

## **TSA/FAA Liaison Committee**

### **Meeting Notes 10/12/04**

#### **MAPPS Participants:**

Chair, Richard Breitlow, AGFA [Richard.breitlow@agfa.com](mailto:Richard.breitlow@agfa.com)

MAPPS Liaison, Mary Potter, KAS [mpotter@keystoneaerialsurveys.com](mailto:mpotter@keystoneaerialsurveys.com)

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Roger Greathouse, Air Photo graphics, [roger@airphotographics.com](mailto:roger@airphotographics.com)

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Richard Crouse, RCA, [rcrouse@richardcrouse.com](mailto:rcrouse@richardcrouse.com)

John Palatiello, MAPPS, [johnmapps@aol.com](mailto:johnmapps@aol.com)

#### **TSA Representatives:**

Kerwin Wilson, DHS-TSA, Policy Office, Transportation Security Specialist,

[kerwin.wilson@dhs.gov](mailto:kerwin.wilson@dhs.gov)

Morgan Langston, Jr., DHS-TSA, Waiver Approval Office, Program Analyst,

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#### **Agenda**

Presentation of Aerial Photo Missions

[Ppt Briefing on Aerial Photography](#) with discussion of salient points

Discussion of establishment of a workable and timely waiver process

Education of ATC

Other issues

#### **Discussion Points**

Most aerial surveys are government related work, perhaps up to 50% directly for government. Important for mission planning to be clearly conveyed and understood by TSA and FAA. This means clearly identifying flight lines, and specific locations as well as time line.

Discuss a possible proactive program of pre-certifying, or vetting aerial firms to expedite waiver approvals.

Rich Breitlow, Chair of the Aerial Photography Committee, suggested the possibility of creating a fast-track procedure for waiver requests from a vetted company flying a government project inside the FRZ, but outside the 7nm. Kerwin Wilson and Morgan Langston were receptive to MAPPS recommendations, and the idea of continuing a liaison relationship to discuss waiver and airspace access issues, and make making policy changes, if able, to accommodate aerial survey flights. The Aerial Photography Committee will follow up on this and also try to learn more of TSA's policy concerns.

This relationship with TSA is important to all MAPPS member firms, because even though the current discussion involves airspace in the Washington DC airspace, security concerns could change at any time, and involve airspace anywhere in the country. It is important to maintain an active relationship with TSA to maintain access to airspace for aerial survey flights.

We stressed that TSA can view the aerial survey profession as an important asset or tool rather than a hindrance or impediment to homeland security; important to maintain an open dialogue; will try to arrange for regular liaison meetings with TSA.

Copies of the [Ppt Presentation on Aerial Photography](#) were given to Mr. Wilson and Mr. Langston, who were interested in sharing our concerns with others within TSA and other agencies with regard to airspace access.

John Palatiello stressed that we want to understand TSA concerns and learn from them who the players are and how we can best work with the TSA to identify problems and offer our recommendations.

Morgan Langston of TSA stressed the 3 primary pieces of information he needs to know to process a waiver are: What is the geographic scope of the work and who is the end user (provide a letter from requester of aerial mission – who is asking for the work will make a difference) and what is the project time frame.