

FEDERAL AVIATION ADMINISTRATION

AVIATION SECURITY ADVISORY COMMITTEE

APRIL 19, 2001

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WASHINGTON, D.C.

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P R O C E E D I N G S

MS. BRECHT-CLARK: I had some oral surgery. My kids call me "Mumbles." My staff calls me "Mush Mouth." Because of that, you won't be hearing a lot from me today. I will be turning it over to the chairman, General Canavan, shortly. Before we do get started, I want to ask that, as you speak, you please let everyone know who you are and who you represent each time you speak, because we are having the proceedings transcribed and the recording has to have some identification of who the speaker is. So, if you get kind of a high sign from me, that's going to be a reminder to say your name and who you represent, in case you forget.

Also, you will notice there are some microphones spread around the table. The microphones are basically for the transcription. They do not pick up or enhance your voice. They aren't for volume. So please speak up so that people around the table can hear, as well.

We will be handing around a sign-in sheet and request, please, that you do sign in. And, with that, I'll turn it over to the chairman.

1 LT. GEN. CANAVAN: Okay. I'm Mike Canavan.
2 Again, welcome. For you that I haven't met, I've been
3 here since December. I've met quite a few people here,
4 and, again, welcome today.

5 There's a few things that I have to read here
6 and I'll get in to that and I will talk some more.
7 This meeting is being held pursuant to a notice
8 published in the Federal Register on March 21, 2001.
9 The agenda for the meeting will be as announced in that
10 notice with details as set out in the hand-out.

11 The FAA-designated federal official, DFO Jan
12 Brecht-Clark, is responsible for compliance with the
13 Federal Advisory Committee Act. It's her
14 responsibility to see to it that the agenda is adhered
15 to and that accurate minutes are kept. The DFO also
16 has the responsibility to adjourn the meeting should
17 she find it necessary to do so in the public interest.

18 Placards for the member organizations are set
19 out on the main table. Only one representative from
20 each organization may sit at the table, participate in
21 discussions and vote on matters put to a vote by the
22 chair. Other representatives and member organizations
23 should channel any remarks they have through the

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1 organization's main representative except as requested
2 to do otherwise by the chair.

3 When addressing the chair, please identify
4 yourself to greatly facilitate keeping accurate
5 minutes. The meeting is open to the public. The
6 members of the public may address the committee only
7 with the permission of the chair, which should be
8 arranged by giving advance notice concerning the scope
9 and duration of the intended presentation.

10 The chair may entertain public comment if, in
11 his or her judgment, doing so will not disrupt the
12 orderly progress of the meeting and will not be unfair
13 to any other person. Members of the public are welcome
14 to present written material to the committee at any
15 time.

16 At this time, I'll go around to my right, and
17 please identify yourself. We have a reporter right
18 over here and he'll take the minutes. And, again, when
19 you have questions during the meeting, please state
20 your name and your organization for our secretary here.

21 MS. BRECHT-CLARK: Jan Brecht-Clark,
22 designated federal official, director of Aviation
23 Security Policy and Planning.

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1 MR. DUNN: Bill Dunn, vice-president,
2 Aircraft Owners and Pilots Association.

3 MS. MCELROY: Debby McElroy, president,
4 Regional Airline Association.

5 MR. LOMAX: Al Lomax representing Airport
6 Council International, North America.

7 MR. GRASER: Al Graser, Port Authority of New
8 York and New Jersey, representing AAA.

9 MR. POLSKI: I'm Paul Polski from the Office
10 of Aviation Security, Research and Development at the
11 Technical Center.

12 MR. MONETTI: I'm Bob Monetti, from the
13 Victims of Pan Am Flight 103.

14 MR. MCKINLEY: Nancy McKinley, International
15 Airline Passengers Association.

16 MR. MCGRAY: Duane McGray, president of the
17 Airport Law Enforcement Agencies Network.

18 MR. LUCKEY: I'm Steve Luckey, chairman of
19 the National Security Committee of the Airline Pilots
20 Association.

21 MR. ALTERMAN: Steve Alterman, president of
22 the Cargo Airline Association.

23 MR. HUDSON: Paul Hudson, executive director

1 of the Aviation Consumer Action Project.

2 MR. KENNEDY: I'm David Kennedy with the
3 National Air Transportation Association.

4 MR. MORIARTY: Jerry Moriarty with the Secret
5 Service.

6 MR. PRIDDY: Ron Priddy, president of the
7 National Air Carrier Association.

8 MR. BREGMAN: Mike Bregman, Bureau of
9 Alcohol, Tobacco and Firearms.

10 MS. WRIGHT: Beverly Wright, program manager
11 for Civil Aviation Security Programs, FBI.

12 MR. HUTNICK: Bob Hutnick, Immigration and
13 Naturalization Service.

14 MR. DOUBRAVA: Dick Doubrava, Air
15 Transportation Association.

16 MR. UNDERWOOD: Jim Underwood, Department of
17 Transportation.

18 LT. GEN. CANAVAN: Okay. Again, I welcome
19 you. The first order of business is the review of the
20 minutes of the meeting of December 7, 2000, and let me
21 open it to the members for any discussion of those
22 minutes.

23 One thing that we did say last meeting, that

1 we would meet more frequently. I'm off by about 21
2 days, but the next meeting of this organization will be
3 toward the end of June. We'll get on the one-meeting-
4 a-quarter schedule. So I'm committed to that.

5 So any discussions on the minutes?

6 (No response.)

7 LT. GEN. CANAVAN: Okay. Some of you have
8 seen this little presentation I'm going to give, but I
9 think it's worthwhile for the body to see this. Again,
10 I've been here since December. I have great people
11 working for me in Aviation Security, great people out
12 there in the airports and the airlines and, again,
13 everyone focused when it comes to the term of
14 "security."

15 I brought all my managers and leadership up
16 to Baltimore and we sat down and came up with a
17 strategic plan for ACS. It says here 2001 to 2004, but
18 you can extend it out a couple of years, but it was to
19 get my workforce all pulling on the same end of the
20 rope and how we're going to deal with our customers on
21 that, which are really you. You represent them in this
22 room.

23 What I'd like to do, I'll pass this out to

1 the right and left. You can have a copy of it. This
2 is the short version. A longer version has -- you
3 know, the devil is always in the details. That's in
4 the longer version, which you don't need to worry
5 about. But this is for your information.

6 If you look on the screen here, organizations
7 -- this is part of my briefing, but organizations that
8 I've been in have to have a sense of purpose. When I
9 was in the military, almost all the elite units I was
10 in, they had a sense of purpose, and the sense of
11 purpose for ACS is security, and that's what I talk to
12 my workforce about and that's what they think.

13 And, again, a sense of purpose for any
14 organization really is everyone can get behind it,
15 support it, and the term "security" is a great mission.
16 And, again, we look forward to continuing that
17 mission.

18 At the bottom bullet there, the low -- I tell
19 the workforce, in this country, most countries, there's
20 always a small group of people who look out for the
21 greater good, and I tell them that they are that small
22 piece of America that looks out for the greater good of
23 America, in this case the flying public. So that's

1 what I mean by a sense of purpose, and we've discussed
2 that and talk about that and get behind that. So,
3 really, that's our purpose right now in ACS.

4 Next slide. Here's our mission, pretty
5 basic. Everyone understands that. And then the
6 vision: We are the world leader in many aspects of
7 civil aviation security, and it's not just us, it's the
8 airlines and, also, the airports, because we are
9 modeled many places in the world.

10 Again, identifying and countering aviation-
11 related threats, of course, that's a dynamic there.

12 Next slide. I tell the folks they've done
13 good here, no major incidents, workforce peace, rule-
14 making. 107-108 is with Secretary Mineta, according to
15 Jim, and this thing is on the two-yard line. Of
16 course, it's been on the two-yard line now since about
17 10 years, but I'm very confident that this thing is
18 about ready to go into the end zone. Okay? And that's
19 the red zone, as we call it, and we'll see how that
20 works.

21 We're making great strides in the
22 international piece overseas, working with like
23 organizations like yourselves. Again, they are very

1 interested in how we do business.

2 Next slide. We're recognized as the world
3 leader in CAPPs, dangerous goods. Facility assessments
4 -- it's ACS's responsibility to do security assessments
5 of our own FAA facilities; i.e., Oklahoma City. As you
6 know, today is the anniversary of that. The integrated
7 product team in terms of our technology, our canine
8 program and explosives program. So these are some of
9 the things I talk to my workforce about, that they've
10 been doing good stuff.

11 Next slide. Here's the challenge for us and
12 you, and that's the increase of both passengers,
13 checked bags and carry-on bags, out to 2011. Of
14 course, this is a guesstimate, but it's probably fairly
15 accurate. That's a lot of people. And everywhere I go
16 around the country, and you do too, you see several new
17 runways going in along with new terminals and that type
18 of thing, just trying to keep up with this. And it's
19 probably not enough, from what I read in the papers.

20 But I look at this as security, and I challenged
21 Jan Brecht-Clark here in Plans and Policy that we are
22 putting together a strategic planning cell to look over
23 the horizon from the years 2010 to 2015 to figure out

1 how in terms of ACS how we're going to do our job
2 working with you, the airlines and the airports in
3 security. So it's a challenge for us.

4 Next slide. This is a threat. Of course,
5 you know, the state-sponsored threat, those are
6 countries -- Iraq, Iran, Libya, North Korea, Cuba --
7 those are countries that actually finance, provide
8 training sites, et cetera, et cetera, to what I call
9 "terrorist groups." Okay. That's state-sponsored.
10 The ad hoc piece, Bin Laden, Josef, as you can see on
11 the right, they're independent and they have different
12 agendas, but the key we're looking for is threats
13 against aviation. And you can see in 1999 there were
14 24 incidents against aviation worldwide: explosives,
15 highjackings, and shoulder-fired missiles which have
16 brought down aircraft. I forget how many, but there's
17 quite a few, surprisingly, in the last two or three
18 years. Not surprisingly, but they're out there.

19 And then, of course, the U.S. internal threat
20 and then, of course, unfortunately, a lot of these
21 organizations have great access to technology and they
22 get better and better.

23 Next slide. Now, the first one or what I

1 call "strategic focus area" is airport and air carrier
2 security, and that's the first airplane you see up
3 there. No successful attacks against U.S. civil
4 aviation.

5 Number two is dangerous goods and cargo
6 security. No fatalities resulting from that.

7 Number three is internal FAA security, taking
8 care of our people, our property, and our information
9 of our systems to protect the limitations of those from
10 the open sources.

