

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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In the matter of: : :
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AVIATION SECURITY ADVISORY : :
COMMITTEE MEETING : :
: :
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Wednesday, July 23, 1997

Federal Aviation Administration
Conference Room
8th Floor
800 Independence Avenue, S.W.
Washington, D.C.

The meeting of the AVIATION SECURITY ADVISORY
COMMITTEE commenced at 9:03 a.m., pursuant to notice.

APPEARANCES: ASAC Committee Members:

Rear Admiral Cathal Flynn, Chairman
Aviation Security Advisory Committee
Associate Administrator for Civil Aviation
Security

Mr. Daniel Boyce
Office of Intelligence and Security.
U.S. Department of Transportation

Mr. Quinten Johnson, DFO
Federal Aviation Administration

Mr. Pete Dowling
U.S. Secret Service

Mr. Steve Alterman
Cargo Airline Association

Col. Dale Landers

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APPEARANCES (Cont.)

Mr. Marty Salfen
International Airline Passengers
Association

Mr. Joseph B. Morris
Air Courier Conference of America

Mr. Kevin Cummings
U.S. Customs Service

Mr. Paul Polski
FAA Office of Aviation Security Research
and Development

Mr. Charles Rasner
Federal Bureau of Investigation

Mr. Robert DiVito
Aviation Consumer Action Project

Ms. Chris Witkowski
Association of Flight Attendants

Mr. Garrett Chesnutt
Allied Pilots Association

Mr. Robert Cox
Airline Pilots Association

Mr. Andrew Cebula
National Air Transportation Association

Mr. Robert A. Martin
U.S. Postal Inspection Service

Mr. Robert Monetti
Victims of PanAm Flight 103

Ms. Deborah McElroy
Regional Airline Association

Mr. Ron Priddy
National Air Carrier Association

Ms. Susan Rork
Air Transport Association of America

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APPEARANCES (Cont.)

Ms. Bonnie Wilson A.
Airports Council International

Mr. Craig Williams
AAAE

Mr. Albie Dodson
Airport Law Enforcement Agencies Network

Also Appearing:

Mr. Steve Kisteluntz
Airports Council International-NA

Mr. Mark Ludwig
Bryan Cave LLP

Mr. John Sanders
Mr. Jim Aldo
Vivid Technologies

Mr. Mark Torbeck
Midway Airlines

Mr. Jerry Wright
Airline Pilots Association

Mr. Bill Carleton
U.S. Postal Service

Mr. Walt Helt
Mr. Jack Bortz
Mr. Tom Smerczynski
TASC

Mr. John Wojtowicz
Mr. Mike Dinning
DOT/Volpe Center

Mr. Mike Hrinyak
Immigration and Naturalization Service

Ms. Tricia Macomber
Charlotte/Douglas International Airport

Mr. Walter Leamy
TransWorld Airlines

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APPEARANCES (Cont.)

Ms. Tisha Colvin
SRI International

Mr. Glenn P. Johnson
Victims of PanAm Flight 103

Mr. Art Kosatka
Counter Technology Inc.

Ms. Marnie Shaul
Mr. Michael Bollinger
Mr. Barry Kime
U.S. General Accounting Office

Mr. John E. Otto
Delta Air Lines

Mr. Bob Hutnick
Immigration and Naturalization Service

Thomas D. Leland
Knight, Gardner, Poor & Hovers

Mr. Jeff R. Dunaway
Mr. Matt L. Vaughn, Sr.
United Parcel Service - Airlines

Mr. David Teitelbaum
Mr. Giovanni Carvaroli
Ms. Donna Krimski
Ms. Gail Richards
Ms. Rebecca Tuttle
Mr. Samuel Renfrew
Mr. Peter Falcone
Mr. Karl Shrum
Mr. James Farell
Federal Aviation Administration

Mr. Larry A. Wansley
Mr. Jack Bullard
American Airlines

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P R O C E E D I N G S

(9:03 a.m.)

OPENING REMARKS

1
2
3
4 RADM FLYNN: We will come to order. This is a
5 meeting of the Federal Aviation Administration's Aviation
6 Security Advisory Committee. It's being held pursuant to a
7 notice published in the Federal Register on July 7 of this
8 year. The agenda for the meeting will be as announced in
9 that notice, with details as set out in the handout. You
10 have a handout of the agenda? It's that piece of paper?
11 Do you all have it? Okay.

12 The FAA Designated Federal Official, Quinten
13 Johnson, is responsible for compliance with the Federal
14 Advisory Committee Act. It is his responsibility to see to
15 it that the agenda is adhered to and that accurate minutes
16 are kept. The Designated Federal Official also has the
17 responsibility to adjourn the meeting should he find it
18 necessary to do so in the public interest, if we get too
19 rambunctious for example.

20 Placards for the member organizations are set
21 out on the main table. Only one representative from each
22 organization may sit at the table, participate in
23 discussions and vote on matters put to a vote by the chair.

24 Other representatives of member organizations should
25 channel any remarks they have through the organization's
26 main table representative, except as requested to do

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1 otherwise by the chair. When addressing the chair, please
2 identify yourself to greatly facilitate keeping accurate
3 minutes.

4 This meeting is open to the public, but members
5 of the public may address the committee only with
6 permission of the chair, which should have been arranged by
7 giving advance notice concerning the scope and duration of
8 the intended presentation. The chair may entertain public
9 comment, if in the judgment of the chair doing so would not
10 disrupt the orderly progress of the meeting nor be unfair
11 to any other person. Members of the public are welcome to
12 present written material to the committee at any time.

13 I think as you all know we're fairly liberal
14 with regard to allowing people in the second row to
15 address, provided that that's okay with the primary
16 representative up at the front table.

17 I think there are some preliminary things that
18 I'd like to do. The Cargo Airline Association has recently
19 become a member of the ASAC. I'd like to welcome Steve
20 Alterman in his new role up at the table.

21 Also, the Immigration and Naturalization Service
22 has asked to become a member. Mr. Mike Hrinyak is here
23 today representing INS. I think we're just in the process
24 of finalizing their membership. I'm hoping that they will
25 discover that I am illegally present in Washington and will
26 deport me back to California.

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1 (Laughter.)

2 INTRODUCTIONS

3 RADM FLYNN: Now for the purposes of having a
4 record of the meeting, I would like us to go around the
5 table and identify ourselves so that we can have that in
6 the minutes. Let me remind you that these microphones on
7 the table are only for the purpose of assisting in the
8 recording of the proceedings. So when you're addressing
9 people, keep in mind that there is no amplification of your
10 voice. If you want to be heard, if you need amplification,
11 you need to leave your chair and go up to that podium up
12 there and use it, where there is a microphone that
13 amplifies the voice.

14 To start it off then, I'm Cathal Flynn of the
15 FAA and ASAC chairman.

16 MR. BOYCE: Dan Boyce from the Department of
17 Transportation, Office of Intelligence and Security.

18 MR. DIVITO: Robert DiVito from the Aviation
19 Consumer Action Project.

20 MR. CHESNUTT: Garrett Chesnutt from the Allied
21 Pilots Association.

22 CAPT. COX: Bob Cox from the Airline Pilots
23 Association.

24 INSP. MARTIN: Bob Martin, Postal Inspection
25 Service with Postal Service.

26 MR. MONETTI: Bob Monetti from the Victims of
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1 Pan Am Flight 103.

