

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

**GENERAL AVIATION**

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 “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.
  - b. The term “general aviation,” for purposes of this Annex, means aircraft operations other than operations by certificate holders under part 119 of Title 14, Code of Federal Regulations (CFR) or military operations.
  - c. The term “reasonable notice” means as soon as possible, preferably prior to action, without placing an activity in jeopardy.
3. Actions.
  - a. General Coordination. The Parties will make continuing good faith efforts to coordinate on (1) addressing the missions and interests of the other Party; (2) avoiding duplication or conflict in agency authorities; (3) providing consistent and authoritative information to the U.S. Congress, stakeholders or other interested parties, and other persons; and (4) furthering the transportation safety and security interests of the United States. These efforts to coordinate will commence as soon as reasonably practicable under the circumstances, preferably at the earliest stage of development.
  - b. Specific Coordination. In accordance with the general coordination obligations expressed in paragraph 3a, the Parties will coordinate:
    - (1) The development of training programs to educate FAA personnel on security requirements and how to avoid compromise of security.
    - (2) The development of training programs to educate TSA personnel on safety hazards at airports and with aircraft.

- (3) Planning or actual field inspection of airports and/or aircraft when such activities are likely to pose either a security risk or safety hazard to the inspector(s).
- (4) Delivery of aviation security training to airmen.
- (5) Responses to any inquiry that relates to the other Party's activities that affects the missions of both Parties, by a Member of Congress, the General Accounting Office, the Office of Management and Budget, or the Congressional Budget Office. Annex II to this MOA sets forth procedures to be followed with respect to Legislative Activities.
- (6) Responses to any inquiry from any person that relates to the other Party's activities that affects the missions of both Parties, if such communication may substantially affect aviation safety or security.
- (7) Any activity that, in the judgement of the Parties, might further the interests of national transportation safety and security.

c. Possible Violations Discovered by the Other Party. If the 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.

d. Reimbursement for Joint Activities. When the Parties deem it necessary to engage in joint activities involving oversight, inspection, or the support of these activities, the Parties will coordinate on reimbursement for expenses associated with these activities.

e. 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.

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

TSA:

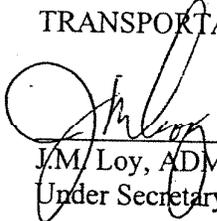
Deputy Assistant Administrator (Aviation Inspections Division)  
Transportation Security Administration  
TSA Headquarters  
701 South 12<sup>th</sup> Street  
Arlington, VA 22202

FAA:

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

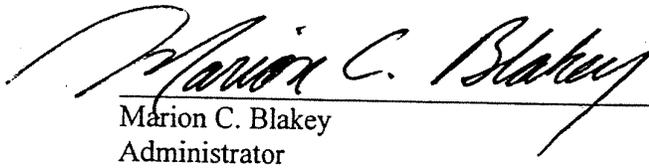
APPROVED BY:

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