11 Number four, of our people, highly trained,
12 motivated, and productive workforce, and how we do
13 that.

14 And number five is external relationships,
15 and that's working with industry, Congress, the IG,
16 OMB, and things like that.

17 Those are the five vectors that you have in
18 that strategic plan, and there's more to it than this.
19 As I tell my folks, this is it, this is what we should
20 be working on. If we're not working on these five
21 things here, we're wasting time and money. So I'm just
22 trying to get everyone going down the road together
23 and, again, pulling on the same end of the rope.

1 Next slide. Some key strategies in terms of
2 checkpoint. You can see the ETDs that are operational
3 today and where we think we'll be by 2009, the TIP
4 x-rays that you're familiar with. Again, this is a
5 capability to test the screeners, keep them sharp by
6 projecting threat images on their screens, computer
7 training platforms, and the screening company
8 certification, which we'll talk about later. That
9 thing should be out by the end of May.

10 In terms of checked baggage, our explosive
11 detection systems right now, we have 137 deployed. We
12 want to have 1,100 out there by 2009, and we will.
13 That will be done with some of our new technology
14 called the Argus. Then the final checked baggage rule,
15 that's out there.

16 Access, control, insider threat, you're all
17 familiar with the fingerprinting. You're familiar with
18 the expanded list of crimes to disqualify employment in
19 aviation.

20 Dangerous goods, we're working more on the
21 education, not only with carriers on that, but really
22 the public also. We have a couple folks out there that
23 would like to do a public service announcement for us.

1 We're working on that. One of them is Harrison Ford.

2 And, of course, our need to drive higher
3 performance, again, in the out years to meet the large
4 increase of people and bags, and we need to start
5 thinking in terms of miniaturization of this technology
6 that we have today that fit into airports. They are
7 less obtrusive. They're smaller. They do the same
8 thing, do it faster, this type of thing. Maybe one
9 machine does everything for you, that type of
10 technology. Paul's guys up there at the Tech Center,
11 they're working hard on that.

12 Next slide. Key strategies -- you know about
13 the joint testing in this with the industry. Of
14 course, my agent training, management training and, of
15 course, all the databases to enhance effectiveness of
16 testing programs.

17 Next slide. We have to have a partnership.
18 This is the FAA and industry. The bottom line is
19 protects U.S. citizens and property through procedures,
20 testing, programs, equipment, but it really equals
21 deterrents.

22 Next slide. We have a -- you know, you're
23 familiar with the Security Equipment Integrated Product

1 Team. This is an overview.

2 Next slide. Now, the next generation of
3 Argus, this will be the next EDS machine, lower cost,
4 probably between three and four hundred thousand
5 dollars, smaller in size. You can see what it does.
6 Simple to operate. Bag goes in, bag comes out the same
7 way, so you can bump it up against a wall, less space
8 to take. Contract will go out in 2002, and I believe
9 the first machine will hit the streets in 2003. So
10 we're looking at right now about 600 of these. So it's
11 a big effort.

12 Next slide. Here's the bottom line for all
13 of us to meet the security piece. Number one is
14 working together. That's my message for you that have
15 heard it. It takes all three of us, the FAA, air
16 carriers and airports, working together to make
17 security work. You know, we have to have the public
18 trust. I do need the Congressional support when it
19 gets into the big bucks for technology, and then to be
20 adequately resourced so we can do our job every day.
21 So this is kind of a capsule of what's in that piece of
22 paper that I passed around to you.

23 Next slide -- that's it. So I just wanted

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1 you to hear that from me, and the message is the same
2 no matter where I go. Any questions on this?

3 (No response.)

4 LT. GEN. CANAVAN: Okay. I forgot to use my
5 pointer. You know, if you ever see one of these in
6 your chest, you know you're in trouble, but those are
7 the good guys.

8 Okay. What we're going to start out here
9 with is review of the rulemaking activities with
10 emphasis on SCCR. And Mr. Karl Shrum, Civil Aviation
11 Security Office of Policy and Planning, will now
12 address the status and timing as to various rulemaking
13 and other ongoing initiatives in civil aviation
14 security. Karl.

15 MR. SHRUM: Okay. Just a moment while I
16 bring out the slides. What I'd like to do today is not
17 just the usual rundown of the status of things, where
18 rules are in the mill, but try to impress upon you the
19 actuality of these rules finally being issued for
20 implementation, to give you some idea of the scale of
21 the changes that are involved, that they're massive,
22 and also to give some indication of the sheer amount of
23 information that has to be absorbed simply to

1 understand these rules, much less to implement them.

2 Next. Funny thing happened on the way to the
3 Federal Register. We've all heard how the previous
4 administration sent a lot of rules over to the Federal
5 Register just prior to leaving office. The Federal
6 Register, frankly, was overwhelmed. One of those rules
7 was 107-108 that had actually been cleared by OMB, sent
8 to the Federal Register for publication and, due to
9 this massive stack of documents that the Federal
10 Register had at the last minute, they were unable to
11 clear the documents to go on display and actually be
12 cleared then for publication.

13 What happened is the incoming administration
14 put out a policy -- actually, it came from the chief of
15 staff at the White House, Andrew Card, that all
16 regulations that had not yet been issued must be
17 reviewed under the new administration and specifically
18 reviewed by an official appointed in that
19 administration. Well, in the Department of
20 Transportation, that boils down to the secretary at
21 this stage.

22 So what, in essence, happened is all pending
23 rules, in essence, were set back to the secretarial

1 review stage. Rules are coordinated with the FAA,
2 signed off by the administrator to OST. They're
3 coordinated with OST, signed off with the secretary, go
4 to OMB and then to publication.

5 In order to have this review by an appointed
6 official under the new administration, essentially all
7 these rules that have been in OMB or sent to the
8 Federal Register are now back on the secretary's desk
9 for approval. That's a fairly substantial backlog and,
10 of course, new rules are moving out of this building
11 and across the street all the time. Right now there
12 are about 20 FAA rules, about 50 rules all together
13 across DOT that are subject to this review process.

14 The effect of this review is that random
15 rules being issued individually and sequentially, 107-
16 108 first, then checked baggage, then at some later
17 point screening company certification, is that all of
18 these things are now accumulating on the secretary's
19 desk. Once they're cleared, they'll be moving through
20 the mill at about the same time.

21 So, rather than taking them individually, and
22 individually they all represent a pretty big bite,
23 especially 107-108, these rules now appear that they're

1 going to come out in conjunction over a short period of
2 time. Therefore, all of these will have to be absorbed
3 in one giant gulp rather than individually a bite at a
4 time.

5 Next. And these are the rules we're talking
6 about. 107-108, as I say, had gone to the Federal
7 Register, is now back to the secretary's desk.
8 Screening company certification was cleared out of the
9 building. The administrator signed off March 22. It's
10 now in review in the department. We expect it will
11 arrive at the secretary's office shortly.

12 Security to check baggage, our CAPPS-EDS
13 rule, as it's usually known, is also with the secretary
14 for review. Airport and air carrier compliance
15 programs are still in the mill over in FAA primarily
16 because we've had to devote resources to crunching on
17 the screening company certification rule.

18 Next. Associated with all these rules are
19 some pretty extensive revisions to the security
20 programs. The new screening company standard security
21 program is a spin-off of the certification rule.
22 Essentially, we're taking the screening requirements
23 out of the air carrier programs, aircraft operator,

1 which is the new term we use in the 108 rewrite,
2 foreign air carrier, which is the model security
3 program, and, of course, the indirect air carrier, the
4 standard security program.

5 These programs have been split. The
6 screening function will be in a new screening company
7 program. The oversight and other security functions
8 will remain in the 108-129-109 programs. We also have
9 many changes associated with the 107 rewrite and will
10 result in amendments to the airport operators' security
11 programs. There's actually 11 separate amendments to
12 deal with various aspects of the rule.

13 All of these will be issued as proposed
14 amendments for comment. The air carrier programs,
15 obviously, will have to be issued in conjunction. The
16 airport operator programs will be issued at the same
17 time, but for essentially a different audience.

18 And, if that wasn't enough summer reading for
19 the beach, next slide. We have extensive policy
20 guidance associated with these rules. We've done away
21 with the old 107-108 advisory circulars. We now have
22 what we call the 107 and 108 guidance documents. The
23 107 document, in particular, is extensive, but this

1 would be equivalent to the old policy memo functions
2 that we've tried to get away from and consolidate into
3 a single source.

4 Also associated with the 108 rewrite, the
5 circulars on 108-2 is carried to weapons. 108-3, we're
6 having to revisit the screening of classified material.
7 There will also be an advisory circular on how to go
8 about airport and air carrier individual accountability
9 compliance programs.

10 Next. I've got to run through some of the
11 major changes in these rules to remind some of those
12 folks who aren't so familiar with them just what's
13 involved. This isn't a detailed briefing. That would
14 take all day, if not days. But, just to give you some
15 idea of the major changes and the magnitude of those
16 changes, counter to 107 and 108 we have security
17 responsibilities of persons, and this is individual
18 accountability to the FAA. We can go out and violate
19 an individual for not wearing his ID badge or using a
20 crowbar as an access media, et cetera.

21 There's some general training requirements,
22 the notion being that if a person isn't doing what he's
23 supposed to do, he hasn't been properly trained. We

1 have standards for identification systems. This is for
2 the ID itself and, also, for the accountability of that
3 ID. We're incorporating contingency plans in the
4 regulation, requirement for contingency plans. We're
5 also trying to tidy up exclusive area agreements and to
6 create additional flexibility for air carriers and
7 airport operators right down to, for example, assigning
8 exclusivity to an individual access point.

9 Next. More specifically in 107, you may
10 remember when these rules were proposed, we had
11 intended to create a so-called critical security area
12 equivalent to 107-14 and, also, a restricted operations
13 area where ID badging requirements, challenge and
14 background checks are required.

15 Based on the comments we've received, we've
16 come up with a more flexible approach. There will
17 still be a security area with access-controlled
18 performance standards. There will still be an AOA
19 defined by the airport operator as inclusive or
20 exclusive as necessary, because one of the objectives
21 of the rewrite was to try and shrink controlled areas.
22 So, the GA ramps, cargo ramps, fuel farms, those kinds
23 of things wouldn't be subject to security requirements.

1 Well, in some cases they should be.

2 So what we've done is given the airport
3 operator the flexibility to extend the site of where ID
4 and challenge and background requirements apply
5 anywhere from the secured area all the way out to the
6 defined AOA, which could be, if necessary, as far as
7 the fence or it could be some more limited area, as
8 appropriate.

9 Also, we're trying to include tenant security
10 programs, which were legislated back in about 1993,
11 where the airport operator can delegate responsibility
12 for an area or access points or whatever the function
13 may be to an airport tenant, such as a fixed-base
14 operator.

