Congress of the United States

Washington, DC 20515

February 27, 2024

The Honorable David P. Pekoske Administrator Transportation Security Administration 601 S. 12th Street Arlington, VA 20598

Dear Administrator Pekoske:

We strongly support the current Transportation Security Administration (TSA) investigation into security protocols, or lack thereof, for scheduled "public charter flight" operations. We expect the TSA to investigate and close significant security vulnerabilities as quickly as possible. We also expect you to keep Congress informed of the steps you are taking as a result of this investigation to protect the traveling public, as well as people and property on the ground, using your existing authorities.

As you know well, on September 11, 2001, lax aviation security enabled an attack on our country that led to the deaths of nearly 3,000 innocent victims, thousands of injuries, and other immeasurable damage to lives, property, and prosperity. Following this attack, Congress enacted the *Aviation and Transportation Security Act*, making the TSA responsible for day-to-day security screening of passengers and bags in commercial air transportation, particularly for scheduled flights on which members of the public can easily purchase an individual ticket.

There should not be varying security standards for the operation of aircraft with more than 9 seats, operating scheduled service, and selling individual tickets. Requiring passengers on some scheduled airlines to go through a TSA-operated checkpoint while allowing other passengers on virtually identical scheduled airlines to bypass TSA and other critical security protocols makes no sense and creates glaring security vulnerabilities that can be exploited by those who wish to cause harm. The TSA should take immediate action to ensure that passengers go through full TSA security processes when flying on an air carrier that operates aircraft with more than nine seats, publishes a flight schedule, and sells individual tickets.

The TSA must not wait on other agencies before addressing vulnerabilities. The TSA has rightfully noted that scheduled public charter operators "have fixed routes and are selling boarding passes to individuals."¹ Similarly, the FAA recently observed that the "size, scope, frequency and complexity" of these public charters "has grown significantly over the past 10 years" and that many appear "essentially indistinguishable" from the scheduled passenger airline operations that follow standard safety and security rules and regulations.² While the FAA appears poised to take action to address certain safety issues involving these operations, the TSA should not await action by another agency before acting on its important mandate to address transportation security vulnerabilities.

We urge you to take action before these vulnerabilities lead to disaster, and we ask that you report to Congress regarding the steps you are taking at the earliest opportunity – within weeks, not months.

² Revisions to the Regulatory Definitions of "On-Demand Operation", "Supplemental Operation" and "Scheduled Operation" 88 Federal Register 59480 (proposed by the FAA on Aug. 29, 2023) (to be codified at 14 C.F.R. § 110).

¹ Schlangenstein, M. (2023, Oct. 3). Charter Flights' Loose Security Faces TSA Investigation. *Bloomberg*. <u>https://www.bloomberg.com/news/articles/2023-10-03/tsa-to-review-security-of-private-charter-flight-operators</u>. Accessed Jan. 29, 2024.

Thank you for your service and your commitment to transportation security.

Sincerely,

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