2 MS. McELROY: Debbie McElroy, Regional Airline
3 Association.

4 MR. PRIDDY: Ron Priddy, National Air Carrier
5 Association.

6 MS. RORK: Susan Rork, Air Transport
7 Association.

8 MS. WILSON: Bonnie Wilson, Airport Council
9 International-North America.

10 MR. ALTERMAN: Steve Alterman, Cargo Airline
11 Association.

12 MR. DODSON: Albie Dodson, Airport Law
13 Enforcement Agencies Network.

14 MR. SALFEN: Marty Salfen, International Airline
15 Passengers Association.

16 MR. MORRIS: Joe Morris, Air Courier Conference
17 of America.

18 COL. LANDERS: Col. Dale Landers, Department of
19 Defense.

20 MR. CUMMINGS: Kevin Cummings, U.S. Customs.

21 MR. POLSKI: Paul Polski, Office of Aviation
22 Security Research and Development in New Jersey.

23 MR. RASNER: Charles Rasner, Federal Bureau of
24 Investigation.

25 MR. DOWLING: Pete Dowling, Secret Service.

26 MR. JOHNSON: Quinten Johnson of the FAA and
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1 Designated Federal Official.

2 RADM FLYNN: All right. Thank you all for that.

3 I would like to extend to you, Ron Priddy, our
4 hope that Mr. Driscoll will soon recover from what I
5 understand are very serious injuries he had in a car crash.
6 I'm very sorry to hear about that.

7 MR. PRIDDY: Thank you very much. I spoke with
8 Ed at about 7:30 this morning and he was en route to a
9 therapy session to regain his health. I'll pass that along
10 and he will appreciate it I'm sure.

11 REVIEW OF MINUTES FROM MARCH 26, 1997 MEETING

12 RADM FLYNN: We should review the minutes of the
13 last meeting, which was on March 26. I will open the
14 discussion of the minutes by any of the members here. Are
15 there any points about the minutes, points of correction,
16 additions?

17 (No audible response.)

18 RADM FLYNN: Well, that being the case, I gather
19 that the members find that the minutes are accurate. Could
20 we have a motion to adopt the minutes?

21 INSP. MARTIN: So moved.

22 MR. MONETTI: Second.

23 RADM FLYNN: Those in favor?

24 (Chorus of ayes.)

25 RADM FLYNN: Opposed?

26 (No audible response.)

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1 RADM FLYNN: The minutes are adopted. Thank
2 you.

3 RADM FLYNN: We will proceed through the agenda
4 covering the briefings that are indicated on the agenda.
5 In introduction to it, it seems to me that there's been
6 very considerable progress made since March, that the IPT,
7 the Integrated Product Team, has been charged with
8 acquiring and deploying equipment and systems has been
9 progressing well.

10 You should know that we have reviewed the work
11 of the Integrated Product Team at the senior level, with
12 senior representatives from the airlines, Air Force and the
13 FAA, in order to review the appropriateness of the
14 acquisition decisions that they have been making and to
15 give guidance on the integration of some of the individual
16 systems.

17 That, I think, has been going on satisfactorily,
18 not discounting at all the difficulty that we face in what
19 is the largest deployment of security equipment -- I think
20 that has been the largest single deployment of equipment
21 that has been attempted thus far, attempted anywhere. It's
22 only the beginning of things.

23 We're a little bit concerned, the FAA at any
24 rate, we're concerned about the funding for continuation of
25 the deployments. But we continue to work through the
26 executive departments budgetary processes to ensure

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1 continued funding in fiscal years 1998 and 1999.

2 Debbie?

3 MS. McELROY: Irish, I had understood from a
4 briefing we had earlier about your concerns and share it.
5 We certainly do in the industry. Could we ask that at the
6 time that you feel appropriate that you let ASAC members
7 know and others when we should perhaps have our members
8 lobby appropriate people in Congress about the need to
9 continue this?

10 RADM FLYNN: I will do that to the extent that
11 counsel would permit me to do it.

12 MS. McELROY: Right.

13 RADM FLYNN: There are definite restrictions on
14 us in government lobbying or causing others to lobby. But
15 I think that's it's quite appropriate for us to let you
16 know the status of things.

17 MS. McELROY: And that is what I'm asking.

18 RADM FLYNN: The status of things, as a matter
19 of public record so far, is that in the marks by the Senate
20 and House Appropriations Committees so far there is no
21 funding for the IPT activities neither in the core budget
22 for 1998 nor in the suggested advance appropriation for 1
23 October 1998. That's to say fiscal year 1999. Neither of
24 those are included at this point.

25 The R&D item has been funded fully in the
26 Senate, but not in the -- somewhat below the request in the
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1 House. I gather that that was unintentional. The House
2 did not intend to reduce the funding, but it was a
3 misunderstanding in the way that our request was written.

4 Okay. Were there any other points about that?

5 (No audible response.)

6 RADM FLYNN: Okay. Well, then let us ask Jim
7 Farell to review the situation with regard to the automated
8 profiling effort. Jim, it might work better if you use the
9 microphone there.

10 AUTOMATED PROFILING

11 MR. FARELL: My name is James Farell. I'm the
12 deputy to the team lead for the security integrated product
13 team, Security Equipment Integrated Product Team. As an
14 update from our perspective -- and James Padgett is going
15 to assist me too in updating some other activities that
16 have taken place -- since March Northwest Airlines has
17 completed their system-wide testing of the software
18 developed by World Span for the automated profiling for the
19 CAPS System. The prototype software and license agreements
20 to be able to deliver that to other airlines were delivered
21 to FAA in June.

22 There has been some concern that was expressed
23 by one or more carriers about the software licensing
24 agreement. Our Chief Counsel's Office is reviewing that
25 with attorneys from the airlines that have expressed
26 concern. So we have the prototype tapes available for
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1 distribution to the airlines. We expect delivery of the
2 final software and the software tapes and the documentation
3 this month from Northwest Airlines. It will be complete to
4 the extent of including all of the features, except the
5 random selection feature which is being added to the
6 software.

7 The Integrated Product Team will assist in the
8 technology transfer of this software to the other air
9 carriers and the reservations systems that they use through
10 financial support with the remaining funding or what
11 funding remains of the money provided by Congress for
12 profiling. That's approximately \$7.8 million which
13 remains. This will be used to assist the carriers in
14 bringing the CAPS System up on their CRSs.

15 Northwest Airlines will also serve in a
16 consulting capacity to provide assistance to the carriers
17 and their CRSs. We, the IPT, will establish contracts with
18 the carriers to install the software on the CRSs, for them
19 to serve as the executive agents with the CRSs that they
20 use.

21 We're also exploring, at the request of several
22 of the carriers, the possibility of contracting directly
23 with the CRSs rather than contracting with the carriers.
24 This is also under review by our Chief Counsel's Office and
25 the Office of Civil Aviation Security, but we don't have a
26 decision on that yet.

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1 The goal is to be completed by December 31, 1997
2 for the technology transfer.

3 RADM FLYNN: Questions or comments? James, did
4 you want to add anything? James Padgett.

5 MR. PADGETT: My name is James Padgett and I'm
6 with the Office of Civil Aviation Security Intelligence. I
7 guess for the benefit of the minutes I'll come up here. A
8 few points I'd like to make.

9 Northwest Airlines began operational
10 implementation of the program they call CAPS. I think our
11 Chief Counsel's Office came up with a generic term to use
12 in a moment of inspiration, which is going to be the
13 Computer Assisted Passenger Evaluation System, as we try to
14 wean ourselves from the profiling terminology. But we're
15 probably going to continue quite often to refer to it as
16 profiling, if for no other reason than that the White House
17 Commission did and made references to automated profiling
18 in their final report.

19 In any event, Northwest began operational
20 implementation of CAPS, the Computer Assisted Passenger
21 Screening at a cross section of their stations, 11
22 different stations in their system, on 9 April. This has
23 been very successful and, in fact, so successful that some
24 of the stations after hearing favorable reports about it a
25 month or so on were demanding to know with some truculence
26 why Northwest headquarters had not made the software and
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1 personnel and training programs available to them. But, in
2 any event, Northwest does plan to expand to their other
3 stations as soon as training resources permit.

4 Regarding the effort to export CAPS and ensure a
5 measure of uniformity and consistency among the different
6 systems -- and this is a challenge because different CRSS
7 have different architectures and different ways of
8 formatting different data that they capture and so on --
9 Northwest, as Jim Farell mentioned, has been retained in
10 the role of a consultant and has already been working
11 directly with other air carriers.

