by TSA, they must meet the following conditions to fly armed:

- Be a federal law enforcement officer or a full-time municipal, county, state, tribal or territorial law enforcement officer who is a direct government agency employee
- Be sworn and commissioned to enforce criminal or immigration statutes
- Be authorized by the employing agency to have the weapon in connection with assigned duties
- Have completed the TSA Law Enforcement Officer Flying Armed Training Course

IMPORTANT POINTS

FFDOs are authorized to transport secured firearms in any state for a flight on which they are flying to or from as approved by the Federal Air Marshal Service as necessary for their participation and activities in the program. Outside the jurisdiction of aircraft flight decks, they are not authorized to exercise law enforcement powers (e.g., the power to make arrests, seek or execute warrants for arrest, seizure of evidence, etc.) or to otherwise act as federal law enforcement.

Training should cover the rules and regulations for flying armed. Although responsibility for confirming approved credentials and paperwork resides with aircraft operators and TSA, LE-SPs should be familiar with this process as they may be called upon to assist if these requirements are not met.

RESOURCES

Airport/Knowledge Resources

- TSA AFSD-LE
- AOSC or GSC

Regulations

- 49 CFR § 1540 – Aviation Security
- 49 CFR § 1544 – Aircraft Operator Security
- 49 CFR § 1546 – Foreign Air Carrier Operator Security
- 49 CFR §1540.111 – Carriage of Weapons, Explosives, and Incendiaries by Individuals

Websites

- TSA: FFDO Overview
<https://www.tsa.gov/about/federal-flight-deck-officer>
- TSA: Special Procedures – Law Enforcement
<https://www.tsa.gov/travel/law-enforcement>

Corresponding Training Subtopics

- Aircraft Operators
- Transportation Security Administration

Prohibited Items in Passenger Carry-On & Checked Baggage

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Commercial aircraft passengers are restricted from bringing specific items through the TSA security checkpoint. Additionally, some items may never be transported, even in a checked bag. Even if allowable for transport, some items may indicate a crime is being committed.

When items are discovered that may pose an immediate danger (e.g., guns or explosives) or indicate potential criminal activity (e.g., drugs or large amounts of cash), LEO assistance will be requested.

IMPORTANT POINTS

The list of prohibited items is important to understand when the TSA requests assistance, whether at the checkpoint or checked baggage screening area. Items may occasionally be added and/or deleted, so it is essential to remain up to date on the current list.

Passengers traveling internationally are required to declare cash in excess of \$10,000 USD to customs. Domestic travelers are not restricted in the amount of cash they may carry, but TSA may ask passengers to account for large amounts of cash if it appears suspicious. The TSA may contact LEOs if a passenger is uncooperative or if the passenger’s answers warrant further questioning.

The current prohibited items list should be reviewed along with related trends at your airport. State and local laws regarding the possession and transport of marijuana and paraphernalia should also be discussed to ensure understanding.

RESOURCES

Airport/Knowledge Resources

- AFSD
- Supervisory TSO
- GSC
- Agency or Department Operations Orders

Regulations

- 49 CFR 1540.111 – Carriage of Weapons, Explosives, and Incendiaries by Individuals

Websites

- TSA: What Can I Bring?
<https://www.tsa.gov/travel/security-screening/whatcanibring/all>
- TSA: Civil Enforcement
<https://www.tsa.gov/travel/civil-enforcement>

Corresponding Training Subtopics

- Passenger Security Checkpoint
 - Ticket Counters & Baggage Claim
-

Airport Environment Considerations

Upon completion of this Topic, LE-SP should be able to recognize:

- The important connection between LEOs and the general airport community
- The role and expectations of LEOs in an airport environment
- The effectiveness of community policing programs
- The necessary balance between security responsibilities and customer service expectations

Community Policing

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Community Policing: A policing strategy that focuses on collaborating with the community to prevent, identify, and solve problems. It represents the view that LEOs cannot achieve safe communities alone. It also recognizes that partnerships within the communities served improve the levels of mutual respect and may reduce tensions between LE-SP and communities.

Airports are particularly suited for this form of policing, as airport employees and stakeholders (the airport community) are typically aware of and trained in recognizing security concerns, and are invested in preventing and addressing them.

