

**United States Department of Homeland Security (DHS)  
Transportation Security Administration (TSA)**



**Overview of  
Last Point of Departure (LPD)  
Service Approval to the United States**



# **Transportation Security Administration International Operations by the Numbers**

# TSA International Operations by the Numbers

- The TSA inspects approximately 280 Last Point of Departure (LPD) airports (those with direct flights into the United States)
- There are 109 countries with at least one LPD airport
- Responsible for securing nearly 700 foreign repair stations
- Approximately 10 billion pounds of cargo is transported on commercial aircraft annually from foreign airports
- There are 40 recognized countries in the TSA National Cargo Screening Program



# **Overall Process for LPD Service Approval from the United States Government**

# Overall Process for Direct Flights to the United States

- A foreign civil aircraft operator that desires to conduct foreign air transportation operations into the United States (or have a U.S. operator place its airline code on the foreign operator's flights) must file an application with the U.S. Department of Transportation (DOT).
- Before DOT will issue the authority, among other things, it contacts other U.S. Government agencies, including, but not limited to, the FAA for a safety determination.
- It also will notify the Transportation Security Administration (TSA) so that TSA can work with the operator and/or homeland government, to ensure that all security requirements are fulfilled.



# **Overall Process for LPD Service Approval from the TSA**

# Overall TSA Approval Process for LPD Service

- If a foreign air carrier plans to serve the U.S. non-stop from its home country and the last-point-of-departure (LPD), it must contact its designated TSA International Industry Representative (IIR).
- IIRs are the main points of contact for air carriers during start-up service to the U.S.
- IIRs facilitate this process by working closely with both the TSA Representative (TSAR), who is the primary point of contact for the Civil Aviation Authority, and the team of Transportation Security Specialists (TSSs), who will eventually conduct a Foreign Airport Assessment prior to start-up service.



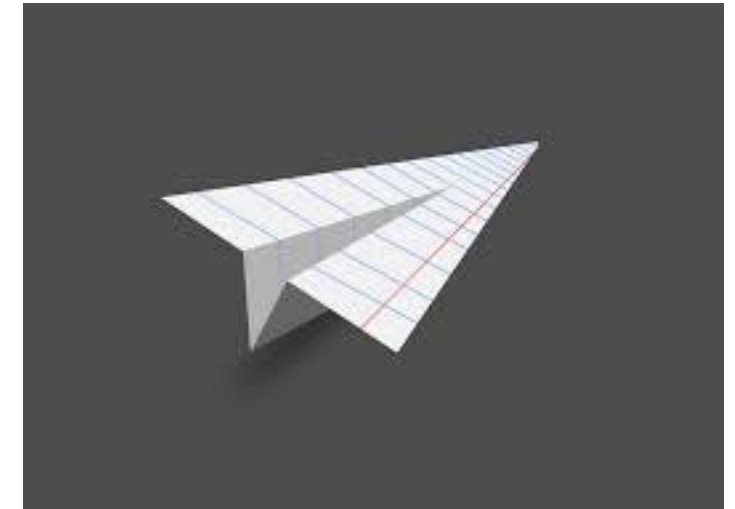
# Overall TSA Approval Process for LPD Service

- A senior official from the air carrier must contact the IIR to express interest in start-up service. At that time, the air carrier will name a designated representative who will work with the IIR to continue the start-up process.
- The foreign air carrier must submit a formal letter of intent (1) on company letterhead, (2) signed and sent by a senior management official from the foreign air carrier to the IIR (3) highlighting the following details of all proposed flights to and from the U.S.:
  - Proposed dates for the start of operations
  - U.S. and Non-U.S. locations where the foreign air carrier currently operates and intends to operate flights to and from
  - Schedules – if available
  - Type of Flights: a) Passenger or b) All Cargo Operations - If Passenger, will there be cargo transported as well (i.e., mixed)
  - Type of aircraft