12 FAA, in addition, has been dealing directly with
13 other air carriers and has provided some written guidance
14 and clarification. In addition, ATA has formed a P&R
15 working group in which FAA is participating to facilitate
16 the standardization of information used and provided by the
17 industry. Since FAA was invited by ATA to participate,
18 there has been one meeting on the 24th of June. Another
19 one was scheduled for the 10th of July. That was postponed
20 until tomorrow.

21 The final issue that I would like to talk about
22 is the civil liberties review by the Department of Justice.

23 This was something that was called for by the White House
24 Commission pursuant to recommendations of their Civil
25 Liberties Advisory Panel. There have been a number of
26 meetings with attorneys from the Department of Justice, as
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1 well as the General Counsels Office of Department of
2 Transportation and FAA. The first major meeting was on the
3 18th of April, in which we talked about FAA's experience
4 with profiling in general. Of course, as most of you know,
5 that goes back for some quarter of a century now.

6 Another meeting on the 8th of May, in which we
7 spoke specifically about how automation was being brought
8 to bear in this process and what the elements were in the
9 CAPS System. So the Department of Justice attorneys have
10 been fully briefed on the system. There is no detail of
11 this system that has been withheld from them, and they
12 understand the sensitivity of that information and the
13 supporting documentation.

14 On the 6th of June, we arranged through the good
15 offices of Northwest Airlines to have a system
16 demonstration for this oversight body at Washington
17 National Airport. On the 24th of June, the attorneys at
18 DOJ convened a follow-up meeting of the same participants
19 in the Civil Liberties Advisory Panel of the White House
20 Commission so that they could listen to their concerns
21 firsthand.

22 There was another meeting on the 2nd of July --
23 this was at classified level -- in which we briefed them on
24 the intelligence basis of the profiling system, and there
25 have been throughout numerous phone conversations. In
26 fact, I have the phone number of the lead attorney at DOJ

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1 memorized. He's in Las Vegas this week and has called me
2 from there. I'm reserving comment on what the significance
3 of his location there may mean this week.

4 RADM FLYNN: It has to do with random selection.
5 (Laughter.)

6 MR. PADGETT: DOJ is awaiting the delivery of
7 some statistics from Northwest Airlines which will provide
8 insight into the selections rates and what criteria might
9 be hitting most frequently in those, the determination of
10 those selectees. But they hope to have completed their
11 review and the formulation of their opinion by sometime in
12 August or September. It's a little vague because the lead
13 attorney cannot predict really exactly how long it's going
14 to take to filter upward through the various levels within
15 the Department of Justice.

16 So that is what I wanted to update you on. Does
17 anyone have any questions about this?

18 CAPT. COX: Capt. Bob Cox, Airline Pilots
19 Association. I'm sitting in for Capt. Steve Luckey today.
20 He was one of the designers. He's captain for Northwest
21 Airlines, one of the designers for the CAPS System. I
22 won't brief anybody on the CAPS System. But if any of the
23 members here present want to discuss it during a break or
24 something, I'd be happy to fill them in on it a little bit
25 more.

26 RADM FLYNN: Well, thank you. But let us keep
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1 in mind as we do that, that the criteria and weight of CAPS
2 are very sensitive. We want to restrict them on the
3 knowledge of the criteria and the weights on a strict need-
4 to-know basis.

5 CAPT. COX: I meant generally speaking.

6 RADM FLYNN: Okay. Just with that caveat,
7 that's fine.

8 CAPT. COX: Thank you.

9 RADM FLYNN: Anything else?

10 (No audible response.)

11 RADM FLYNN: Thank you, James. Let me tell you
12 about the implications of CAPS. We're here now on July 23.
13 You know that the White House Commission had a
14 recommendation that we have system-wide bag matching
15 implemented for the passengers selected by CAPS by 31
16 December of this year. Well, it's apparent that it's going
17 to take longer than that for airlines other than Northwest
18 to adapt the CAPS or to write their own programs and to
19 implement their programs. It seems most likely that many
20 will not be able to use CAPS by the 1st of January 1998.

21 Our approach from FAA on this is to deal with
22 the carriers and possibly with their reservations systems
23 on a basis where there would be a diligent approach to
24 implementing CAPS and there will be established dates for
25 implementation on the basis of when a diligent approach and
26 a very businesslike approach to it would permit the carrier

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1 to implement CAPS. I think that's a common sense approach
2 and takes account of the fact that some things have taken
3 longer than were anticipated when the 31 December date was
4 adopted by the White House Commission.

5 Questions? Bob Monetti.

6 MR. MONETTI: Bob Monetti, the Victims of Pan Am
7 103. Irish, are we anywhere doing manual profiling
8 domestically?

9 RADM FLYNN: Yes, it's being done at every
10 station. How it is, how that will continue pending the
11 implementation of CAPS is something that we are addressing.

12 Well, related to that, of course, is positive
13 passenger bag match. Also related to that, of course, is
14 baggage screening. So our next presentation is by Lon
15 Ciero on positive passenger bag match and the test process
16 that the carriers have been going through.

17 POSITIVE PASSENGER BAG MATCH

18 MR. WILLIAMS: Thank you, Admiral Flynn. Since
19 last we met, we've had some significant progress on the bag
20 match test. Subsequent to the last meeting here, we had
21 the completion of the important phase of the live bag match
22 testing which occurred over a two-week period, which ended
23 May 19. The working group and the air carriers have
24 diligently worked in concert since then to resolve
25 discrepancies in the reported data. That, I'm happy to
26 say, has been done.

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1 I'm also happy to say as a result of that, as we
2 speak, in Dallas, Texas right now we have begun model runs
3 on the test, on the data. So we are pretty much on the
4 home stretch right now on the study.

5 These runs, modeling runs, will be conducted
6 until probably around August 7. It's a long process.
7 Tentatively on August 8, the Bag Match Working Group will
8 be presenting a briefing to FAA on preliminary findings.
9 Subsequent to that, we hope to have a date somewhere on
10 August 13 or 14. I haven't talked to Susan yet exactly
11 when that will be. I need to do that. We would like to
12 get together with ATA and give a briefing on the
13 preliminary findings at that time.

14 After that briefing, on approximately August 22,
15 it's the intent of the working group to deliver a draft
16 report on the operational impacts of positive passenger bag
17 match domestically to the FAA.

18 That's about it in terms of our progress to this
19 point. As I said, we are in the homestretch. I want to
20 convey the thanks of the working group to the industry for
21 their diligent work. It's been a very cooperative effort
22 and we appreciate that. Are there any questions?

23 RADM FLYNN: Please address the chair initially.

24 Bob Monetti?

25 MR. MONETTI: The report will be when?

26 MR. WILLIAMS: The report for the operational
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1 impact of bag match will be delivered to the FAA on August
2 22.

3 RADM FLYNN: Any other questions? Comments?
4 (No audible response.)

5 RADM FLYNN: Among the things that will be of
6 interest to everyone is the no-board rates and then the
7 extrapolation from that and other factors into the
8 estimate of the system-wide effects of various levels of
9 bag match. I think it important that they be established
10 in a way that all of us can believe those figures. Okay.

11 STATUS OF ASAC WORKING GROUPS

12 RADM FLYNN: At our last meeting, we got highly
13 enthusiastic about establishing working groups. That was
14 all very good of you to volunteer for them. Now we want to
15 see how we feel about this the morning after by having
16 reports from the working groups.

17 We'll start out with one which had been already
18 in existence. The first of them would be on the Cargo
19 Baseline Working Group, from Ed Bataloto. Those of you who
20 are already at the table, you don't need to join unless
21 you're particularly interested in sitting next to Bonnie.
22 You can address the group right from where you are.