IMPORTANT POINTS

Airport LE-SP should work closely with groups in their community and create partnerships for the purpose of building relationships. Programs like Airport Watch and If You See Something, Say Something help bridge the communication gap. Airport officers should understand and accept the need to provide community partnerships that can aid them in the performance of their duties.

RESOURCES

Airport Resources

- ASP
- Airport Watch Program
- Insider Threat Program

Websites

- ORD Airport Watch Program
<https://www.ordairportwatch.org/>
- MSP Airport Watch Program
<https://www.msairport.com/public-safety/airport-police/airport-watch>
- Aircraft Owners and Pilots Association Airport Watch Program
<https://www.aopa.org/advocacy/airports-and-airspace/security-and-borders/airport-watch-security>

- DHS “If You See Something, Say Something” Program
<https://www.dhs.gov/see-something-say-something>

Corresponding Training Subtopics

- Insider Threat

Customer Service Expectations

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Airport LE-SP must balance their safety and security responsibilities with the need to provide exceptional customer service as representatives of the airport. It is necessary for all airport LE-SP to be trained in both disciplines to better understand and accept what is expected of them.

IMPORTANT POINTS

Airport customers and users often need help navigating through the maze that is traffic control, parking, ticketing, baggage claim, ground transportation, etc. Airport LE-SP are uniformed points of reference that people routinely reach out to in order to find answers. Airport LE-SP must be familiar with the environment in which they work in order to provide this assistance. Additionally, travelers may be on tight time schedules and emotionally stressed when seeking guidance. LE-SP must be prepared to exercise patience and react appropriately.

RESOURCES

Airport/Knowledge Resources

- ALP
- Information/Help Desk Personnel

Articles/Reports

- Police Magazine: Gate Keepers: America’s Airport Police
<https://www.policemag.com/339468/gate-keepers-americas-airport-police>
- Airport Improvement: Airport Policing in the 21st Century
<https://airportimprovement.com/article/airport-policing-21st-century>

Corresponding Training Subtopics

- Homeless Population at Airports
- Mental Health & Persons in Crisis

Airport Legal & Constitutional Considerations

Upon completion of this topic, LE-SP should be able to recognize:

- The importance of 14 CFR § 139 and 49 CFR § 1542 as they relate to the legal authority granted to airports
- State and local regulations that LE-SP may enforce at their airport
- Situations in which First Amendment issues might arise at airports
- Airports' designation as a non-public forums and how it relates First Amendment activity
- Exceptions to the general rule of probable cause necessary to support search and seizure activity at an airport
- Fourteenth Amendment concerns at an airport

Airport Legal Authority

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Airports have been granted legal authority by both FAA and TSA under their respective CFR Titles (14 and 49) to enforce and uphold airport security.

IMPORTANT POINTS

The TSA and FAA impose certain requirements on the local government for the operation of airports. Those requirements are made part of an ASP and may require the enactment of local laws to enforce the ASP. The federal government does not grant enforcement capability to state and local law enforcement. The jurisdiction of state and local law enforcement is derived solely from state law or local ordinance.

Since airports are granted legal authority by two government entities, it is important for security stakeholders to understand under which authority certain crimes or violations reside.

RESOURCES

Airport/Knowledge Resource

- ASP
- ASC

Regulations

- 14 CFR § 139 – Airport Certification
- 49 CFR § 1542 – Airport Security

Corresponding Training Subtopics

- Transportation Security Administration
- Federal Aviation Administration

State & Local Regulations

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

Generally, state and local regulations related to the airport include livery licensing for taxis and public transportation, and parking and vehicle movement laws and regulations.

IMPORTANT POINTS

This information is optional for law enforcement purposes, but may be more applicable to locations where enforcement of these regulations may be placed upon local LE-SP.

Regulations specific to your airport and corresponding LE-SP responsibilities should be discussed.

RESOURCES

Airport/Knowledge Resources

- Local legal expert

Corresponding Training Subtopics

- Landside Responsibilities
- Homeless Population at Airports
- Mental Health & Persons in Crisis

Federal Constitutional Issues

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent

DEFINITION / RELATIONSHIP

The constitutional principles that govern law enforcement at airports are the same principles that govern law enforcement in a community, but are subject to common exceptions, notably concerning the public’s First, Fourth, and Fourteenth Amendment rights.