# Overall TSA Approval Process for LPD Service

- Upon receipt of this formal letter, the IIR will reply with a Welcome Letter and initiate discussions concerning the start-up process with the foreign air carrier's designated representative, and will review the step-by-step instructions associated with the start-up process.
- Once the foreign air carrier has indicated to the IIR the date for the carrier's initial flight, the TSAR will work with the Civil Aviation Authority to schedule an assessment, conducted by TSSs. This assessment will determine if the LPD airport's security measures comply with ICAO SARPs, specifically Annex 17 of the Chicago Convention.
- U.S. and foreign carriers must adopt and implement a TSA-approved security program for their flights to, from, within, and overflying the U.S.
- In addition, TSA must be granted access to conduct assessments of the carrier and airports providing service to the U.S.



# Overall TSA Approval Process for LPD Service

- When New Service is proposed for a New Point of Departure, the New Service Review Process will be completed within 90 calendar days and consist of the following:
  - Confirmation of the Air Carrier's Economic Authority Certificate;
  - Regional Threat assessment by the USG;
  - Review of the new point of departure country's relevant international agreements and arrangements with the United States and TSA;
  - TSA Foreign Airport Assessment, conducted not less than 30 calendar days prior to the Air Carrier's proposed New Service start date;
  - MANPADS assist visit, if deemed necessary by the results of the threat assessment;
  - Review of the subject Air Carrier's security program and implementing procedures; and
  - If the proposed New Service also involves a New Carrier, additional measures may be required.

# **TSA Foreign Airport Assessment Program (FAAP)**

# Overall TSA Approval Process for LPD Service

- The Foreign Airport Assessment Program allows the TSA to confirm information about the airport's system for implementing the International Civil Aviation Organization (ICAO) Standards and Recommended Practices, set forth in Annex 17 to the Convention on International Civil Aviation.
- The program is designed to evaluate, review, study, and analyze the aviation security programs and activities of a foreign airport for the purpose of providing information for decision making, including recommendations for the enhancement of security procedures, programs, and policies.
- The information obtained during a foreign airport assessment will be used primarily by the Secretary of Homeland Security to determine if a foreign airport maintains and carries out effective security measures in accordance with ICAO SARPs.
- If at some point TSA determines that an airport has not maintained and implemented adequate security measures, it normally provides a confidential 90-day notice period for the airport to correct critical deficiencies. TSA may offer technical support in working with host government officials to develop a corrective action plan to sustainably correct security deficiencies as quickly as possible.



# Overall TSA Approval Process for LPD Service

- The process consists of Observations, Briefings, Interviews, and Document Reviews.
- During the Document Review process, the Airport Security Program, Airport Contingency Plan, flight schedules for U.S.-bound flights, and airport maps identifying terminal buildings and perimeter access points providing direct access to the airport's security restricted areas will be reviewed.
- The following areas will be thoroughly observed and/or reviewed during the assessment process:
  - Airport General
  - Airport Operations
  - Quality Control
  - Access Control
  - Aircraft Security
  - Passenger and Cabin Baggage Screening
  - Hold Baggage Screening
  - Cargo, Mail, and Other Goods
  - Acts of Unlawful Interference
  - Catering Operations
  - Public and Threat Mitigation



# Overall TSA Approval Process for LPD Service

- At the conclusion of the Foreign Airport Assessment, the host government will be out-briefed of the assessment section outcomes.
- Each assessment section will include the TSA TSSs observations and information of the foreign airport's implementation and compliance with ICAO SARPs for security.
- The assessment sections contain a description of the measures in use by a State and/or airport to meet the TSA-selected ICAO SARPs. The report will contain a concise, objective account of the observations made and the information received during the assessment, as well as an impartial analysis of the effectiveness of the security measures in place.
- All ICAO SARPs identified as being in need of enhancements or corrective actions will be addressed and recommendations will be provided to implement both short-term and permanent solutions to the conditions needing enhancements or corrective actions.
- A formal assessment report will be provided to the host government approximately 45-days after the assessment.



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