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Security Issues Involving Transport of Live Animals on U.S. Passenger Air Carriers

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U.S. Certified Air Carriers must comply with all rules, regulations and directives issued by the FAA, TSA, DHS, CBP and others

Applies to all flights, domestic and international, worldwide

Initial security rules emphasized passengers and luggage

Recent emphasis on cargo, especially cargo transported on passenger aircraft

Post 9-11 Environment

- ❖ Known Shippers
- ❖ Unknown Shippers
- ❖ IAC – Indirect Air Carrier
- ❖ DSIP – Domestic Security Integrators Program

Known Shippers

May ship freight over 16oz. (0.45 kg) on passenger aircraft

Exterior inspection of each shipment is required

Shipper's Security Endorsement is not required for most shipments

Must either be known to the TSA, or through a site inspection by the carrier

To be known by the TSA, you must be known by at least one carrier who participates in the TSA Known Shipper Database Program
 It may take up to a year to show up on the TSA database

Carrier site visit procedures vary from one carrier to another
 Physical visit by carrier to your place of business is required

Unknown Shippers

After 9/11, no freight accepted on passenger aircraft, except

- Live Human Organs
- Life-Saving Drugs
- Live Animals
- Human Blood and Blood Byproducts
- Human Remains
- Shipments less than 16oz (0.45 kg)

Exterior inspection required for all shipments. Interior inspection required for shipments of live animals

Shipper must remove the animal from the container and maintain control over it while agent conducts the inspection

Removal of the animal must not endanger anyone

Shipper's Security Endorsement is required for all shipments

An alternative procedure for unknown shippers?

Bring two containers with you to the airport, one with the animal inside, and the other empty

Present the empty container to the carrier agent for inspection

After the inspection is complete, transfer the animal to the inspected container

IAC – Indirect Air Carrier

Any person or entity within the U.S. not in possession of an air carrier operating certificate, who undertakes to engage indirectly in air transportation of property and uses for all or any part of such transportation the services of a passenger air carrier

Examples include freight forwarders like Expeditors and Kintetsu, as well as some live animal shippers

IAC's may only tender freight from shippers known to them



What does the future hold in store?



In a word...

CHANGE!

So far, 81 changes in the Aircraft Operator Standard Security Program

Numerous security related directives, emergency amendments, etc.

Expect more of the same in the future



Thank You!