IMPORTANT POINTS

Compliance with constitutional provisions is essential for effective law enforcement. However, LE-SP should understand the caveats that apply to the public’s constitutional freedoms when on airport property or seeking to board an aircraft.

First Amendment

First Amendment issues arise in airports in a wide range of contexts, including protests, labor picketing, solicitation by religious and other groups.

Airports are non-public forums, so reasonable restrictions (e.g., time, place, manner of public demonstration) can be placed on the exercise of First Amendment activities, which could not be imposed on public forums such as streets and parks. (*International Society for Krishna Consciousness v. Lee*, 505 U.S. 672, 679 [1992]; *McDonnell, et al. v. City and County of Denver*, 878 F.3d 747 [10th Cir. 2018])

“First Amendment activities” as a whole cannot be prohibited in airports. Rules and regulations limiting First Amendment activity should not prohibit all such activity, and should be applied equally, regardless of the content of the speech. (*Board of Airport Commissioners of the City of Los Angeles v. Jews for Jesus, Inc.*, 482 U.S. 569, [1987])

Review the airport’s established process to manage issues of speech and assembly.

Fourth Amendment

Exceptions to the rule of probable cause necessary to support search and seizure activity may apply within an airport context.

“Screening passengers at an airport is an ‘administrative search’ because the primary goal is not to determine whether any passenger has committed a crime but rather to protect the public from a terrorist attack.” *Electronic Privacy Information Center v. United States Department of Homeland Security*, 653 F.3d 1 (D.C. Cir. 2011). See also *United States v. Aukai*, 497 F.3d 955, 958-63 (9th Cir. 2007) (en banc) (passenger search at airport checkpoint); *United States v. Hartwell*, 436 F.3d 174, 178-81 (3d Cir. 2006) (Alito, J.)

Screening at the passenger checkpoint is considered implied consent, as the passengers have the ability to withdraw from the screening process at any time. “Prospective passengers must retain the option of avoiding the warrantless pre boarding searches by giving up their right to board the aircraft.” *United States v. Davis*, 482 F.2d 893, 912 and n.52 (9th Cir. 1973)

Canine sniff does not constitute a search (*Illinois v. Caballes*, 543 U.S. 405 [2005]). A positive reaction by the dog can justify and further search and seizure activity.

Extending the detention of an individual to conduct a canine search can be a Fourth Amendment violation. *Rodriguez v. the United States*, 575 U.S. ___, 2015 U.S. LEXIS 2807 (2015)

Law enforcement officers acting on canine alerts should have a thorough understanding of how canines and their handlers are trained and operate to gauge reliability properly. *Illinois v. Caballes*, 543 U.S. 405 (2005)

Fourteenth Amendment

The right to due process granted by the fourteenth amendment may affect how LE-SP may address loitering at the airport.

Laws that prohibit activities like loitering should be sufficiently descriptive to allow individuals to understand what activities are prohibited. *Papachristou v. City of Jacksonville*, 405 U.S. 156 (1972)

If an airport is looking to promulgate and enforce vagrancy or loitering ordinances, the prohibited conduct must be clearly specified, and the discretion afforded to law enforcement restricted.

RESOURCES**First Amendment Resources**

- *Board of Airport Commissioners of the City of Los Angeles v. Jews for Jesus, Inc.*, 482 U.S. 569 (1987) <https://www.oyez.org/cases/1986/86-104>
- *International Society for Krishna Consciousness v. Lee*, 505 U.S. 672 (1992) <https://www.oyez.org/cases/1991/91-155>
- *Stanton v. Fort Wayne-Allen County Airport Auth.*, 834 F. Supp. 2d 865, 872 (N.D. Ind. 2011) (District Court upholds time place and manner restrictions of Ft. Wayne Airport) <https://casetext.com/case/stanton-v-fort-wayneallen-cnty>
- *McDonnell, et al. v. City and County. Of Denver*, 878 F.3d 747(10th Cir. 2018)
- *International Society for Krishna Consciousness of California, Inc. v. The City of Los Angeles*, 764 F.3d 1044 (9th Cir, 2014) (Ninth Circuit affirms LAX status as a nonpublic forum and regulations on airport solicitation).
- Jodi L. Howick. (2014). "Regulations Affecting the Exercise of First Amendment Activities at Airports." The National Academies Press.