15 Next. Some of the more significant changes
16 in 108: In order to ensure the integrity of the
17 sterile area, we're going to include certain helicopter
18 operations and private charter operations, so that any
19 and all who enplane or deplane from the sterile area
20 are subject to the requirements of 108. We're going to
21 create aircraft operator security coordinators. This
22 is essentially a 24/7 corporate contact and would be a
23 direct parallel to the airport security coordinator

1 that we've had for many years and, of course, try to
2 settle once and for all the issues relating to law
3 enforcement officer carriage of weapons and prisoner
4 escort, which would be the culmination of about a
5 decade-long effort by the ASAC Carriage of Weapons Task
6 Force.

7 Next. Airport and air carrier compliance
8 programs were originally part of the 107-108 notice of
9 proposed rulemakings. As events developed, they've
10 since been split off and they're being pursued as
11 separate and final rules. Congress in the Airport
12 Security Improvement Act of 2000, Public Law 106-528,
13 mandated that airports and air carriers would have such
14 compliance programs and that FAA also would publish a
15 list of progressive functions for use by airports and
16 air carriers in carrying out these compliance programs.
17 So that, for example, a first offense might be a one-
18 day suspension leading up to ultimate revocation of
19 access authority or whatever compliance measures as
20 appropriate for that airport and jurisdiction.

21 Next. Security at checked baggage -- most
22 folks are fairly familiar with this one -- by a
23 computer-assisted passenger pre-screening, essentially

1 information in the reservation system. If that
2 information is inadequate, the passenger's baggage
3 would be subject to further scrutiny, which would be an
4 explosive detection system where they've currently been
5 deployed or will be deployed in the future or subject
6 to a passenger baggage match. For those operations
7 that don't have automated reservation systems,
8 charters, for example, we would still have the option
9 to do 100 percent EDS or passenger bag match.

10 I won't dwell on this one too much. The
11 implementation through the voluntary use of CAPPS and
12 the deployment of EDS under the SEIPT, the Security
13 Equipment Integrated Product Team, has been under way
14 in some form or fashion for about four years now. And
15 we'll have a status report on that later.

16 Next. Now, the balance of this briefing will
17 focus on the screening company certification rule, and
18 the application of this rule is -- and this, by the
19 way, was a Congressional mandate in the 1996
20 reauthorization. All screening companies that inspect
21 persons or property -- and one aspect of this that I
22 want to emphasize when we're talking about screenings
23 of property, that includes cargo, but I want to make

1 sure that we have the proper conception here that we're
2 talking about screening cargo for explosives or
3 incendiaries, prohibited items.

4 We're not talking about the paperwork and ID
5 process that's associated with the shipper regime. So
6 we're not expecting to have every cargo agent in the
7 country undergo extensive training and become a fully
8 qualified screener. It's only those items that are
9 specifically referred to -- referred for clearance,
10 we're looking for explosives and incendiaries. For you
11 air carrier folks, we're talking about clearance
12 procedures in the ACSSP9J. Those folks are who we
13 consider to be screened or subject to this rule.
14 That's anyone who inspects persons or property for an
15 air carrier, foreign air carrier, or an indirect air
16 carrier. For those not familiar with the official
17 terminology, an indirect air carrier is essentially a
18 freight-forward.

19 So not only would those be the conventional
20 contract screening companies, but this would also apply
21 to air carriers that elect to do their own screening,
22 would have to become a certificated screening company
23 through the same process. For example, if TWA was

1 screening passengers at their terminal in JFK, TWA
2 would have to have screening company certificates.

3 Next. I'll briefly describe the
4 certification process itself. Existing companies are
5 required to apply for certificates within 90 days. In
6 essence, we're temporarily grandfathering all people
7 conducting screening on the effective date of the rule
8 under a provisional certificate. The provisional
9 certificate will be good for one year. Any new
10 entrants in the field of screening would have 60 days
11 to apply, must apply 60 days before they intend to
12 begin screening, and they, too, would be issued a
13 provisional certificate.

14 At the end of the one year, the five-year
15 certificate would be issued for those who qualify under
16 the certification standards themselves. So, in
17 essence, the existing screening companies and air
18 carriers, if they'd like to continue screening, would
19 be grandfathered for one year and, at the end of that
20 one year, would have to become fully certificated under
21 a five-year -- what we used to refer to as a "standard
22 certificate."

23 Next. Part of the certificate management

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1 process is a requirement for the screening company to
2 have operations specifications. This would detail the
3 locations where screening is conducted, the type of
4 equipment, the methods of screening, the specific
5 functions that are being carried out. The "op specs"
6 would also include the FAA-approved training
7 curriculum, and I'll talk a little more about that in a
8 minute.

9 Again, the parallel to the airport security
10 coordinator and the new aircraft operator security
11 coordinator, the screening company would have to have a
12 screening performance coordinator. This function is
13 roughly equivalent to the safety function of the chief
14 pilot of an airline, responsible for seeing that
15 everything is conducted in a proper manner.

16 Correlative to that on the FAA side is each
17 screening company would now have a principal security
18 inspector who would be in charge of the certificate
19 management and the application process and so on and so
20 forth, the administrative side of things.

21 Next. Screening training -- you may recall
22 that in our proposed rule we do not have hourly
23 training requirements. We said that screeners should

1 be trained in proficiency. The definition of
2 "proficiency" was passing the screener readiness test,
3 which is a combination of written questions and image
4 interpretation and detection.

5 Congress in the Airport Security Improvement
6 Act of 2000 laid out a statutory requirement that each
7 coordinator receive 40 hours of classroom training and,
8 also, in addition, 40 hours of on-the-job training. So
9 we're continuing to update and validate our screener
10 readiness test as the basic qualification for a
11 screener to leave the classroom and go to the
12 checkpoint. We're working on an OJT curriculum and a
13 suitable test for completion of the on-the-job portion
14 of the training. I should also mention that we're
15 working on the 40-hour classroom curriculum. I
16 actually have a draft under review. We got a lot of
17 valuable input from some folks from some of the
18 screening companies and, also, our experts at the Tech
19 Center have been drawing all this together.

20 There would still be annual recurrent
21 training and a curriculum for the annual recurrent
22 training. The only aspect of the new rule is that
23 training must be delivered by qualified instructors.

1 Among other things, a qualified instructor must be a
2 fully qualified screener; and, of course, under the new
3 statute, that means they also would have to have a
4 minimum of 40 hours classroom and 40 hours OJT to
5 qualify as a screener and could go on to qualify as an
6 instructor.

7 We also have a requirement for the screening
8 company testing that the testing of the screeners at
9 each phase be monitored by an air carrier. We have
10 expanded that somewhat in the final rule. We had
11 originally said it must be an air carrier employee.
12 Now it can be an air carrier employee or representative
13 so long as it's not a conflict of interest with that
14 person being affiliated with the screening company
15 itself. So we have granted some latitude there.

16 Next. Screener testing -- and we tend to
17 focus on threat-image projection, which is installed on
18 x-ray and exposed to detection systems. This, in
19 essence, is a digitized image of the threat object; can
20 be imposed in a real bag that's passing through the
21 machine or it can be a complete composite image of a
22 threat in a bag.

23 To implement TIP, we have a number of

1 operating requirements: user protocols, log-in
2 procedures, so on and so forth, to ensure the integrity
3 of the data that the screener logged on; is, in fact,
4 the screener pushing the button, for example, then a
5 number of data collection requirements so that we can
6 assimilate all this data, which will ultimately be used
7 to set performance standards.

8 I want to emphasize that we have focused a
9 great deal on TIP, but the conventional testing using
10 conventional test objects will continue, both as a
11 check against the validity of TIP and, also, because
12 you can't install TIP on a metal detector or as a
13 measure of a person conducting a physical search using
14 a trace detection machine, and so on and so forth. So
15 the conventional types of testing will be included
16 along with TIP in setting these performance standards.

17 Next. General time frame for implementation
18 -- Congress has mandated that we publish a final rule
19 by May 31. That's still possible. It may come down to
20 the wire depending on when these rules clear over in
21 the department.

22 In conjunction with this final rule being
23 issued, we would propose -- issue the proposed security

1 programs, the screening company program, the aircraft
2 operator, foreign air carrier, indirect air carrier
3 programs, for comment, 120 days comment. So that would
4 occupy a window from the end of May out to the end of
5 September, and during this -- and I'll talk about
6 outreach on the next slide -- during this period, we
7 would be going around to various parts of the country
8 with this information, sharing and so forth, to assist
9 not only in understanding the new rule but also in
10 facilitating comments on these proposed security
11 programs.

12 We don't think we'll have sufficient data to
13 actually propose the numerical performance standards.
14 Let me distinguish. The criteria that would be used in
15 the performance standards would be in the proposed
16 security programs. This is a test we'll conduct. The
17 actual performance standard, in other words the
18 detection rate, the pass rate, however you want to
19 describe it -- we don't feel we would have sufficient
20 TIP data until about the end of August. So we would
21 open the second window of comment from August until
22 October, giving people at least 60 days to comment on
23 the standards which are, after all, at the heart of the

1 certification process, which you'll really be held
2 accountable to to acquire or retain a certificate.

3 The performance standards and the proposed
4 security programs would be married up in a final
5 security program change to be issued after the
6 holidays, sometime in January, perhaps early January.

7 So, with that in hand, carriers and screening
8 companies would know what standards they would have to
9 meet when we get to the phase when the provisional
10 certificates expire, which would be approximately one
11 year from the end of November. They have 90 days. The
12 rule is issued May 31, 90 days to take effect in
13 August, a further 90 days to apply for a provisional
14 certificate that takes you through the end of November.
15 One year from the end of November is when you must get
16 your five-year certificate or step aside from the
17 screening business. That's the drop-dead date. That's
18 when the standards take full final effect.

19 Next. Outreach and, in particular, we're
20 trying to extend and outreach to the regulated party,
21 which is the screening companies, folks that have never
22 previously been directly regulated. We plan at a
23 minimum to have what we call "regional road shows."

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1 Typically, this would be somewhere on the East Coast,
2 somewhere on the West Coast, somewhere in a central
3 location, probably a separate set of briefings for
4 screening company certification, a further set of
5 briefings on the other rules to run at least a day,
6 perhaps two.

