

Transportation security administration

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Transportation Security Administration

Customs Border Protection is among the largest and very complex department from within the Homeland Security. Its role is to secure and improve passenger travel and trades against the drug regulations and the US immigration office in order to protect against the release of dangerous weapons and terrorist activities to the United States (TSA n. pg). For instance, CBP promotes air passenger security because officers working in this department are well trained to handle suspicious cases of personal and luggage.

In this day and age, technologies is being used to enhance the security of the US border including TSA Pre-Check system, Risk-based security, RBS and next generation A2X-Ray units that assist border officers to identify any incoming threats. The border is the first line of contact with terrorists and requires the utmost vigilance on the part of regulating what luggage can be passed on to the United States, as well as, thorough screening of passengers, is key. Failure to meet these standards results, in insecurity throughout the country via allowing the entry of disguised terrorists and weapons (TSA n. pg). Passengers only need to provide their ID and boarding pass to Transportation security administration (TSA) employees on entry to the immigration departure department. Any person who fails to give the valid travel identifications is subject to further inspections. A boarding pass system of scanning (BPSS) is effective in detecting altered or fraudulent documents. However, the system may not work properly as a result of fraudulent activities in the acquisition of travel ID such as the use of a fake ID or a stolen credit card, whereby this machine may not detect such crimes.

Their duties involve working with the regional department of security and the police to increase the capacity of existing resources and, as a result, maximize security operations. The employees recruited to work in this department are particularly trained in aircraft operations. The program can be effective in enhancing the safety of the aviation industry with improved training and adherence to rules and regulations. However, the quality of the operations is questionable and may cause inconveniences and delays in security operations. Pilots and approved flight officers have training to conduct firearm in the event of an attack, as part of flight operations (TSA n. pg). Even though this seems a good idea in promoting security in the event of an imminent danger such as an attack by terrorists while, aboard a plane, it can be fatal to both the pilot, the crew and the passengers since the aircraft can lose its control and resulting in a crash. This layer seems ill-conceived and should be left out.

In conclusion, all cabin officials are given recommendations by TSA to learn the tactics of self-defense in case of occurrence of assaults during the flight. In such instances, they can defend themselves from ill-intentioned passengers that set out to attack and kill the crew or fellow passengers. Even with proper training, they may not defend themselves in the case of a massive attack by several terrorists with highly specialized weapons and technology

Works Cited

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