Fourth Amendment Resources

- *United States v. Rivera*, 2014 U.S. Dist. LEXIS 151950 (Dist. V.I.2014).
- *Electronic Privacy Information Center v. United States Department of Homeland Security*, 653 F.3d 1 (D.C. Cir. 2011)
- *United States v. Aukai*, 497 F.3d 955, 958-63 (9th Cir. 2007) (en banc)
- *United States v. Hartwell*, 436 F.3d 174, 178-81 (3d Cir. 2006) (Alito, J.)
- *Illinois v. Caballes*, 543 U. S. 405 (2005)

Fourteenth Amendment Resources

- *Papachristou v. City of Jacksonville*, 405 U.S. 156 (1972).

Corresponding Training Subtopics

- Community Policing
- Homeless Population at Airports

Additional Airport Issues

Upon completion of this topic, LE-SP should be able to recognize:

- Implications of homeless populations at airports
- Mental health considerations
- Strategies for identifying and responding to persons in crisis
- Characteristics of human trafficking

Homeless Population at Airports

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent
DEFINITION / RELATIONSHIP						
<p>Homelessness: The circumstance in which individuals are without a permanent dwelling (e.g., a house or apartment). The homeless are most often unable to acquire and/or maintain regular, safe, secure, and adequate housing due to a lack of or unsteady income. (Wikipedia, n.d.)</p> <p>Airports offer a safe and comfortable environment that can draw homeless and transient individuals.</p>						
IMPORTANT POINTS						
<p>Your airport's policy regarding homeless and transient individuals should be reviewed to ensure understanding.</p> <p>City or county ordinances may be in place to address populations that seek shelter in your airports. If so, they should be discussed to ensure LE-SP are equipped to properly enforce them.</p> <p>Review Fourteenth Amendment considerations regarding loitering and vagrancy.</p>						
RESOURCES						
<p>Airport/Knowledge Resources</p> <ul style="list-style-type: none"> • Airport Legal Council • Airport Community Relations Department <p>Articles/Reports</p> <ul style="list-style-type: none"> • TCRP Synthesis Report 121 – Transit Agency Practices in Interacting with People Who Are Homeless (2016) – https://www.nap.edu/read/23450/chapter/1 <p>Corresponding Training Subtopics</p> <ul style="list-style-type: none"> • Federal Constitutional Issues • Mental Health & Persons in Crisis 						

Mental Health & Persons in Crisis

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Like many employers and public-facing entities, airports experience the effects of mental illness in the diverse populations of their facilities. These populations include passengers, employees, and the non-traveling public, some of whom may be homeless.

Person in Crisis (PIC): A person whose mental health symptoms or level of distress have exceeded the person's internal ability to manage his or her behavior or emotions in the immediate situation. While being under the influence of intoxicating substances often exacerbates mental health symptoms, behavior associated merely with being intoxicated does not indicate a person in crisis. (Lexipol 2019)

IMPORTANT POINTS

LE-SP should be trained in how to recognize and appropriately handle signs and symptoms of a PIC, where and how to summon mental health professionals for assistance, and available community resources. Generally, the goal for response is to safely de-escalate a situation.

Your airports response procedures should be reviewed to ensure LE-SP are adequately prepared to respond.

RESOURCES

Articles/Reports

- Bureau of Justice Assistance: Police-Mental Health Collaboration Toolkit
<https://pmhctoolkit.bja.gov/>
- Lexipol: Law Enforcement Response to People in Crisis
<https://info.lexipol.com/mental-illness-report>
- Crisis Intervention Programs
<https://www.nami.org/get-involved/law-enforcement-and-mental-health>
- International Association of Chiefs of Police: Responding to persons Experiencing a Mental Health Crisis
<https://www.theiacp.org/resources/policy-center-resource/mental-illness>

Corresponding Training Subtopics

- Homeless Populations at Airports

Human Trafficking

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Initial	Recurrent

DEFINITION / RELATIONSHIP

Human Trafficking: Defined in U.S. law as the use of force, fraud, or coercion to control a person for the purpose of forced labor or commercial sex. The term also applies to minors who are induced into commercial sex, regardless of whether force, fraud, or coercion is involved.

Airports are major hubs for transport of trafficking victims.

IMPORTANT POINTS

Awareness training should cover signs of human trafficking as well as your airport's reporting and response policies.