7 The question I think, in my mind at least,
8 given the response that we had to our listening
9 sessions on the notice of proposed rulemaking when the
10 proposal went out and we extended the comment period --
11 we set up listening sessions again in three locations,
12 Washington, San Francisco, Fort Worth, sent notice to
13 all the screening companies saying, "Here's the scope,
14 potential impact of these rules. Here's specific
15 information we'd like regarding economic impacts so we
16 can do our cost-benefit analysis," and the response,
17 frankly, was underwhelming. We had a good turnout in
18 Washington. Most of the session in San Francisco was
19 devoted to unionizing skycaps, an unrelated issue. I
20 don't recall that there were any air carrier or
21 screening company people at the San Francisco meeting.
22 At the Fort Worth session, we had no speakers,
23 commenters whatsoever; eight or nine people in

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1 attendance, but nobody had anything to say or comment
2 or any questions to ask of us.

3 So, perhaps, it would be of benefit at this
4 point to consider some other approach than the
5 conventional road show as a way of outreach and as a
6 particular way to reach out to these screening
7 companies that will be most effective, most impact.

8 Any further questions you may have on any
9 other aspect of what I've just told you? Yes.

10 MR. HUTNICK: Bob Hutnick, INS. I'd like to
11 thank the FAA, first of all, for distributing the
12 minutes of the last meeting electronically. That was
13 very nice. I was wondering if we could get electronic
14 copies of the publications in the Federal Register with
15 the FAA regulations that are coming out.

16 MR. SHRUM: Actually, we have a choice of Web
17 sites to download from.

18 MR. HUTNICK: Well, would it be possible for
19 the FAA to distribute, like, the URL for when these
20 regulations are published so that we could go to the
21 Web site and get it?

22 MR. SHRUM: Certainly, certainly.

23 MR. HUTNICK: I mean, to all the ASAC

1 members.

2 MR. SHRUM: Yeah. At a minimum, you can go
3 to the FAA Web site and then the Rulemaking Office Web
4 page has everything we publish in the Federal Register.
5 You can also go to the Federal Register site. There's
6 GPO sites and so on and so forth, but the best site is
7 the FAA Rulemaking Office. And we can certainly e-mail
8 everybody and say, "Here's where to find it. It's been
9 issued."

10 MR. HUTNICK: Great. Thank you.

11 MR. DOUBRAVA: Dick Doubrava from the Air
12 Transport Association. Given the fact, like everybody,
13 you've got limited resources as you prepare for this,
14 and clearly you guys aren't in charge of the calendar
15 in terms of when things are released, but I've got one
16 particular question about the screener rule.

17 Do you see the PSIs in place to help roll out
18 the program in terms of some of these activities that
19 you've outlined for the outreach program? Are they
20 going to be in place or are you looking at selection of
21 those individuals for those positions to assist in this
22 process?

23 MR. SHRUM: The jobs have been announced.

1 They're in the selection process. Selections haven't
2 been made yet, but we do have a list to select from,
3 and the interviews are ongoing and so forth.

4 MR. DOUBRAVA: So you see them in place to
5 help work with the screening companies in terms of this
6 program that you've got laid out?

7 MR. SHRUM: Yeah. By summer when the rule is
8 effective, I sure hope so.

9 LT. GEN. CANAVAN: We will accelerate the
10 process.

11 MR. MCGRAY: Duane McGray from ALEAN. Karl,
12 I'm back on the screener training. Those companies
13 that are already in business that are going to receive
14 provisional certificates, will all of their screeners
15 be required to go through the 40-hour classroom
16 training and the 40-hour OJT?

17 MR. SHRUM: As of the effective date of the
18 rule, which would be August 31, all the screeners would
19 have to get a full 40 plus 40 training.

20 MR. MCGRAY: Everybody, no matter how long
21 they've been in the business, are going to have to go
22 through the specific training?

23

1 MR. SHRUM: No, no, all new screeners. It's
2 not a post -- retroactive or post-facto.

3 MR. MCGRAY: That was my question.

4 MR. HUDSON: Paul Hudson. You may not be the
5 right person to be asking, but I understand that the
6 head of the Bar Association that represents violators
7 of security rules, among other things, has called for a
8 rollback in enforcement, and I wonder if at some point
9 we could get an overview of the status of the
10 enforcement of the existing rules and if there has been
11 any significant change recently in the level of
12 enforcement.

13 MR. SHRUM: I'm not familiar with any calls
14 for a rollback, whatever that may entail. Anybody here
15 from Operations? I don't want to speak for them, but I
16 don't see why we couldn't give an overall roll-out on
17 enforcement activity.

18 LT. GEN. CANAVAN: Anyone here from Ops?

19 MS. BILODEAU: I'm Barbara Bilodeau. I'm
20 here on behalf of Louise today.

21 MR. PRIDDY: And, Karl, just a thought on
22 that. We used to be able to get all the FAA
23 enforcements through the NASDAQ. Unfortunately, I

1 haven't visited that site in a while, but you could
2 certainly go back at least three years on all the
3 enforcements there.

4 MR. SHRUM: The enforcement data is available
5 on the safety side of the house. There's nothing
6 sensitive about that information. On the other hand,
7 if you want real specifics on cases less than a year
8 old, on the security side of the house, many of the
9 details are considered SSI and are protected until a
10 year is gone by so we don't expose any existing
11 vulnerabilities. So overall figures, rolled-up kind of
12 numbers, how many cases, but you're not going to get
13 specifics about "this violation took place at this
14 airport and this individual was involved," and so
15 forth, because we don't want to expose that information
16 until we know that the problem has been fixed.

17 MR. PRIDDY: Just a comment. The last time I
18 did look, 58 percent of all the FAA enforcements were
19 security-related or HAZMAT-related.

20 MR. SHRUM: Any other questions?

21 (No response.)

22 LT. GEN. CANAVAN: Okay. Thanks. Our next
23 item will be the status of the expansion of the

1 Electronic Fingerprint Pilot Program, and Donna Krimski
2 will discuss that.

3 MS. KRIMSKI: I'd like to give you an update
4 on the implementation of Public Law 106-528, and
5 specifically this is the requirement for all airports
6 and air carriers there to fingerprint all new
7 applicants. As you know, the law went into effect on
8 12/23/2000, and in that period until now, March 31,
9 2001, which is just three months into the new
10 requirement, airports and air carriers submitted over
11 50,000 fingerprint requests.

12 Now, prior to the implementation of the
13 public law, an average of 6,000 fingerprints were
14 submitted per year; and, again, this is from airports
15 and carriers where (inaudible) had been met. Eleven of
16 the 20 category airports currently have electronic
17 transmission for fingerprinting, and seven carriers
18 have purchased electronic transmission equipment.

19 The fingerprint processing time averages
20 about 20 to 30 minutes and, when we talk about
21 processing time, this would include reviewing ID
22 applications, collecting fees, logging names, as well
23 as entering the required fingerprint data in the

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1 fingerprint cards, and it all comes under taking the
2 fingerprint whether it's inked or rolled or sent
3 electronically.

4 All category "X" airports receive
5 fingerprints -- the results electronically, and 50 air
6 carriers receive results electronically as well, and
7 this is from the FAA secure Web board.

8 On average, the results for fingerprint
9 checks that were submitted electronically are returned
10 within about five or six days. There have been a few
11 occasions where airports have reported receiving their
12 results within two days, sometimes three days.

13 If an airport or a carrier are taking ink
14 fingerprints and mailing the fingerprint cards in, the
15 turnaround time for the results averages about 12 to 14
16 days. Again, they're receiving the results
17 electronically, but the time is accounted for the
18 mailing. Criminal history records average about 21 or
19 more days.

20 I think we've made quite a bit of progress,
21 the industry as well as FAA, since 12/23/2000, but we
22 continue to work on improving our product. Hardware
23 and software continue to be upgraded to handle the

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1 larger volumes. Additional features have been added to
2 the Web board system to accommodate air carriers.
3 Testing is currently under way for a secured digital
4 version of the criminal history record. Our technical
5 folks are conducting tests and they hope to pilot that
6 electronic criminal history record transmission.
7 That's a few months down the way.

8 We also are working on a "best practices" Web
9 page where we can share with industry what's working,
10 and we also have a case tracking tool being developed
11 for airports and carriers. This will enable the
12 designated airport or air carrier person to log on.
13 This will be secure. It will be password-protected.
14 The designated individual will be able to do a
15 fingerprint track directly from his or her desk. In
16 other words, you won't have to call FAA headquarters
17 anymore. You'll be able to turn to where the
18 fingerprint is, if it had reached OPM, if a case was
19 scheduled, if the fingerprint came back because it was
20 unclassified, if results were posted and when they were
21 posted. So we're very excited about that. We think
22 that will definitely help industry.

23 And, finally, as far as our future goes,

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1 there is a fast-track rulemaking on schedule. The
2 target date is about a year from now, and the reason
3 for this rulemaking is to enable the non-category "X"
4 airports and air carriers operating at those airports
5 to be able to fingerprint all new applicants with
6 common triggers. This would be on a voluntary basis
7 and this would allow this fingerprinting to be done
8 prior to the November 23, 2003 date.

9 While that is under way, parallel to that
10 rulemaking, there is also the movement toward expanding
11 the electronic transmission program to category-one
12 airports.

13 Any questions?

14 MR. KENNEDY: David Kennedy, National Air
15 Transportation Association. Do you anticipate the move
16 to 100 percent fingerprinting as replacing the
17 employment history background checks?

18 MS. KRIMSKI: Yes. That's the reason for the
19 checks. That's the reason for the program.

20 MR. KENNEDY: That is what that will go to?

21 MS. KRIMSKI: Correct.

22 MR. KENNEDY: And you anticipate that will be
23 making when?

1 MS. KRIMSKI: Well, the target date is a year
2 from today, from this year, from this month, of April
3 2002.

4 MR. KENNEDY: For a final roll?

5 MS. KRIMSKI: Right. That's about one-third
6 of the usual time and, of course, that's contingent on
7 everything flowing smoothly.

8 MR. KENNEDY: And, if an airport chooses not
9 to use the 100 percent fingerprinting, they can
10 continue to do the --

11 MS. KRIMSKI: They'll continue to use the
12 triggers until November 23, 2003, as stated in the
13 public law.

14 MR. KENNEDY: Right.

15 MS. MCELROY: Donna, just to make sure --
16 thank you very much. Debby McElroy, Regional Airline
17 Association. Thanks for the presentation.

18 Just to get a sense of the timing and make
19 sure I have it right, you said for those airports and
20 air carriers that are submitting prints electronically,
21 on average they get the results back in five to six
22 days. If an airport or an air carrier is submitting
23 them inked with the cards by mail, they get it back 12

1 to 14 days. They still have the ability to access the
2 results electronically.