23 CARGO BASELINE WORKING GROUP

24 MR. WILLIAMS: Thank you, Admiral Flynn. I'd
25 like to make this morning a report on the Cargo Baseline
26 Working Group and apprise you of the status of our recent
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1 activities. As you noted, we have been in existence prior
2 to your last desire to form working groups. The Cargo
3 Baseline Working Group met on June 12 and again on July 16.
4 We met to assist the FAA in implementing the
5 recommendations of the Baseline Working Group, as well as
6 the recommendations of the White House Commission on
7 Aviation Safety and Security, which we all know as the Gore
8 Commission.

9 I will have a short report this morning which
10 will cover our comments on the Baseline Working Group
11 recommendations. I will discuss the Gore Commission
12 recommendations, and I will talk about some of our
13 continuing activity.

14 First, the Baseline Working Group
15 Recommendations. Regarding that, the following tasks have
16 been accomplished by the Cargo Working Group. First, we
17 have submitted to FAA recommendations to strengthen the
18 definition of known shipper. The CWG, Cargo Working Group,
19 strongly advocated that FAA adopt this language for the
20 amendments to the standard security programs for direct and
21 indirect air carriers.

22 For example, in addition to this the CWG has
23 developed and recommended to FAA for implementation more
24 stringent measures for known shippers that pay with cash.
25 Another item, the CWG continues to support the concept of a
26 third-party inspection and compliance program for indirect

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1 air carriers. We have asked the FAA to prepare an issues
2 paper, which will be discussed at the next meeting in
3 October, on third-party inspections for cargo security.

4 The CWG strongly believes that FAA and industry
5 should work together to develop training materials,
6 including videotapes that could be used in training
7 passenger air carrier, indirect air carrier and contract
8 ground service personnel. We agree with the Gore
9 Commission recommendation that the FAA should fund the
10 development of this training program, which could also be
11 used by the agency's field inspectors, the principal
12 security inspectors and regional cargo security
13 coordinators.

14 Several members of the CWG are working to
15 develop curriculum guidelines that will be submitted to FAA
16 for consideration in developing amendments to the cargo
17 provisions of the Air Carriers Standard Security Program.
18 We believe that the training program should be developed
19 from these guidelines as soon as possible.

20 While the CWG strongly supports the FAA's
21 interest in cargo security, we are concerned that the FAA
22 has already begun training their cargo security personnel.

23 We strongly believe that this training should be
24 coordinated with the industry as a means to better
25 facilitate compliance with all applicable security
26 regulations.

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1 Additionally, the CWG has requested that FAA
2 provide a detailed briefing on all Agency research programs
3 utilizing advance technology for cargo screening. This
4 briefing will be conducted at the CWG meeting in October.
5 In line with this, the CWG has requested FAA provide
6 information on the possible cargo security applications of
7 the information developed from the Northwest Airline grant
8 that we just heard about to develop the Computer Assisted
9 Profiling System.

10 Regarding the Gore Commission recommendations
11 for air cargo security, we have accomplished the following
12 tasks: In discussions regarding the Baseline Working Group
13 Report, the CWG had already addressed the Commission
14 recommendations regarding the development of an FAA
15 initiative on explosives and threat objects in cargo,
16 Paragraph 3.5; also, profiling using known and unknown
17 shipper criteria, Paragraph 3.5.2; also computer profiling
18 of cargo shipments, Paragraph 3.5.4; and development and
19 distribution of cargo security training materials,
20 Paragraph 3.5.6.

21 The Cargo Working Group considered the
22 Commission recommendations regarding screening of express
23 shipments, Paragraph 3.5.3, and reaffirmed their original
24 position that express packages should be subject to the
25 stringent known and unknown shipper cargo profiling system.

26 The Cargo Working Group agrees with the
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1 Commission recommendation regarding employee screening
2 procedures for forwarder employees. We recommended to FAA
3 that provisions mirroring 14 CFR Part 108.33 be added to
4 Part 109 for indirect air carriers. Certainly the indirect
5 air carrier and freight forwarder community should be
6 commended for advocating this proactive security measure.

7 The CWG considered the Commission's
8 recommendations regarding locking and sealing of trucks
9 delivering cargo for loading on aircraft, Paragraph 3.5.5,
10 and agreed that additional security measures should be
11 imposed on these vehicles. The CWG recommended to FAA that
12 such vehicles be locked or monitored.

13 With this important enhancement to the Air Cargo
14 Security System, the CWG does not support the development
15 of FAA mandated shipper employee screening measures. We do
16 not believe that such measures are necessary and that they
17 would be extremely difficult to administrate and that they
18 would be likely very impossible to enforce. Let me say
19 again that this is for the mandated shippers, several
20 hundred thousand people around the country.

21 I'd like to close by saying something about our
22 continuing activity. The CWG will meet again in mid
23 October to discuss the following issues: Number 1,
24 technology alternatives; topic number 2, third-party
25 inspection and compliance programs; topic number 3, cargo
26 employee security employees training programs; and topic
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1 number 4, VOLPE Center Cargo Modeling Project.

2 I would close by saying that again the Cargo
3 Working Group has been very diligent. We are very
4 impressed by the activities that is going on there. And I
5 would like to say that we have unanimous consensus on the
6 recommendations which we are making to you and the FAA,
7 sir. Thank you.

8 RADM FLYNN: Thank you very much. Comments?
9 Questions?

10 MR. POLSKI: We would be happy to support that
11 mid October briefing on security technology.

12 RADM FLYNN: Good. You didn't get that? What
13 Mr. Polski said is that the Technical Center will gladly
14 support that October presentation on technologies for cargo
15 screening.

16 I think it might be worthwhile to ask Quinten or
17 Karl to give us a brief status on the work of the Air
18 Carriers Standard Security Program as it relates to cargo,
19 what our next steps will be. For those of you who haven't
20 been in touch with that since our last meeting to cover
21 what actually happened there where we are going have at
22 least one more iteration on that than we had expected to
23 have had earlier this year. Karl?

24 MR. SHRUM: Briefly we hold the comment period
25 on administrative program changes issued May 14 to July 31
26 to accommodate a couple of listening sessions, another one
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1 of which is coming up on Monday 28, and also to get some
2 further input from the Cargo Baseline Working Groups, whose
3 recommendations we intended to implement.

4 Essentially the reaction was that we didn't
5 quite get the right approach to known shipper, which is why
6 we've asked for further amplification -- is the word I use
7 -- of the initial recommendations so we don't lose the
8 sense of it and the fine details.

9 As Admiral Flynn said, with this input we intend
10 to revisit the proposals, put them out again for comment.
11 Hopefully this time we'll have captured in regulatory
12 language the intent of the Cargo Baseline Working Group
13 recommendations.

14 RADM FLYNN: Thank you. Debbie McElroy?

15 MS. McELROY: I'd just like to say that I'm very
16 pleased to hear what Karl has to say about FAA willing to
17 implement the recommendations of the Cargo Working Group.

18 I'm on all of these working groups and I must
19 say that the Cargo Committee is moving with such great
20 speed and commitment to really enhance the cargo security
21 measures. We've been very pleased with our support from
22 the FAA and their commitment to help us move along with all
23 of these measures that we're recommending.

24 So, again, I wanted to personally thank Karl and
25 Becky for their support. Again, I continue to believe that
26 this is probably one of the most effective things that have
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1 come out of the Baseline Working Group in a continuing
2 fashion from RAA's perspective. We could not be happier
3 about all the measures they're going forward with.

4 RADM FLYNN: Well, thank you.

5 Let me urge all the industry groups that are
6 involved in this very complex transportation of cargo on
7 passenger aircraft and indeed on aircraft in general to
8 attend that technology briefing. We have a recommendation
9 from another advisory group, the Security R&D Advisory
10 Group, with regard to some very promising technologies, but
11 ones that could be quite expensive in their implementation.

12 Pulse fast neutron analysis is one example.

13 Their recommendation is that the FAA should know
14 fairly specifically how and where those technologies, those
15 equipments would be used before we go ahead putting more
16 money into the development. It's fine to go ahead with the
17 R&D and produce prototypes, but at that stage we begin to
18 ask ourselves now how do we use this thing? It's too late.