In most cases airports advise their employees not to intervene directly, and instead to immediately report their observations to law enforcement or a reporting hotline.

The DHS's Blue Campaign, linked below, provides many valuable resources for human trafficking awareness and detection training.

RESOURCES

Airport/Knowledge Resources

- Human Trafficking Reporting and Response Policies
- FBI Human Trafficking Task Force representative
- U.S. ICE Homeland Security Investigations representative

Websites

- DHS Blue Campaign
 - Law Enforcement Support: <https://www.dhs.gov/blue-campaign/law-enforcement-support>
 - Awareness Training: <https://www.dhs.gov/blue-campaign/awareness-training>
 - Resources: <https://www.dhs.gov/blue-campaign/share-resources>
- Umitas
<http://www.umitas.ngo/>
- Runaway Girl
<https://runawaygirl.com/>

Articles/Reports

- Airports Council International *Combatting Human Trafficking Handbook*
<https://store.aci.aero/form/combating-human-trafficking-handbook/>

Corresponding Training Subtopics

- Federal Law Enforcement Agencies
- Community Policing

Communicable Diseases

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Non-Sworn Security	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Communicable Diseases: Illnesses that can be transmitted between people via direct contact (e.g., bodily fluids, skin contact) or indirect contact (e.g., contaminated surfaces, airborne).

The potential for the spread of communicable diseases among passengers on aircraft and in the airport is significant.

IMPORTANT POINTS

U.S. Customs and Border Protection (CBP) and U.S. Coast Guard officers are authorized to help enforce quarantine orders on behalf of the Centers for Disease Control and Prevention (CDC). The CDC may also request assistance from local law enforcement to aid in enforcing quarantine orders. LE-SP responsibilities for assisting in quarantine enforcement or other related activities will depend on local laws and airport/agency policies.

Airports may include their response plan in the AEP or may have a stand-alone plan.

Responsibilities specific to your airport should be reviewed to ensure LE-SP understand their potential role.

RESOURCES

Airport/Knowledge Resources

- AEP
- CDC Quarantine Center representative
- Local CBP representative

Articles/Reports

- ACRP Reports: <http://www.trb.org/Publications/PubsACRPPProjectReportsAll.aspx>
 - ACRP Synthesis 83 – Preparing Airports for Communicable Diseases on Arriving Flights (2017)
 - ACRP Report 91 – Infectious Disease Mitigation in Airports and on Aircraft
 - ACRP Conference Proceedings 55 – Airport Roles in Reducing Transmission of Communicable Diseases
- US DOJ: The Role of Law Enforcement in Public Health Emergencies
<https://biotech.law.lsu.edu/cases/pp/214333.pdf>
- CDC Quarantine Fact Sheet
<https://www.cdc.gov/nczid/dgmg/quarantine-fact-sheet.html>

Corresponding Training Subtopics

- Federal Law Enforcement Agencies
- State & Local Regulations

EVOLUTION OF AVIATION SECURITY

Aviation and Terrorism

Upon completion of this topic, LE-SP should be able to recognize:

- The definition of terrorism
- The difference between domestic and international terrorism
- Key historical events that initiated the creation of aviation safety and security agencies and regulations

Aviation & Terrorism

AUDIENCE				TIMING		
						
Sworn LEOs	Non-Sworn Security	Other Agencies	Security Managers	Initial	Briefing	Recurrent

DEFINITION / RELATIONSHIP

Terrorism: Defined in 22 USC § 2656f as “premeditated, politically motivated violence perpetrated against non-combatant targets by sub-national groups or clandestine agents.” The FBI recognizes two types of terrorism:

- **International Terrorism:** Violent, criminal acts committed by individuals and/or groups who are inspired by, or associated with, designated foreign terrorist organizations or nations (state-sponsored)
- **Domestic Terrorism:** Violent, criminal acts committed by individuals and/or groups to further ideological goals stemming from domestic influences, such as those of a political, religious, social, racial, or environmental nature.

The aviation system continues to be a prime target for terrorism.

IMPORTANT POINTS

The DHS National Terrorism Advisory System (NTAS) communicates current developments and trends in terrorist threats via Bulletins and Alerts, which may be issued to the general public or directly to the law enforcement agencies affected. A Bulletin provides general information about trends and events, while Alerts indicate a credible, specific threat. Alerts will be categorized as either Elevated or Imminent, depending on whether the threat is impending.