3 MS. KRIMSKI: Oh, yeah. And, in fact, they
4 are.

5 MS. MCELROY: Okay. But, in the event in
6 either of these cases, regardless of how the results
7 are transmitted, if there is a criminal history record
8 found, that has to be currently sent and that's, on
9 average, 21 days to receive the materials?

10 MS. KRIMSKI: (Nods head affirmatively.)

11 MS. MCELROY: Thank you.

12 MS. KRIMSKI: And we're hoping that, with the
13 capability to transmit the criminal history record
14 electronically, that will further reduce the time.

15 MR. DOUBRAVA: Donna, Dick Doubrava from the
16 Air Transport Association. What kind of time frame?
17 Because I think one of the most important pieces,
18 obviously, is the tracking system. I think that's been
19 the biggest challenge for both the FAA and the carriers
20 and the airports.

21 You've got that test program; you're working
22 with people to develop that. Do you have any --
23 without holding you to a specific date, what do you see

1 as the universe of time out there before we think we'd
2 have some kind of, at least, test program in place?

3 MS. KRIMSKI: Without making promises, the
4 expectation is sometime in the summer, and this would
5 be after about six weeks of testing at maybe five or
6 six airports. We want to be sure it is working
7 properly, not only for the current crop of airports and
8 carriers involved but also as we add on "cat ones."

9 MR. DOUBRAVA: Thanks.

10 MR. HUDSON: Paul Hudson, Aviation Consumer
11 Action Project. Can you say in general what the
12 triggers are that you're using now for this?

13 MS. KRIMSKI: The triggers are in the current
14 regulation, 107-31 and 108-33. The triggers are
15 discrepancies in an application over a 10-year period.
16 Maybe a person couldn't account for a period of 12 or
17 more months; could that be an indication they might
18 have spent some time in the slammer? What were they
19 doing? They might have had discrepancies in
20 information they reported on an application, basically
21 discrepancy of information and they couldn't correct
22 it.

23 MR. HUDSON: Is there any trigger that would

1 require that existing personnel get this fingerprint
2 check? I recently was on an ABC news show on baggage
3 theft, and they had undercover cameras showing baggage
4 handlers rifling through luggage and they had people
5 with masks who said they were baggage handlers saying
6 how this was a fringe benefit and they intended to
7 continue this activity in the future.

8 Is there anything that would require that
9 people who are already in place get screened for
10 criminal history or problems?

11 MS. KRIMSKI: We had required an employment
12 history, five-year history, that was being done prior
13 to the 1996 107-31/108-33 regulation requiring the
14 criminal history background, the employment history
15 check, and it triggered if you had a discrepancy in the
16 10-year period; but those folks prior to 1996 were not
17 grandfathered -- or they were grandfathered, correct?
18 Or they would have been subject to that five-year FAA
19 employment history.

20 MR. HUDSON: So there's nothing to stop a
21 steadily employed thief or smuggler that's presently in
22 place?

23 MS. KRIMSKI: Well, the criminal history

1 background check just tells us whether there is a
2 criminal history record. It doesn't predict or it
3 can't -- it really can't predict criminal behavior.

4 MR. HUDSON: Thank you.

5 MR. MCGRAY: Duane McGray from ALEAN. I
6 don't recall what the legislation ended up -- how it
7 ended up being written, but when we were discussing it
8 with Senator Kay Bailey-Hutchinson, one of the things
9 that we requested was that criminal history background
10 -- or criminal history checks not only be done at
11 initial application but that they be done recurrently
12 when the badge is renewed every two or three years,
13 whatever the cycle is.

14 Do you remember if that is in the
15 legislation?

16 VOICE: There's no requirement.

17 MS. KRIMSKI: New applicants.

18 VOICE: After December 23.

19 LT. GEN. CANAVAN: Any more questions on
20 fingerprinting, or comments?

21 (No response.)

22 LT. GEN. CANAVAN: Next we have Quinten
23 Johnson who will talk about the Verification Card

1 Program, the pilot program.

2 MR. JOHNSON: The good news is I only have
3 two slides. All right. Let's talk about the
4 verification card effort that's been under way for some
5 time now. I am not armed. I know some of you are.
6 So, if you don't like this presentation, please vent
7 yourself with --

8 (Laughter.)

9 MR. JOHNSON: Now, a little background.
10 About a year ago or so, we had two very enterprising
11 GAO auditors who, using information that they got from
12 the Internet and some fake credentials, breached the
13 security at, I believe it was, 19 federal agencies,
14 including this one, and a couple of security
15 checkpoints. Of course, they were armed and, using the
16 fake credentials, got into the very highest levels of
17 those organizations unchallenged.

18 The Congressman who requested that that
19 effort take place then conducted public hearings, and
20 they were public. They were televised. We watched
21 those tapes several times very closely, and the public
22 hearings exhibited very specifically what the
23 procedures are to carry a weapon on board an aircraft.

1 So we collectively with the law enforcement
2 community got engaged to say, "Okay, what is it that we
3 can do first to make sure that the law enforcement
4 credentials cannot be counterfeited? I mean, what's
5 the state of the art here?" And, secondly, "How can
6 we retain as many of the procedures as possible to let
7 people do their jobs?"

8 There's a lot of criminal activity going on
9 in sterile areas. Law enforcement officers have to be
10 in there to do their job. So how could we solve the
11 problem without putting a lot of law enforcement
12 officers at risk and not doing their job?

13 So that's what we're engaged in now, and I'm
14 going to go over the pilot program that we're about to
15 launch. We've had a lot of activity since last summer
16 on getting to where we are now.

17 Okay. The verification card pilot will kick
18 off in just a few weeks. And, when I say -- or a few
19 days, begin 4/16, that's when we're purchasing the test
20 equipment. It's under the auspices of the National
21 Safe Skies Alliance, which we've contracted to perform
22 this pilot program. It's going to be at four airports,
23 and a couple of carriers have volunteered for this

1 pilot. The airports are Boise, McGee-Tyson -- these
2 are different category airports; we wanted to test a
3 wide range of throughput problems -- Springfield-
4 Branson in Missouri, and right here in Reagan National
5 Airport. Air carriers are American Airlines and Delta.
6 And the organizations -- this is a "Who's Who" -- the
7 FBI, Secret Service, DEA, ATF, Customs, the state,
8 Defense Intelligence Service, Fraternal Order of
9 Police, DoD-IG, DOT-IG, FDA, ALEAN -- Airport Law
10 Enforcement Network -- all cooperating and seeing if
11 the application of this verification card system will
12 work.

13 We will complete that pilot in about four
14 months and then figure out if what we said was going to
15 happen actually happened, make any adjustments, and
16 we're looking at implementing whatever the final system
17 is around calendar year '02.

18 Now, what we're doing in the meantime, we're
19 writing the procedures, because essentially to plug the
20 gap in the interim between the GAO exposure and where
21 we're going, we had to issue emergency amendments to
22 the airport security programs where the actual law
23 enforcement officers are verifying the identification

1 of other law enforcement officers. That will go away,
2 of course, but we have to write the procedures that the
3 carriers and the airport LEL will be implementing under
4 the new system.

5 We also have to do changes to the airport
6 security programs and the air carrier standard security
7 programs to allow for the use of this equipment, some
8 of the rulemaking activity, but I think they'll be
9 program changes.

10 And, finally, there are issues we're still
11 working out with the Carriage of Weapons Task Force.
12 The ultimate use of the cards can be used for other
13 purposes. There is some interest in that. We're
14 working those out. I'm not going to get into that
15 here. We have a whole Carriage of Weapons Task Force
16 and Subcommittee working on those, but we will be
17 reporting to the next ASAC where we are on some of
18 those issues. So we're working those out as we go, but
19 basically that's the time line that we've arrived at so
20 far.

21 Any questions? Sir.

22 MR. BREGMAN: Quint, Mike Bregman, ATF. I
23 will be sending you some paper that we discussed that

1 will come from the department level on some issues.

2 MR. JOHNSON: Good, good.

3 MR. BREGMAN: And enough said about that.

4 MR. JOHNSON: Yeah, that's fine. Mr.
5 Doubrava.

6 MR. DOUBRAVA: Dick Doubrava from ATA.
7 Quint, do you have the equipment in place now to
8 conduct the test?

9 MR. JOHNSON: No, no, no. We have ordered it
10 and we were looking for delivery on last Monday,
11 actually, the same time I sent in my taxes. Unrelated,
12 but the equipment will go to those four airports and
13 should have the red and green lights blinking shortly.
14 They're going to put them in sequentially. They're
15 not going into all four at the same time.

16 Now, we had a delay. This is a later date
17 than we originally published. We are installing a kind
18 of a beeper setup, a wireless communications, so that a
19 law enforcement agency can post a block against one of
20 these cards. The readers themselves don't contain a
21 database. There's no central database. You've got the
22 card, invalid; you go through this ID verification.

23 So, in order to prevent someone whose card

1 has been voided but not retained by the law enforcement
2 agency, we have to communicate with these readers, and
3 there's going to be a little widget added on to those.
4 So that's what we waited for.

5 Mr. Hudson.

6 MR. HUDSON: Paul Hudson. Is there anything
7 to stop a person with a stolen card from going through?

8 MR. JOHNSON: It won't match the person's ID.
9 This card is in addition to all of the other stuff
10 that you have to go through. It's an ID verification.
11 So, in and of itself, it's no good. So, if you steal
12 it, it won't do you any good. You've got to have all
13 the other stuff, too. That's why in and of itself,
14 without your law enforcement credential, without a
15 ticket, without all the other stuff you have to have,
16 it won't do you any good.

17 Any other questions?

18 (No response.)

19 MR. JOHNSON: Okay. More news later.

20 LT. GEN. CANAVAN: Okay. Why don't we take a
21 10-minute break.

22 (Whereupon, there was a brief recess.)

23 LT. GEN. CANAVAN: The next briefer here, you

1 can see him standing there ready to go, is Dr. Lyle
2 Malotky. He's our scientific advisor for ACS, and
3 he'll talk about the Argus Program. Thank you, Lyle.

4 DR. MALOTKY: Good morning. I'd like to talk
5 to you briefly about the Argus Program. I see Argus as
6 basically serving a niche market, and the niche market
7 is going to be in the way aviation security is going to
8 look like, particularly beginning in about 2004 out to
9 2009 when things are really going to get exciting.

10 So, by the end of 2004, we would hope to have
11 100 percent of the CAPP selectees will go through EDS.
12 We plan to move away from the passenger bag
13 reconciliation and come up with EDS; and, to do that,
14 what we need to do is to fit the EDS level of safety
15 and security, to fit that to the bag flow.