19 So we really do want to have the industry join
20 with us in a very conscientious way as to how best will
21 these be used. How do you make decisions? Do you want to
22 use perhaps less capable machines in the sense of their
23 ability to examine large containers or pallets, to use less
24 capable machines that can be effective if they're examining
25 smaller packages? In other words, you examine the cargo
26 before it's integrated and before it's loaded into

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1 containers or palletized.

2 Those are the sorts of things that we need to be
3 able to identify, the where and the how of these things,
4 and what should be the criteria for screening of cargo to
5 buttress and augment the known shipper regime. So let me
6 please urge you to join in that so we can get a greater
7 degree of clarity as how to drive the R&D Program. There's
8 a lot of money involved in that R&D Program. We're well-
9 supported to the tune now of about \$50 million a year in
10 R&D, but we need to use it wisely. Thank you.

11 And thank you again, Ed Bataloto.

12 I'd like to call on Mr. DiVito, the co-chair of
13 the Public Education Working Group to give an update on the
14 progress of that group. Please.

15 PUBLIC EDUCATION WORKING GROUP

16 MR. DIVITO: We are one of the new entrants or
17 upstart working groups. So we're getting our feet on the
18 ground trying to figure out how to go about this. We've
19 met about three times since the last meeting of ASAC. The
20 major issue that we've identified is -- or the main mission
21 is to figure out how the FAA is getting information about
22 the increased security provision ramifications to the
23 public, to educate the public on what's coming down the
24 line.

25 We have identified that the airports -- the
26 stream of information should get to the airports because

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1 the airports are the ones that are being called on by the
2 local media to say, you know, what's happening at your
3 individual airport. We have representatives from the FAA
4 Public Affairs on our committee, DOT reps, airport
5 representations, then I'm from one consumer group and Marty
6 Salfen is from another consumer group as co-chairs of the
7 working group.

8 The stream of information that we saw was that
9 the FAA Public Affairs would coordinate, of course, the
10 initial information. They would get it into the Airport
11 Council International's offices. The Airport Council has a
12 fax network across the country so that the FAA Public
13 Affairs doesn't need to do everything. They could get it
14 to airport councils. The airport councils can then
15 disseminate it to the airports and then eventually it'll
16 get out to the news media.

17 We within that, with our recommendations that
18 I'll go through in a moment, have included other ASAC
19 organizations because I know I get calls all the time,
20 Marty gets calls all the time, that are not airports. But
21 if we can get that flow of information also, at least we
22 will know what's coming down the line for the security so
23 that passengers understand what is happening.

24 The recommendation, the first recommendation
25 that we have -- we have five of them -- is to establish the
26 Public Education Working Group as an ongoing entity. We
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1 feel that this is an organization that needs to continue
2 with all the changes that are happening, at least within
3 the next year or so to keep it ongoing.

4 We would like to increase the membership of the
5 organization to include the Air Transport Association of
6 America, National Air Carriers Association, just to get
7 some industry -- the actual carriers involved also. We
8 have the airports, like I said. We have the government.
9 We have the consumer groups. We would like to get the air
10 carriers there, too.

11 The second recommendation is again to utilize
12 the Airport Council International's network to disseminate
13 the information at the talking points or however the Public
14 Affairs Group will come up with them. They will
15 disseminate it out to the other organizations.

16 The third would include adding the new
17 organizations to that already existing list so that other
18 ASAC members could have information also that are dealing
19 with the media on an ongoing basis.

20 The fourth recommendation is for the air
21 carriers and Air Council International and the FAA jointly
22 sponsor a workshop so that the public affairs officials at
23 the airports understand what's happening, so that there's
24 an ongoing information flow, not just in a fax, but
25 actually a one-on-one from the FAA to the airports and
26 again include other organizations that are involved with
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1 the FAA structure that may not be airports so that if we
2 are dealing with the media also get the passengers as much
3 information as possible.

4 Then the fifth recommendation is -- that seminar
5 would probably be down the road sometime. To begin with
6 teleconferencing, to get some FAA folk, public affair folk,
7 in the airports and other organizations into the telephone
8 conferencing right now so that we can have the information
9 flow beginning now, instead of maybe March of next year or
10 whatever that is.

11 So those were our five recommendations. We've
12 done a lot of work just in the past couple of meetings that
13 we've had. I want to thank all the members of the working
14 group. Like I said, I think we've had three meetings and
15 they were pretty much not scheduled way far in advance so
16 that they were coming from all over the country.

17 RADM FLYNN: Thank you. Comments? Yes, please,
18 Andy.

19 MR. CEBULA: Andy Cebula, National Air
20 Transportation Association. From both the general aviation
21 side and the airline services companies side, we would be
22 more than happy to distribute the information and we could
23 serve as a conduit and then distribute it to whoever is the
24 right group, depending on how it goes.

25 I know that's a working group that I had a
26 passing interest in, but the action side of it is something
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1 that we're definitely interested because you're talking
2 about a lot of employees that are working on airports and
3 it doesn't hurt to educate them as to what's going on.

4 RADM FLYNN: Thank you, Mr. Cebula.

5 Susan Rork from ATA.

6 MS. RORK: Susan Rork with the Air Transport
7 Association. Thank you for your very informative report.
8 We would be more than willing to work with you on your
9 working group, but I would like to volunteer that the
10 people that will work with you will be the PR people at the
11 ATA. If you'll get in touch with me after this meeting,
12 I'll be glad to put you in touch with them. Thank you.

13 MR. DiVITO: I'd very much appreciate that.
14 Thank you.

15 MS. McELROY: Debbie McElroy, Regional Airlines
16 Association. Although you didn't mention us, we certainly
17 would want to participate on behalf of the more than 60
18 million people we carry each year. Like Susan, we have a
19 PR person, who I could give you her name.

20 RADM FLYNN: Mr. DiVito, who is FAA's person
21 working with you? Who is it from our organization, ACS,
22 that's working with you?

23 MR. DiVITO: Do you mean Public Affairs?

24 RADM FLYNN: No, I mean Security.

25 MR. DiVITO: Karl is on our group.

26 RADM FLYNN: Okay. Well, is this working group
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1 aware of the brochure that's being developed?

2 MR. SHRUM: Turbulence?

3 RADM FLYNN: No, no, not the turbulence one;
4 this is the security brochure.

5 MS. RORK: I believe I can safely speak for
6 Debbie that Debbie and I and several of our members did a
7 very nice edit of that brochure. I don't know what the
8 status of that brochure is now.

9 RADM FLYNN: It's in the OST, where they're
10 doing some -- and sent it back --

11 MS. RORK: Great.

12 RADM FLYNN: To us. But I just asked the
13 question shouldn't this working group -- they be aware and
14 they provide some comment or review on that because we do
15 want to get that out. It's been working apparently in a
16 separate track. Yes? Could you get it in as a present for
17 them so you all can see it? But, please, don't send it out
18 till we're ready to do that.

19 MR. DODSON: Albie Dodson with Airport Law
20 Enforcement Agencies Network. I'd like to address this
21 question to Paul, if I may, regarding the working group.
22 One of the issues that I think a lot of people were really
23 concerned with was the brunt of the media focus that the
24 airports received due to the implementation of certain
25 security measures, especially during asset levels. The
26 issue which was always a sticky one was what could the FAA
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1 release based on the concerns that they had for the
2 security of that information.

3 What did you all work out or what direction are
4 you going to deal with that very basic issue of what I
5 thought the working group was going to really concentrate
6 on?

7 MR. DIVITO: Well, what we did was to have
8 Public Affairs there, of course. They are committed to
9 working that issue because there are certain internal
10 things that they can't release information quicker than the
11 airports can get it where that be needed. But they are
12 going to try to streamline that process so that they can
13 get talking points so that the airports know what's
14 happening, you know, as quickly as they possibly can.