If possible, provide trainees with an example of an NTAS Alert, review the types of information it provides, and discuss how an Alert may impact LE-SPs’ activities and operations at an airport.

RESOURCES

Airport/Knowledge Resources

- ASP
- ASC
- NTAS Alert example
- Local JTTF

Websites

- FBI Terrorism
<https://www.fbi.gov/investigate/terrorism>
- DHS NTAS
<https://www.dhs.gov/national-terrorism-advisory-system#>

Articles/Reports

- Safe Skies PARAS Reports: <https://www.sskies.org/paras/reports/>
 - PARAS 0009 – Guidance for Security Management Systems (SeMS)
 - PARAS 0026 – Insider Threat Mitigation at Airports (anticipated release February 2021)

Corresponding Training Subtopics

- Federal Law Enforcement Agencies
- Joint Terrorism Task Force
- Fusion Centers & Terrorism Liaison Officer Program

Historical Events of Significance

AUDIENCE				TIMING		
 Sworn LEOs	 Non-Sworn Security	 Other Agencies	 Security Managers	 Initial	 Briefing	 Recurrent
DEFINITION / RELATIONSHIP						

Aviation security as we know it has been shaped, and continues to evolve, in response to malicious threats, attempts, and attacks on the lives of the traveling public. By understanding the context in which current security regulations were enacted, LE-SP may gain a deeper appreciation for the role they play in securing the airport.

IMPORTANT POINTS

Some of the major incidents in or affecting the U.S. are listed below with their corresponding security responses, where applicable.

- **1960–1969, 100 hijack attempts of U.S. aircraft**
FAA prohibits concealed firearms and interference with flight crews (1961), create a Peace Officers Program (precursor to Federal Air Marshals [1961]), require cockpit doors to be locked at all times (1964).
- **November 1972, Southern Airways 49 Hijacking**
FAA requires all passengers and their belongings to be physically screened.
- **December 1987, Pacific Southwest Airlines 1771**
Flight crew subject to screening, airline and airport employee credentials must be seized upon employee termination.
- **December 1988, Pan Am 103, Lockerbie Bombing**
FAA requires x-ray or physical search of checked bags on certain U.S. carriers, and airlines to positively match checked bags to passengers.
- **September 2001, 9/11 attacks**
The DHS is created and the TSA assumes responsibility of screening at U.S. airports. Dangerous items (e.g., scissors, box cutters, etc.) are banned from carry-on bags.
- **December 2001, Shoe Bomber**
TSA begins random searches of passenger shoes (amended in 2006 to 100% shoe screening).

- **August 2006, Transatlantic Aircraft Plot**
TSA limits amounts of liquids, gels, and aerosols allowed in carry-on bags (3-1-1 rule).
- **December 2009, Underwear Bomber**
TSA accelerates rollout of body scanner systems at passenger checkpoints
- **November 2013, LAX shooting targeting TSA employees**
The Gerardo Hernandez Airport Security Act was passed in 2015. The Act directs the TSA to verify that all airports where the TSA performs or oversees security-related activities have appropriate response plans, to share best practices with each airport, and to report to Congress on the capacity of law enforcement, fire, and medical response teams to communicate and respond to security threats at airports.
- **January 2017, FLL Baggage Claim Shooting**

RESOURCES

Airport/Knowledge Resources

- ASC
- ASP
- TSA FSD

Articles/Reports

- Los Angeles Times: U.S. Aviation Security Timeline
<https://www.latimes.com/archives/la-xpm-2011-jun-12-la-tr-airline-safety-timeline-20110612-story.html>
- International Institute for Counter-Terrorism: Trends in Aviation Terrorism
<https://www.ict.org.il/Article/1757/trends-in-aviation-terrorism#gsc.tab=0>
- TSA: Transportation Security Timeline
<https://www.TSA.gov/timeline>
- DHS: History
<https://www.dhs.gov/history>
- NPR: Why Do Terrorists So Often Go For Planes?
<https://www.npr.org/2012/05/15/152750767/why-do-terrorists-so-often-go-for-planes>
- NBC: A Recent History of Airport Shootings
<https://www.nbclosangeles.com/news/local/a-recent-history-of-airport-shootings/1963806/>

Corresponding Training Subtopics

- Transportation Security Administration
- Airport Security Program

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