16 Now, as you know, and Ken is going to talk to
17 you about it, we've already funded, literally, 100-plus
18 certified EDS systems, and these have been primarily at
19 the "cat X and one" airports, the largest airports.

20 What we need to do and what Argus would help to do
21 is to fit this intermediate market niche, if you will.

22 I see Argus as the MD-80 of EDS technology. You know,
23 we're not down here at the 747s and we're not at the

1 777s, the 75. We're not up here at the Beech-99s
2 either, but we are serving a fairly wide range of bags
3 per hour. We would see this operating sort of at the
4 category-one to category-three or -four airports or we
5 would see Argus as part of a distributed stand-alone
6 EDS system.

7 So Argus is going to give you EDS level of
8 detection. Argus is going to give you, obviously, a
9 lower throughput with a resolve throughput of 50 bags
10 per hour; but, so far as the safety of the passenger is
11 concerned, Argus is going to be as good as the most
12 expensive 9000 or L33-6000.

13 So what exactly is Argus going to look like?
14 Well, the most important thing to us, since we're
15 currently paying for them, is the reduced cost. Now,
16 what I didn't -- oh, I guess I should have put low
17 maintenance cost as the most important thing, because I
18 know that's what my air carrier friends are most
19 interested in. Reduced size, that's what our airport
20 friends are most interested in, because we've got
21 valuable real estate and it's probably going to be out
22 there in front of the ticket counter where you have
23 ready, easy access to the passenger.

1 We want it to be operator-friendly and,
2 indeed, we're putting more rigorous requirements on the
3 Argus "spec" than we have in the past so far as
4 requiring real operators to make it work, much more
5 rigorous requirements on maintenance so far as mean
6 time between failure, ease of repair, general
7 robustness, dealing with airport power and all the
8 things which have caused us problems in the past.

9 General Canavan mentioned earlier on single-
10 sided operation; that is, if you've got a spot there in
11 the check-in area, you can put it up against the wall
12 if you need to. We have Argus configured so you set it
13 up so the bag goes in, gets screened, and spits back
14 out in the same place if you'd like to. If you want to
15 put it into a corner, we're going to have it set up
16 that way so that the vast majority of your periodic
17 maintenance can all be done from one side for easy
18 access.

19 So we see Argus as being more specified in
20 the designs than earlier equipments have been. What's
21 this design look like? The most important thing, I
22 think, is that it is still a CT system. CT systems,
23 computed tomography, are the only systems so far that

1 we've been able to meet our detection and nuisance
2 alarm rate requirements.

3 You're doing pretty sophisticated science on
4 the contents of that bag. It's going to be a one-
5 person operation, primarily designed for the lobby
6 installation, and ease of use is going to be important.
7 We've got our Human Factors folks working with the
8 different vendors to make sure that, indeed, this
9 operator interface, or I guess it's called a "GOOEY"
10 (phonetic) -- some of you may know what that is, I
11 don't -- that this GOOEY is, indeed, well designed and
12 can be easily used by the operator.

13 We're going to have, basically, real-time
14 recording of all of the key strokes that the operator
15 takes. So we're going to know and be able to
16 interrogate from off-line how this particular machine
17 is doing, are the parameters holding right, how many
18 nuisance alarms is the person making, how many extra
19 slices are they calling for, if that's appropriate.

20 So we're going to have a lot of information
21 which ourselves or the screening companies can use to
22 track the operator performance. Of course, we're going
23 to have TIP on there. So we're going to know virtually

1 every day how that particular operator is doing when
2 exposed to realistic problems.

3 We've got three developers. They're all
4 beavering merrily away. It's sort of like the marathon
5 right now. You know, you think you know who's ahead,
6 but it's always difficult to tell because people may
7 run into unforeseen obstacles.

8 We would expect to have them start to show up
9 in airports for the pre-certification data collection
10 in about September. So we think we've got some
11 locations identified. We want to make sure that you've
12 got a wide variety of bags. In the past, we've even
13 differentiated summer and winter bags. I'm not real
14 sure what that means in September, but we wanted to get
15 a wide variety of bags, domestic and international
16 both, because domestic and international bags contain
17 different things which may cause nuisance alarms.

18 So we want -- this is to expose the vendors
19 to the airport environment, to make sure that they can
20 run there, expose them to the diversity and perversity
21 of the contents of these passenger bags, and then allow
22 them to record live bag data so they can fine-tune
23 exercise, if you will, their detection software such

1 that when they come to the certification process around
2 the first of the year, LOC (phonetic) is fairly
3 convinced that they're going to be able to pass.

4 After the certification process, there's
5 going to be operational testing where we take them back
6 out to the airport; but this time, rather than the
7 vendor being in control of the process, FAA is in
8 control of the process. Again, we're going to look at
9 things like our liability. We're going to measure
10 real-life nuisance alarm rates, and then by June we
11 would hope to be able to sign a contract with whoever
12 has certified and whoever has survived the OUE, and
13 then start delivery in September and, by the end of
14 2004, have fielded, oh, two, three, four hundred of
15 these systems depending upon how things work out,
16 certainly a couple hundred, but probably closer to 350.

17 Okay. What does this look like? Now, I must
18 apologize. I should have a better slide than this. We
19 were out Tuesday talking to the folks at InVision and,
20 compared with this machine, it looks like the InVision
21 machine has been on Slim Fast, because, again, it is
22 neck down. I can put my arm over it. It has slimmed
23 down so that its visual silhouette, if you will, has

1 cleaned up quite a bit. The skins are going to be very
2 clean; again, the height of about six-foot-five and,
3 again, the width of about the same, and the length is
4 really driven by the size of the bags that you want to
5 put in. If you decide you want to put in golf clubs,
6 well, the machine has got to be longer because that
7 golf club has got to be able to go all the way through
8 and clear where that CT slice is going to be taken.

9 So I would hope that you would invite me to
10 come back maybe in about a year, because we should be
11 in the process of doing OUE and getting very serious
12 about starting to buy this equipment in about a year.

13 Any questions?

14 MR. PRIDY: Lyle, I have one.

15 DR. MALOTKY: Yes, Ron.

16 MR. PRIDY: You made it very clear that we
17 could do this single-sided. Is there an option to do
18 it through --

19 DR. MALOTKY: Most certainly, yes. You can
20 shoot it on through, but it's going to take up more
21 real estate because that means you've got to have some
22 sort of a loading platform, some sort of an unloading
23 platform. Again, that's going to be driven by sort of

1 your bag flow. Are you going to be able to control it,
2 loading and unloading both, or is it going to be at the
3 lower end of the 50 bags per hour where most of the
4 time the screener is like the Maytag repairman waiting
5 for something to happen. If so, it may be easier if he
6 puts it in and takes it out at the same place.

7 MR. HUDSON: Paul Hudson. Are carriers or
8 airports now buying any of these EDS machines or are
9 they still being 100 percent funded by the government?

10 DR. MALOTKY: Well, in the United States,
11 they are currently all being bought by the government.
12 Overseas, many of those are government purchases, as
13 well. There have been about as many CTX machines sold
14 overseas as have been deployed in the United States.

15 LT. GEN. CANAVAN: Okay, Lyle. Thank you.

16 DR. MALOTKY: Thank you.

17 LT. GEN. CANAVAN: The next subject will be
18 the Security Equipment Integrated Product Team status,
19 and Ken Klasinski is the briefer.

20 MR. KLASINSKI: Good morning, everyone.
21 While they're setting up, I'll tell you just a little
22 bit about who we are. We're an integrated product
23 team, and FAA procures and installs flight services

1 through integrated product teams. It's through these
2 integrated product teams that we modernize our air
3 traffic control system, that we build and install
4 radars across the country. It's also how we modernize
5 or upgrade the infrastructure of the air traffic
6 control system.

7 The Office of Civil Aviation Security follows
8 the same model to purchase and install security
9 equipment at our nation's airports. In our IPT, we
10 have 20 air carrier and airport authority
11 representatives that are members of the IPT along with
12 people from Acquisition Experience, Security, Program
13 Management, in Contracts and Legal, as well. Our
14 office is located about 20-some-odd miles down the road
15 in a business park in Herndon, Virginia, which is on
16 its way to Dulles Airport.

17 The IPT meets as a full IPT with the 20 air
18 carrier/airport authority reps every other month for
19 about a day and a half to two days. We talk regularly
20 about every other Monday, and obviously there's the
21 e-mails and the phone calls that take place.

22 But the point I wanted to make is that the
23 air carrier and airport authority representatives to

1 the IPT are very much a part of the IPT. I think my
2 challenge with the IPT is to ensure that their
3 interests and concerns are voiced and heard and that we
4 work through them and deal with them. The challenge is
5 that those of us in the FAA do this every day, eight-10
6 hours a day, five days a week and then some. The air
7 carriers we meet with, again, every other month and
8 talk to weekly. So the real challenge is to ensure
9 that there's cohesiveness through it, but I think in
10 the last five months we've made some strides in that
11 area and are working better together and will continue
12 to work better.

13 Around the table you have the package in
14 front of you, so maybe we'll get started. Lyle talked
15 about the Argus, and that's the lower right-hand side
16 of page two, and that's just an example of the
17 explosive detection systems we deploy. The costs range
18 anywhere from about \$625,000 for the smaller ones, for
19 example, the CTX-2500 on the lower left there on your
20 slide, to as much as a million dollars or so, and that
21 would be an example of the two top boxes on the top
22 half of the slide. Currently there are 121 units
23 installed around the country.

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1 On page three is the other technologies, the
2 explosive trace detection as well as the TIP-ready
3 x-ray. And the explosive trace detection, to date 706
4 have been installed; for the threat-image projection-
5 ready x-ray, 431 have been installed across the
6 country.

7 And on page four you see a list of the
8 current vendors that we have for each of the three
9 technologies.

10 I'm going to talk a little bit about our
11 goals for this year, but there are some greater goals
12 that I'll talk about based out of the Office of Civil
13 Aviation Security. And we as an IPT, we have goals
14 that we meet each year and need to meet. And we're on
15 page four. Thank you.

16 On page four, and on the left you see
17 explosive detection systems from the two vendors. This
18 year our milestone is to install 24 explosive detection
19 systems, and we're not quite halfway there, but we're
20 confident we'll make the goal. For the explosive trace
21 detection, our goal is to ensure that we install 100 of
22 those this year, and we're just about halfway there.
23 And the threat-image projection-ready from the three

1 vendors, you see there we'll buy a total of 500 units
2 and install those by the end of the fiscal year, which
3 is on September 30.