15 So it's just an internal FAA public affairs
16 issue that until everyone signs off on the issue, the
17 airports will not know anything. So they're going to try
18 to work that out, and that's part of the telephone
19 conferencing, to work that out, and part of the upcoming
20 seminars, so that there's a process in place so that those
21 issues can be worked out.

22 I don't think we in this working group can work
23 them out. I think it has to be on an all-over, general
24 basis to work these issues.

25 MR. DODSON: I assume that the FAA is receptive
26 to dealing with that issue and understand the problem that
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1 the airports have with our local populace when these things
2 happen.

3 MR. DiVITO: They're very, very aware.

4 One of the issues within the Public Affairs
5 Division is that they've been severely cut back on staff.
6 There's an issue of how they're going to do their job with
7 the staff that they have and then get all this other
8 information out. So that's why we offered to have this
9 other dissemination flow so that they don't have to do
10 everything, that if they can get it to these folks, then
11 it'll flow automatically. They won't have to do that much.

12 MR. DODSON: Thank you.

13 MR. SALFEN: If I could just add to that a
14 little bit, Joe Dilly from Dallas-Fort Worth Airport is on
15 our committee and he has stressed that point numerous
16 times. That has probably been his largest concern, and
17 that is something that we have discussed virtually at every
18 meeting.

19 RADM FLYNN: Okay. I believe we should take a
20 break for ten minutes at this point. Then we'll come back
21 and the next item will be a presentation by Susan Rork on
22 the Consultation Working Group.

23 (Recess.)

24 RADM FLYNN: All right. The next item will be
25 the report on the Consultation Working Group. Susan Rork,
26 ATA, please.

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1 CONSULTATION WORKING GROUP

2 MS. RORK: Thank you, Irish.

3 I'd like to refresh everyone's memory and review
4 the very simple charter of the Consultation Working Group
5 because I believe the name "Consultation" sort of lends
6 itself to the question as to what is it that we're trying
7 to accomplish.

8 What the Consultation Working Group is
9 attempting to do -- and it's a very difficult task -- is
10 examine options of a process that would facilitate
11 consultation when near-term security is a prime
12 consideration and then attempt to develop an action plan
13 where FAA and the parties that are involved, particularly
14 in emergency security measures, can meet and hopefully
15 engage in dialogue where the regulatory requirements and
16 the process of meeting the press that's out there can be
17 addressed, but that we do not totally disrupt the operation
18 of airport personnel who work in airports, as well as
19 airline operations.

20 Some background on this is we have experienced
21 -- "we," the airports and the airlines -- some rather
22 difficult situations at times in trying to apply security
23 measures in the field. So I think it's been frustrating
24 for the FAA as well as the air carriers. So it's our
25 intent to develop a more effective process to do this.

26 Unfortunately, the FAA is limited by certain
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1 statutes in terms of how they can engage in discussion and
2 dialogue with the industry, the airports, and particularly
3 when it comes down to developing a consensus opinion. So
4 we have had some difficulty moving forward on the
5 Consultation Working Group because of certain federal
6 statutes.

7 The group has had two meetings, and as a result
8 of those meetings we try to explore other options as to how
9 the affected parties could meet and develop emergency
10 security procedures. We've not had a great deal of success
11 unfortunately. However, what we have at our last meeting
12 decided to do is form a smaller working group that will be
13 developing a white paper that will be submitted back to the
14 FAA, as well as DOT, on recommendations for how we can have
15 some possible exemptions to the statute, as well as maybe
16 recommendations for changing legislation.

17 In addition to that, the ATA and FAA and some
18 other parties around the room had engaged in a working
19 group that unfortunately had to stop their work about a
20 year ago, just prior to the July 17 incident with TWA, when
21 events overtook all of us here in Washington that worked
22 very diligently beyond that point.

23 That working group was developing terminology
24 for contingency planning. The working group was looking at
25 a total review of the FAA's contingency plan, as well as
26 developing matrixes and charts. All that work is sitting

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1 out there. So that group will also fold itself in with the
2 Consultation Working Group. We hope to have some more
3 specific recommendations for the ASAC at the October
4 meeting.

5 RADM FLYNN: Thank you. Questions? Comments?
6 (No audible response.)

7 RADM FLYNN: I share, to some extent at least,
8 the concern or the frustration over the difficulty of
9 consulting with the implementers of security, as to say
10 airlines and airports and direct air carriers, when we are
11 formulating programs. But the law is the law.

12 As Susan pointed out, there are statutory
13 constraints, and no doubt they're there for good reason.
14 But to the extent that the law and good policy permits,
15 we'll continue to work at things.

16 Thank you, Susan, for continuing to carry on the
17 effort.

18 MS. RORK: Thank you.

19 RADM FLYNN: Any other questions?
20 (No audible response.)

21 RADM FLYNN: Capt. Bob Cox of U.S. Airways is
22 here representing ALPA. I just wanted to point out before
23 he gives the presentation on the Employee Recognition and
24 Utilization Working Group's progress that he has particular
25 credentials in this regard, that he has taken the training
26 programs of several of the security contractors and has
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1 endeavored to understand in fairly considerable depth the
2 challenges that are faced by the screeners at the screening
3 checkpoints.

4 He's got an appreciation that what may look to
5 people, passengers and the public as being an easy or a
6 simple job is actually quite complex with a lot that people
7 need to remember, a lot that people need to master.

8 These screeners are the first and indeed
9 sometimes the last line of defense against saboteurs. So
10 it's important that we recognize their work properly and
11 continue our work, both of this working group and the
12 larger sense the certification of screening companies and
13 various other initiatives, to give the requisite prominence
14 and support and standards, the set standards, for the
15 performance of screening.

16 So with that introduction, Bob Cox.

17 EMPLOYEE RECOGNITION AND UTILIZATION

18 CAPT. COX: Thank you, Admiral Flynn. Capt. Bob
19 Cox with the Airline Pilots Association sitting in for
20 Capt. Steve Luckey, who chairs the working group.

21 The working group has met once on May 2, 1997.
22 The group developed assumptions as the framework to
23 proceed. The working group was tasked to develop a
24 comprehensive team approach to security, treating aviation
25 industry employees as a team with the focus that aviation
26 industry employees are involved with the safety of and have
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1 a stake in promoting aviation security and emphasizing that
2 employees are the first line of defense.

3 We've had very good participation by industry at
4 the first meeting. The next meeting is tentatively
5 scheduled for the week of the 18th of August.

6 I was going to talk about the screening portion,
7 but you said it a lot better than I could have, Admiral
8 Flynn. I thank you. And that's all I have to say
9 concerning the working group.

10 RADM FLYNN: Questions? Comments? Could you
11 tell us who are again the members of your group? What are
12 the organizations represented in it?

13 CAPT. COX: The members are -- would you like
14 the names and the organizations?

15 RADM FLYNN: Whatever works for you.

16 CAPT. COX: AAAE, ALEAN, AFA, ATA, NACA, USPS
17 and USPIS.

18 RADM FLYNN: Okay. Sounds like you have a nice
19 group.

20 MS. McELROY: Excuse me. RAA also sits on that
21 group.

22 RADM FLYNN: We keep missing RAA.

23 (Laughter.)

24 MS. McELROY: I'm not paranoid or anything.

25 CAPT. COX: I'm sorry. I'll write it down here
26 right now.

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1 MR. MONETTI: Also, the Victims of Pan Am 103
2 are on there.

3 CAPT. COX: Okay.

4 RADM FLYNN: Any others who are on the group?
5 (Laughter.)

6 RADM FLYNN: To all of you for your work today
7 and perspective, thank you.

8 Airport categorization. I think everybody in
9 this room is familiar with X's, 1's, 2's, 3's, 4's.
10 Important things follow from the categorization of
11 airports, requirements, for example, with regard to
12 screening and then with regard to the placement of federal
13 security managers. It's important I think that we review
14 that categorization.

