

**ANNEX VI to the
Memorandum of Agreement between
the Transportation Security Administration and
the Federal Aviation Administration**

**AIR CARRIERS
AND COMMERCIAL OPERATORS**

1. Purpose. The Transportation Security Administration (TSA) and the Federal Aviation Administration (FAA) (“the Parties”) have a mutual interest in ensuring security and safety in aviation. To achieve this purpose, the Parties agree to abide by the terms of this Annex, subject to applicable federal laws, regulations, and policies.

2. Definitions. As used in this Annex:
 - a. The term “aviation safety inspector” (“ASI”) means an employee of FAA whose responsibility is to oversee air carrier and commercial operator operations to determine whether those operations conform to FAA regulations, directives and procedures. The ASI may be the Principal Operations Inspector, the Principal Maintenance Inspector, or the Principal Avionics Inspector, as appropriate in particular circumstances.

 - b. The term “coordinate” means to take action which provides reasonable notice of an agency’s activities and which affords the notified agency, when possible, a reasonable opportunity to address concerns raised by such notice.

 - c. The term “principal security inspector” (“PSI”) means an employee of TSA whose responsibility is to ensure that air carriers are implementing security programs that comport with TSA regulations, directives and procedures.

 - d. The term “reasonable notice” means as soon as possible, preferably prior to action, without placing an activity in jeopardy.

3. Action. The Parties agree to make continuing good faith efforts to coordinate on (a) addressing the missions and interests of the other Party, (b) avoiding duplication or conflict in agency authorities, (c) providing consistent and authoritative information to the U.S. Congress, stakeholders or other interested parties, and other persons, and (d) furthering the aviation safety and security interests of the United States. These efforts to coordinate will commence as soon as reasonably practicable under the circumstances.

4. Possible Violations Discovered by the Other Party. If FAA discovers information relating to possible violations of TSA requirements or possible violations of 28 CFR Part 105 (2002) (Screening of Aliens and Other Designated Individuals Seeking Flight Training), it will refer the information to TSA. If TSA discovers possible violations of FAA requirements, it will refer the information to FAA.
5. Implementation of Regulations, Policies, and Practices. In accordance with paragraph 3, the Parties will coordinate as soon as practicable to develop strategies to implement regulations, policies, and practices where the Parties agree that a common implementation program is appropriate.
6. Training. The Parties will periodically examine existing air carrier and commercial operator training programs to ensure that they reflect current law and security threat information. The Parties will consult with each other in developing and updating air carrier and commercial operator crewmember training requirements specified in TSA-approved security training programs and update air carrier and commercial operator crew training requirements.
7. Coordination between PSIs and ASIs. PSIs have primary responsibility for overseeing aircraft operators' compliance with security programs, and ASIs have primary responsibility for overseeing air carriers' and commercial operators' compliance with federal safety regulations, policies, and directives. To optimize the discharge of these responsibilities, ASIs and PSIs will seek early and frequent coordination with each other whenever their activities may substantially affect the other's mission.
8. Procedure for Coordination. The Parties will coordinate as follows in regard to the matters that are the subject of this MOA.
 - a. Each Party will establish a reporting procedure within its organization to identify issues to be communicated to the organization's point of contact ("POC") for communication to the other Party's POC.
 - b. The POCs for the Parties will meet periodically, and occasionally as appropriate, to address areas of concern.

9. Actions Requiring Departmental Approval. In addition to the coordination described above, if either Party engages in activities which could ultimately result in an action requiring the approval of the head of the Department in which either Party operates, the Parties will follow any applicable Departmental approval and coordination policies.

10. Points of Contact. For purposes of initiating coordination required by this Annex, the point of contact for the Party taking action, or the point of contact's designee, will communicate with the point of contact of the affected Party, or the point of contact's designee. Subject to updates by the Parties, the following will constitute points of contact with respect to this Annex:

TSA:

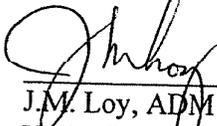
The POC is the Manager, Air Carrier Inspections Division.
The POC for the Federal Air Marshal Program is the Federal Air Marshal Service, Liaison Division.
Transportation Security Administration
TSA Headquarters
701 South 12th Street
Arlington, VA 22202

FAA:

TSA Liaison, AFS-220.
Flight Standards Service
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20591

APPROVED BY:

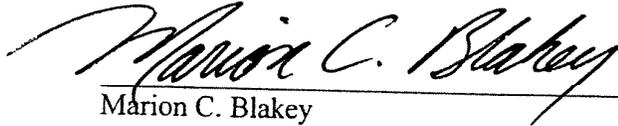
TRANSPORTATION SECURITY ADMINISTRATION



J.M. Loy, ADM
Under Secretary of Transportation for Security

2/28/03
Date

FEDERAL AVIATION ADMINISTRATION



Marion C. Blakey
Administrator

2/28/03
Date