4 I want to step back and talk globally, and
5 these are the goals that the IPT works toward and these
6 are the goals of the Office of Civil Aviation Security.
7 Lyle mentioned the first four, but under goal one,
8 which is 100 percent screening of selectee bags by
9 certified EDS or equivalent technologies and procedures
10 at all airports; and then, below that, you see the
11 other two bullets for the other technologies.

12 The change in goal two that takes us through
13 December 31 of 2008 is that the goal is to eliminate
14 equivalent technologies and procedures. Again, that is
15 a goal. That is not a mandate. That is not a rule.
16 That is a goal. We do recognize that at some very
17 small locations a procedure may be the optimal way to
18 go. Again, this is the goal.

19 And, in a couple slides later, I'll talk
20 about how our funding relates to that in a very
21 positive way. Then on goal three and four you see some
22 time frames. I just wanted to paint that little
23 picture for you, going to the short term as well as the

1 long term.

2 How do we get there from here? We have a
3 deployment plan, and it's in the process of leaving the
4 FAA and on the way to Capitol Hill with the President's
5 budget. For this slide I just wanted to give you a
6 little bit of the magnitude of the effort, how many
7 airports, air carriers, the enplanements; but, on the
8 bottom, a highlighted comment there that over 3½
9 billion bags and a billion passenger enplanements in
10 less than 10 years. So we're talking big, big numbers.

11 On page eight you'll see a little bit of the
12 detail that went into the deployment plan. Again, we
13 work with the air carriers and airport authority reps
14 to the IPT. And the third bullet there talks about the
15 enplanement data and selectee data that was provided to
16 us by the air carriers, and a big thank-you to all of
17 them. Some of them are in the audience here today. I
18 know a lot of that was done manually, so that is work-
19 intensive; and, without their participation, really it
20 would be difficult to get off the ground.

21 And I think they're going to pause for just a
22 moment as they change the slide. We're working with
23 Policy on the deployment plan to figure out just how

1 the best way is to disseminate the information. We've
2 heard loud and clear that the airports out there are
3 really starving for information: What are we doing?
4 When are we doing it? And we're packaging that up now.

5 And on page nine I want to give you just a
6 little bit of a taste of the -- what we're doing is
7 digging down, if you will, with the deployment plan,
8 and we chose Washington National. This is just for
9 illustrative purposes only. So the next couple of
10 slides are just illustrative purposes only. It's not
11 what is going to happen or what we are proposing, but
12 kind of gives you an idea.

13 It's amazing the information you can get off
14 the Internet. We're on page nine, please, page nine,
15 please. Well, I'll tell you what, I'll get there in a
16 couple minutes. If you just stay -- actually, the page
17 you're on is fine.

18 Page nine in the handout, again, what it is,
19 it's a map of the layout of Washington National Airport
20 that we pulled off the Internet. The following page
21 10, again, there's some information on the airport
22 itself. We were able to find out who exactly is all
23 there. This is very important that we do sharing of

1 equipment: Who is located where? So we'll make
2 suggestions of sharing, for example, explosive
3 detection systems.

4 And on page 11 and 12 of your handout, again
5 for illustrative purposes only, you know, some
6 possibilities of where equipment could be. And, again,
7 this is an example of how we're drilling down in the
8 deployment plan to get more specific information, just
9 to get further delineations, exactly what we'll be
10 doing and when.

11 Page 14, this is getting back to the
12 deployment plan. What you see on this screen is what
13 we expect to deploy, to get it ready for projection-
14 ready x-ray units, and it shows some of the history as
15 well as some of the life cycles that are called
16 "service life extension." We programmed for a seven-
17 year service life extension; and, granted, there are
18 some policy work that needs to be there, but we've
19 folded it into the deployment plan, so we can plan on
20 it in the event that we replace that equipment.

21 On the next couple of pages, you'll just get
22 an idea of the magnitude of the effort over the next
23 several years, and we do have -- there are some changes

1 we need to make; and, as I said earlier, this year the
2 goal is to install 24 explosive detection systems.
3 Even just with the Argus, we'll be a couple of hundred
4 over a period of a number of years.

5 So we're in the process really of changing
6 the culture, if you will, of how we work and how our
7 integration contractors work and our work with the
8 airports and the air carriers, because we'll go
9 somewhere from about 24 units per year to somewhere
10 maybe between 16 to 18 units per month in an Argus time
11 frame.

12 So we need to do work a little differently.
13 We need to see where some of the lags are, where some
14 of the overlap is, and take care of that and find out
15 what work we'd be doing parallel. But there is a
16 change that needs to take place and is taking place.
17 We've already started that.

18 And on page 17 -- oh, that's the previous
19 page. Page 17 of the handout talks to the dollars.
20 Again, there's some history there. Mike Canavan and I
21 were in this room last month and we made the argument
22 as to why the IPT's budget should increase by 50
23 percent starting in 2003, and a lot of that obviously

1 is related to the Argus Program. We were successful in
2 our argument.

3 So there is a planning wedge in what is
4 called the FAA's capital investment plan, and that
5 wedge bumps up from 100 million to 150 million starting
6 in 2003. And you see there on the chart as well as the
7 handout in front of you that it goes to 2008. That
8 reflects the goals. Goal one and two is to have the
9 equipment out in the field by the end of 2008.

10 Where every company does an investment
11 analysis, every company does an affordability study.
12 Our company, FAA, is really no different. In our
13 internal investment analysis when we looked at
14 affordability, it was determined that it would take an
15 extra two years, to 2010, to complete our goals from
16 the financial perspective; hence, the wedge that was
17 approved last month in this very room extends out to
18 2010 and \$150 million, and that 150 million starts in
19 2003.

20 So a planning wedge, again, it doesn't mean
21 it's guaranteed. As you all are very, very familiar
22 with, it determines what the actual appropriation from
23 the Hill will be. We will still have to defend it each

1 year, articulate what we're going to do with it and any
2 impacts of any underfunding, but the new good news is
3 the conversation will start at 150 million. So we have
4 more money to do work to get the equipment out there
5 where it needs to be.

6 The very last page of the handout, page 18,
7 is really just a summary of how we got here, a lot of
8 backing from the White House Commission Report on
9 Aviation Safety and Security, and the Congress has
10 supported us over the years, the department as well,
11 and as well as the FAA itself with its own strategic
12 plans.

13 Any questions, please?

14 LT. GEN. CANAVAN: Yes, Dick.

15 MR. DOUBRAVA: Mike, I have one comment. I
16 just want to express our appreciation to Jan and to Ken
17 for the great progress we've made over the last 12
18 months. You know, the IPT -- and I think all of you
19 are aware; many of you were involved in the process.
20 It's been a very complicated and, at times, very
21 difficult process, and the industry doesn't always
22 agree with, obviously, all the directions that FAA
23 would like to go in.

1 But I have to say that I think that the
2 process over the last 12 months has improved
3 dramatically, and I think that we're working closer
4 together than we ever have and the challenges ahead of
5 us are, frankly, greater than they've been in the past,
6 even though we've been seeking funding and those kinds
7 of issues and we had a lot of pressure on us over the
8 last few years. But the challenges that are ahead of
9 us are greater because we're moving out to a far
10 greater universe in terms of looking at Argus and some
11 of these things.

12 And so I just want to express on behalf of my
13 members our appreciation to your folks for doing a
14 great job and keeping us in the loop, and we look
15 forward to working with you to make this an even better
16 process.

17 LT. GEN. CANAVAN: Thank you, Dick.

18 MR. MCGRAY: Duane McGray from ALEAN. I want
19 to echo that, but I also want to go back -- and I know
20 you'll be surprised to hear me say this, Mike. The
21 increase in funding, 50 percent increase in funding, I
22 think is great, but I certainly hope it doesn't detract
23 from the needs in the canine program that are still

1 glaring.

2 LT. GEN. CANAVAN: This doesn't take away
3 from the canine program. Two different programs.
4 Won't be a decrease in either. The canine program is
5 in pretty good shape. It won't decrease.

6 MR. KLASINSKI: Yes, sir.

7 MR. HUDSON: Paul Hudson. Are there any
8 plans or is there any present procedure going on for
9 being able to screen mail and cargo for explosive
10 detection on passenger airplanes?

11 MR. KLASINSKI: At this current time within
12 the IPT, our mandate, if you will, is check bags and
13 carry-on bags, not to say that it could expand at some
14 later point, but at this time just those two areas.

15 MR. HUDSON: Do you know, does the Post
16 Office or other cargo people, do they have any separate
17 parallel program going on?

18 MR. KLASINSKI: I'm sure they do. I'm not
19 aware of any specific programs. We do talk to them
20 from time to time in information sharing, and a lot of
21 that is through -- Paul Polski at the Technical Center
22 provides a lot of forums for all of us to get together.
23 In fact, there will be one later this year where we'll

1 be getting together in Atlantic City.

2 MR. POLSKI: Last week in November. Good
3 chance to put a plug in for it. I have handouts if
4 anybody is interested.

5 MS. BRECHT-CLARK: If I may, Jan Brecht-
6 Clark. For screening of mail, there is the issue of
7 the specific prohibitions against doing some screening,
8 x-raying and examination of mail. We are continually
9 working with the Post Office to see what we can do to
10 ensure security and, you know, sizes of packages and
11 where they carry, all that.

12 On screening of cargo, we have used the CTX,
13 and the CTX particularly in the baggage loading area.
14 We've worked with a couple of air carriers for the
15 possibility of screening small bags that will fit into
16 the CTX machines to do screening of boxes where, in
17 essence, it would reflect a checked bag, but it's a
18 box. It can be screened.

19 Some of the biggest problems that we have
20 with some cargo is that the containers are too large to
21 fit into the CTX machines. For the most part, that's
22 very limited on passenger aircraft, but we are
23 continuing to examine how we can approach screening

1 cargo, and we are examining and doing the trial of
2 known shippers, in essence a CAPPs-like program where
3 we're identifying those pieces of cargo that may
4 require some additional examination.

5 LT. GEN. CANAVAN: Thank you. Okay. Thanks,
6 Ken.

7 MR. KLASINSKI: A question over here.

8 MR. MONETTI: I'm trying to formulate it.
9 Bob Monetti from the Victims of Pan Am 103. It's kind
10 of an SEIPT question, because you guys just do as
11 you're told, but it may be an ASAC question. There
12 should be some point in time when we decide that we
13 don't need to protect a Piper Cub or whatever it is.
14 We don't need to necessarily protect every single plane
15 because maybe every single plane isn't equally -- as an
16 alternative to putting 500 Arguses in 500 little
17 airports, maybe we should put one Argus at each of the
18 hubs that those people fly to and just check their bags
19 into the main airport. That might be a whole lot
20 cheaper.