15 The Federal Bureau of Investigation has an
16 important role in that because it isn't just the size and
17 complexity of the airport operation that I think should be
18 determinative in categorizing them, but also -- and this is
19 quite subtle and I recognize the difficulty of it and the
20 need for discretion in dealing with sensitive information
21 -- but then to attempt to determine the relative propensity
22 for attack at airports.

23 It's an overdue work to review the categories.
24 To give us a report on how it's working, we have Pete
25 Falcone of ACS. He is the chair of the working group.
26 Pete?

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1 AIRPORT CATEGORIZATION

2 MR. FALCONE: Thank you, Admiral Flynn, for the
3 introduction.

4 After this long introduction and all the
5 preparations, I hope it's worth it. I'm Peter Falcone and
6 I'm the chair of the working group and in the Airport
7 Operations Division here in headquarters. This group was
8 formed at the March 26 ASAC meeting at Wichita. There was
9 considerable interest among the members to participate. We
10 have a very large working group that I believe almost
11 comprises the committee of the whole. There may be one or
12 two members who are not participating.

13 Our first meeting was on April 15. We convened
14 at headquarters and had a brief discussion about the basis
15 for this, the impetus for the formation of the working
16 group. We discussed the weaknesses and the imprecision
17 that may exist in the current method of determining airport
18 categorization.

19 As a result of that, we formulated and drafted a
20 proposal, a brief mission statement, as to the goal of the
21 group, which is to develop centralized guidance for use by
22 FAA and industry to determine airport categorization and to
23 use criteria based on standardized statistics and factors,
24 such as complexity and the operational aspects of an
25 airport.

26 This document, this guidance document, would
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1 define the roles of FAA and industry in determining the
2 security category and establish a method for the industry,
3 airline and airport, to dispute or challenge a
4 categorization that was believed to be unjust or
5 inappropriate. So that is the central mission of the
6 group.

7 Some of the observations and the assumptions
8 that were agreed upon -- and there was consensus among the
9 members -- (1) the airport category should assist in
10 focusing the resources, the technology and the system on
11 those geographic locations -- airports -- where the highest
12 percentage of the traveling public transits; (2) the
13 elements that determine the airport category should remain
14 fairly constant. There shouldn't be a great deal of
15 fluctuation month to month, year to year. Finally, that
16 consideration, as Admiral Flynn has noted already, should
17 be given to risks, threat and special conditions. So that
18 was the initial work of the group.

19 The group also contributed a rather lengthy list
20 of objective criteria that could be used in formulating the
21 basis for categories such as the types of cargo operations,
22 the numbers of passengers, the geographic characteristics
23 of the airport, et cetera.

24 So I would like to say that we would have a
25 final report at this point, but this is a challenging
26 subject and it's been under study for a number of years

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1 within FAA internally. This working group provides a
2 strong impetus to FAA to move the project along, and we are
3 doing so slowly but deliberately. I would expect that we
4 would convene again once we have reached a strong consensus
5 among the members on a final draft document.

6 We will analyze and dispose of comments that are
7 received by the members of the group in as timely a fashion
8 as we can accomplish. We have received some joint comments
9 from the Airport Council International-NA and the American
10 Association of Airport Executives, Theresa Coutu and Bonnie
11 Wilson. I believe that they represent the position and the
12 opinions of the members generally.

13 We are still awaiting comments from other
14 members of the work group. But I'll review them briefly,
15 if I may, Admiral Flynn, that the measures and the
16 categories should ensure that there's standardization of
17 measures at airports and that they are implemented in a
18 standardized manner in times of threat. So I will not
19 attempt to interpret these comments, but I will just
20 provide them to you.

21 The categorization should be developed on the
22 basis of threat information and in response to the history
23 of terrorist attack within the U.S. Categorization should
24 follow from an analysis of past incidents at the given
25 airport; also, that new categories may become necessary
26 that will result and will develop from natural divisions

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1 that will occur within the airport community. These
2 natural divisions may be determined by looking at the size
3 and complexity of airports. From these divisions, the
4 number of categories will be ascertained by this working
5 group.

6 I will add a comment here that I assume that
7 that means that we will have more airport categories than
8 we presently have.

9 MS. WILSON: No.

10 MR. FALCONE: Okay. That was the wrong
11 assumption.

12 RADM FLYNN: May I ask why? Five categories
13 seem like a lot.

14 MS. WILSON: That's it exactly. We did not
15 intend for there to be more. Rather we thought that it
16 might be an opportunity to actually have less.

17 RADM FLYNN: Okay.

18 MR. FALCONE: Okay. Then finally that there is
19 still opportunity for local conditions or special
20 considerations that will drive decisions on airport
21 categorization. So the key will be flexibility in making
22 judgments about categorization, but that the process of
23 establishing airport categories or changing airport
24 categories would follow from a fairly objective and rigid
25 set of criteria.

26 We have been working remotely due to the size of
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1 the group and the conflicting responsibilities of the
2 members. We have tried to limit our actions to faxes and
3 wire communication. But we will, as I mentioned, we will
4 reconvene when we have a final draft. I don't have a date
5 certain at this point.

6 RADM FLYNN: What is your intention to -- when
7 do you expect that we will have new categories?

8 MR. FALCONE: I would be unable to put a fair
9 estimate on that.

10 RADM FLYNN: I'm not at all being ironic or
11 sarcastic in asking this. But just do you mean that a
12 couple of years from now or sooner?

13 MR. FALCONE: I would estimate that we would
14 have something within the next several months if the
15 members of the group agree and that there is consensus that
16 objective criteria, threat factors, whatever matrix of
17 conditions can be established will work for industry and
18 government.

19 We have a lengthy list of criteria that was
20 supplied. We also have tapped some of the same resources
21 that the Integrated Product Team utilizes and has utilized
22 in the deployment of technology to measure air carrier
23 operations. So, as a result of that, I think we have new
24 data and we can probably come to an agreement in the next
25 several months.

26 RADM FLYNN: Questions? Comments? Albie?

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1 MR. DODSON: Albie Dodson of Airport Law
2 Enforcement Agencies Network. I saw the list and to put it
3 mildly, I thought it was pretty extensive. I just would
4 hope that, you know, we try to keep it with the KISS
5 principle. It just looks very -- on first blush, it looks
6 very complicated and a list that was almost a post long of
7 different things where before I think there were the
8 original concept of the Cat X designation anyway was like
9 three factors. This was, I don't know, 10 or 15 things on
10 that.

11 So I'd like to know sort of what the rationale
12 was for such a lengthy list.

13 MR. PRIDDY: Ron Priddy, NACA. The answer is,
14 Albie, that that was simply a brainstorming list and that
15 we have not had another meeting to agree on any priorities.
16 I quite agree that it needs to be simplified from that
17 list.

18 RADM FLYNN: Bob Monetti, you had your hand up?
19 (No audible response.)

20 RADM FLYNN: Bonnie?

21 MS. WILSON: Yes. I was going to actually say
22 pretty much what Ron had said. We did sit around and
23 brainstorm with a variety of different things, literally
24 around the table taking turns -- what do you think? What
25 popped into your head -- to put that list together.

26 I certainly think that the issues that are on
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1 that list are worth looking at to develop a simplified set
2 of criteria, but that those are the sort of factors that
3 you have to consider when you say the word "threat." It
4 means so many things to so many different people. But
5 those are the sorts of things to get us thinking into the
6 areas of where the criteria should be divided.

7 MS. McELROY: Debbie McElroy, Regional Airline
8 Association. The other reason that I think it's important
9 for this group to move forward is that with the exception
10 of X and perhaps 1, the other categories which specifically
11 a number of smaller airports and regional airlines changes
12 are made on the basis of very questionable data in terms of
13 whether you're a 2, 3 or 4 and how you move within that.
14 There is currently no system in place for the airport or
15 the airline to question that decision.