21 MR. KLASINSKI: We have looked at that. They
22 call it "reverse screening," is what the air carriers
23 call it. That does propose a tremendous logistics

1 problem at the hub, as you say. And keep in mind, even
2 with the Argus at the smaller locations, smaller
3 airports, or a smaller site even at a large airport,
4 we're still talking about something larger than or
5 greater than 30 passengers per aircraft.

6 But the reverse screening that you alluded to
7 can be very problematic for an air carrier whenever
8 it's trying to maintain schedule.

9 MS. BRECHT-CLARK: Jan Brecht-Clark. If I
10 may add to that, it's basically the hub-and-spoke
11 system that allows tail-to-tail -- I mean, is the way
12 it's called -- baggage loading, to take it off of this
13 plane. It doesn't go into the terminal at all. It
14 goes onto a cart and right to the next plane.

15 And, if we have only screening at the hub, we
16 would potentially be an impediment to traffic flow if
17 we were requiring the bags coming into the terminal
18 area, and the only way to prevent that is to have the
19 bags screened before they get to the hub. And, if we
20 say we're only going to screen those bags that go on
21 the larger planes that are entering at the hub, then
22 we're encouraging threat migration, as it were, or
23 encouraging someone to go, "Well, gee, my bags are

1 going to be screened here, but I get on out here in a
2 small airport 200 miles away."

3 So, just to ensure that we're not encouraging
4 threat migration, we almost have to do it at
5 origination; and, if somebody really wants to try and
6 test our system, they might do the smaller airport.
7 It's, I think, also something in the order that we have
8 to consider deterrents, because if they know that we're
9 screening at any point of origination, it would do a
10 deterrence for the attempt to submit a threat object at
11 any point in the transportation system. So, by having
12 an Argus, which is a lobbyist relation, at a smaller
13 airport --

14 MR. MONETTI: Awful lot of time and trouble.

15 MS. MCELROY: Debby McElroy, Regional Airline
16 Association. I appreciate your concerns, Bob, and we
17 originally on were concerned about some of the impact
18 of very expensive installations in smaller airports
19 where you have a low level of traffic.

20 And I will add to Dick's commendation of the
21 IPT. They have been working with us. The regional
22 industry has a representative on the IPT, and the
23 phase-in schedule that they have will allow those

1 airports with the highest threat and the largest number
2 of passengers to be addressed first, which is certainly
3 the appropriate way to do it, but will still allow
4 ultimately for all passengers to receive that same
5 level of screening at the origin point.

6 As Jan mentioned, there's not only the issue
7 of tail-to-tail transfer with baggage but also, given
8 the way airport construction is not proceeding at a
9 pace that we'd all like to see it, in some cases the
10 regional operations may be kept separate from their
11 major partner if they're in a code share or maybe in a
12 separate facility. And so that poses an even more
13 logistical difficulty for both the airline and
14 passengers.

15 So, believe me, I share your concern about
16 imposing significant costs on small airports or small
17 airlines, but I think the phase-in that the IPT has
18 structured is appropriate for that.

19 MR. MONETTI: Actually, I was more concerned
20 about placing enormous cost on the FAA.

21 LT. GEN. CANAVAN: Okay. Thank you. Okay.
22 Now we're into the general discussion, open it up to
23 the floor.

1 MR. HUDSON: Paul Hudson, Aviation Consumer
2 Action Project. I'd like to commend you for moving the
3 process forward in the last year and in the last few
4 months that you've been on board. Certainly appreciate
5 that things are starting to develop now where at least
6 some light can be seen, perhaps, at the end of the
7 tunnel where we may have a secure system, a reasonably
8 secure system in the future.

9 But we would note that there are still some
10 very glaring holes in the system, and we would hope
11 that FAA would work toward closing those. I mentioned
12 before the lack of any screening of mail and cargo on
13 passenger jets. We have supported banning that, as was
14 done during the Gulf War, but I understand there is
15 opposition to that.

16 But, if there is no plans for doing anything
17 with it, I would hope that that could be reconsidered,
18 because it doesn't really do much good to have a system
19 that only covers half or two-thirds of the problem. If
20 the barn door is open on one side and it's closed on
21 the other, it's likely to have similar results.

22 LT. GEN. CANAVAN: It wasn't discussed. As
23 far as the mail goes, we're working with RESPA to get

1 the rule changed. The rule changed in 1990 that no
2 U.S. mail would be screened. Now I'm trying to reverse
3 that. So, hopefully, that will take care of that issue
4 and we are working the cargo issue.

5 MR. HUDSON: I would also mention to you
6 that, when we worked on getting the Aviation Security
7 Improvement Act of 1990 enacted, I remember attending
8 many Congressional hearings in which industry
9 representatives got up and said they'd be willing to
10 share the cost of bomb detectors. And I would submit
11 that the cost of one or two airplanes, it's not
12 unreasonable to ask the industry to put forward to
13 acquire machines.

14 LT. GEN. CANAVAN: On my next trip to the
15 airlines, I'll take you with me. I know what you're
16 saying.

17 MR. HUDSON: It's in the record and someone
18 can look it up of these hearings that it wasn't just
19 set on the side.

20 LT. GEN. CANAVAN: But, on behalf of the
21 airlines, too, they're paying money.

22 MR. HUDSON: For operation and maintenance.

23 LT. GEN. CANAVAN: Yeah, but they're paying

1 money, screening people, et cetera. So it's not all
2 one way.

3 MR. HUDSON: And the last point I just want
4 to raise is that we get inquiries from airline
5 passengers about what they do, what they should do,
6 rather, when they see violations; and I would hope that
7 that could be -- and telling someone at the airport is
8 not necessarily -- for instance, if a large truck is
9 parked, a Ryder truck is parked out in front of the
10 terminal for a long time and its lights are flashing
11 and there's no one there, reporting it to the airport
12 maybe is not going to result in anything.

13 Is there an 800 number by which people can
14 call in things?

15 LT. GEN. CANAVAN: There's a hot line number,
16 because I answer the letters, and it goes the whole
17 gamut. You know, surprisingly, a lot of the letters
18 say that -- they're very complimentary, saying that "We
19 like the procedures. We like the fact that people are
20 being asked questions and go through screening," and
21 this type of thing, and all the way to people asking
22 for exceptions, or they go to airport "X" and say that
23 "This happened. I wasn't asked this question. I know

1 I should be," you know, those types of letters. And
2 they're very good and we turn those around, but, more
3 importantly, give them to the FSMs who, in turn, give
4 them to the airport or the airlines.

5 But there's a hot line number out there. I
6 don't know what it is off the top of my head, but it's
7 out there. Since you deal with the flying public, if
8 they see a truck out there with blinkers on it, that's
9 not the time to be writing a letter. That's the time
10 to be walking up to the nearest policeman that's
11 outside there and saying, "I think that truck has been
12 there for the last 20 minutes. How come? There's no
13 one in it, and I believe the announcement says we're
14 not supposed to leave any unattended vehicles here in
15 front of the airport," you know, those types of things.
16 And I would think they would respond to that. I hope
17 they would. If they don't, then obviously we'd like to
18 know that.

19 But we get a lot of feedback from the public
20 and, when I go around and talk to the folks in the
21 field, they tell me that, you know, ideas, "Can you do
22 this better? Have you thought of this?" you know,
23 those types of things, and not a whole lot of

1 complaining about, you know, "You made me miss my
2 flight" or "I think this is obtrusive," you know, those
3 types of things.

4 Yes, Bob.

5 MR. Monetti: I've been doing some work on
6 screener training with Northwest and with Paul's people
7 from the Human Factors Group, and a kind of interesting
8 observation: The screeners have a problem with
9 harassment. They get harassed quite a lot. It's
10 almost never passengers. It's pilots and it's flight
11 attendants, it's airline employees, it's cops, it's all
12 those people who ought to know better. Since none of
13 the passengers are around and all you guys are, I
14 figured I'd mention it here.

15 LT. GEN. CANAVAN: I forget what law it is,
16 but there is language in there that says it's against
17 the law to impede screeners from doing their job, which
18 is what you're saying. So you've got to talk to
19 airline pilots and things like that --

20 MR. SHRUM: Actually, I want to point out,
21 it's a provision in the rewrite, which has yet to
22 become a final rule, that will allow us to violate
23 people for interfering with screeners in the

1 performance of their duties, et cetera.

2 MR. MONETTI: In the next year or so, we'll
3 be able to do it.

4 LT. GEN. CANAVAN: But that's a good point,
5 because, I mean, you know, the public -- that happens
6 on occasion, but people fly through there, you know,
7 they're late for their -- pilots, flight attendants,
8 probably some of my folks. You know what I'm saying.
9 You know, just to cool to be true and want to zip right
10 through that thing. Here's someone there trying to do
11 their job, and all of a sudden, "You want to screen
12 me?" you know, this type of thing.

13 MR. MONETTI: "Don't you know who I am?"

14 LT. GEN. CANAVAN: Yeah, that's right, and it
15 goes downhill from there quickly. So, if you can
16 reinforce that out there, we'd appreciate it. But it
17 is under the rule.

18 MR. DOUBRAVA: Dick Doubrava with ATA. I
19 just want to, before everyone leaves in this room, to
20 make clear there are requirements for screening of
21 cargo and mail; and the baseline working group, which
22 many of the people in this room were involved in, we
23 worked very closely with the White House Commission on

1 security and safety, and most of the people in this
2 room and organizations, including yours, were involved
3 in the baseline working group. And the requirements
4 for cargo are in there as well as mail.

5 And so I certainly don't want anybody to walk
6 out of this room and not believe there are not
7 requirements for the screening of cargo or mail and
8 that those agreements were put in place as a follow-up
9 to the TWA and the resulting Presidential commission.

10 So, I mean, if the argument is they need to
11 change, that's another issue, but I certainly don't
12 want anybody to walk out of this room and not believe
13 they're not being screened.

14 MS. BRECHT-CLARK: I think the specific
15 question was are they going through the CTX or an
16 explosive detection system.

17 MR. DOUBRAVA: No, that wasn't the question.

18 MS. BRECHT-CLARK: Then I misunderstood.

19 LT. GEN. CANAVAN: Thanks. The next meeting
20 will be on the 21st of June at 10 o'clock here. And
21 we'll send you the minutes as quickly as we can; we'll
22 send it through e-mail to all the ASAC members. If
23 there is anything that you would like to discuss next

1 time and put on the agenda, or anything that someone
2 may want to brief and think it worth your time to do
3 that, we appreciate it.

4 Okay. Thank you.

5 (Whereupon, at 12:10 p.m., the above-
6 entitled meeting was adjourned.)

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