16 So we believe it's very
17 important that we establish some simple criteria -- I agree
18 with you -- but some criteria that everyone can understand.
19 It is standard throughout the country and it's not a
20 changing basis on what CASPO you're in. Also, it gives the
21 parties involved an opportunity to get more information
22 about how those decisions are made.

23 MR. FALCONE: Admiral Flynn, if I may add a
24 footnote to that comment, April 28 we issued a directive to
25 the FAA Security Field Organization to temporarily suspend
26 any activity that would result in a change of airport

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1 categorization until such time as this working group has
2 concluded a recommendation. So that is still in effect.

3 RADM FLYNN: Okay. Mr. Rasner, did you want to
4 add anything from your perspective to that?

5 MR. RASNER: No, not at this time. We're
6 working with Pete and the group. We don't really have a
7 whole lot to add to that at this time. I'm sorry.

8 RADM FLYNN: Okay. This may not be quite the
9 place to put it in, but looking at the agenda, I want to
10 remind the members of ASAC of the Baseline Working Group's
11 approach to deployment of equipment. It's quite reasonable
12 for people to say what about the small airports. But that
13 factor of where the priority ought to go was addressed by
14 the Baseline Working Group.

15 My recollection of the Baseline Working Group's
16 recommendation is that the priorities for deployment of
17 equipment would first be to the major airports in order to
18 be able to cover the airports at which 90 percent plus of
19 passengers embark. And somewhat intuitively, in the
20 absence of firm intelligence, which we recognize is hard to
21 come by, the airports closest to large population centers
22 might be seen as being marginally somewhat more problematic
23 or having a somewhat greater degree of risk than others.
24 That ends out that you would come to the same airports in
25 effect. Then we recall we had categories of flights that
26 would be protected initially.

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1 Then as we go on, I think that the amount of
2 equipment that we'll deploy and what kinds of equipment
3 we'll put where will be sensitive to a number of factors,
4 including the CAP selection rate and then a net throughput
5 of baggage screening systems.

6 It may be that at the smaller airports, that for
7 whole baggage screening that we won't need to have EDS. It
8 remains an open question because it will depend on what the
9 CAP selection rate would be. But it's possible that what
10 people will need to look at is the trade-off between the
11 convenience and the speed of EDS versus its cost and the
12 cost and relative inconvenience of an alternative that
13 might be a combination of x-ray with a bag search that's
14 made less irksome by use of trace detection.

15 Those things I think we will learn more about as
16 the IPT's work progresses. So a certain extent, if we were
17 going to categorize airports by what kinds of things ought
18 to be there, it's necessary to keep things fluid until we
19 have better data.

20 But in the meantime, there are certain anomalies
21 in the present system. I can think of one Cat 1, which for
22 the life of me or any of us we would say on the basis of
23 its position, its location, its passenger throughput, the
24 kinds of flights from it and everything, it ought to be an
25 X ahead of one or two airports that are on the X list.

26 So this work that Peter has been describing is
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1 well worthwhile for us to go forward on.

2 Okay, next. The Universal Access System, there
3 was a meeting on that yesterday. So Karl Shrum has up-to-
4 date information to give to the ASAC on the progress of the
5 UAS Working Group.

6 UNIVERSAL ACCESS SYSTEM

7 MR. SHRUM: Karl Shrum, chair of the UAS Working
8 Group. The working group was tasked to develop the
9 necessary standards and policy changes for a Universal
10 Access System and then to proceed with a long-term
11 implementation plan. We're in the process of putting a
12 wrap on the development of testing recording of standards
13 and proceeding with the implementation issues.

14 The task force met yesterday, got a
15 comprehensive briefing from the VOLPE team. I had
16 previously briefed the ASAC in March that the test was
17 successful and the results thereof. However, the team
18 itself had not met in over a year.

19 The financial status of the project -- of the
20 original \$2 million F&E in appropriation, we now have
21 \$91,000 left.

22 The work group reviewed the report from the
23 VOLPE team draft Universal Access System Program Summary
24 and Operational Test Report, a little light summer reading
25 for the beach. The view of the working group is that the
26 VOLPE team should tighten the focus of the report more on
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1 the technical aspects of the program as opposed to some of
2 the policy considerations and views they have relating to
3 implementation and also ask that we include in particular
4 cost data to support some of the generic conclusions about
5 the feasibility and impact of implementation.

6 I had the observation that there is a management
7 perspective, on the one hand, and an engineering
8 perspective on the other hand, and it's somewhat difficult
9 to translate the views of one to the other so that the cost
10 data from an engineering standpoint is not suitable to
11 extrapolate from one airport to the next due to the unique
12 circumstances. On the other hand, this would be helpful to
13 an airport operator to make some determination of the
14 extent of what they're getting in to, were they to
15 participate in UAS.

16 We have two standards developed for the UAS test
17 program. The personnel information record adoption was
18 deferred until we can do a quick fix on the Year 2000
19 issue, which may be simply adding a couple of digits to
20 indicate which century we're in.

21 The access media standard was adopted, but after
22 considerable discussion about ID badging considerations. I
23 need to make the distinction that the access media standard
24 is simply the electronic information that is conveyed to
25 the database to verify access. It is not the ID
26 information, which would be things like a picture, you

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1 know, conventional ID badge for visual identification and a
2 control of movement on the ramp.

3 The group wanted to discuss further some sort of
4 a standard ID badging process. Typically the access media
5 and the ID badge are one and the same card. But from a
6 regulatory point of view and from a security function of
7 point of view, they're distinct.

8 Implementation issues -- the VOLPE team
9 recommended that we proceed to develop a concept of
10 operations, which essentially would be the functional
11 relationships in the system, a block diagram, if you will,
12 of the various components and how they relate to each
13 other.

14 There was also considerable discussion as to the
15 function of the central database. Some folks had the, I
16 might say "apprehension," that the central database would
17 essentially deprive the airport operator of control of
18 access to their airport, and that's not the case. The
19 central database has the capability -- it wasn't exercised
20 in the event of the test program -- but it can actually
21 enter airport by airport the access authorization of a
22 particular individual. The airport operators also retains
23 the capability of blocking access whenever they choose to
24 do so.

25 The discussion progressed along the lines of
26 what is a truly universal system. In other words, if all
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1 authorized users have access at any airport -- not
2 necessarily at any access point on any airport because it
3 can be airline specific and was, in fact, for the test
4 program. Only Delta crew could access the Delta door.
5 Only U.S. Air could access the U.S. Air door on a different
6 concourse and so forth.

7 But the views of in particular ALPA and IGA was
8 the system should be truly universal -- any authorized
9 user, anyone established as a good guy would be able to
10 access any airport without having to go through the tedious
11 task of specifying access authorization airport by airport,
12 even though that's technically possible.

13 The other issue related to the database was
14 whether it was all transient employees, which was the
15 original concept of the work group. It would includes
16 mechanics in particular, but also corporate employees, for
17 example, that might well transit the system at any given
18 airport. As it was built, Delta included only flight crew
19 members from the participating airlines. This, in part,
20 had to do with the existing policies governing transient
21 employees that we have in place, which varies frankly from
22 airport to airport depending on the approving office or
23 FSM.

24 In order to allow time for VOLPE to develop the
25 concept of operations and also to absorb any implications
26 that the rewrite of 107 and 108 might have for USA, we're

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1 tentatively scheduling our next meeting for about September
2 23 through 25. Any questions? John?

3 MR. OTTO: John Otto, Delta Airlines. Karl,
4 when you were discussing the distinction to be made between
5 the Universal Access System Standard on the meg stripe on
6 the back and the employee ID, photo ID on the front, there
7 was never any consideration I hope of separating those
8 two --

9 MR. SHRUM: No, not as a practical matter.

10 MR. OTTO: Going back to what we were trying to
11 get away from.

12 MR. SHRUM: Yes, not as a practical matter. For
13 the purposes of UAS, the working group approved an access
14 media standard, which would be the electronic component,
15 and then endorsed an IOSA standard for the visual ID, what
16 we typically think of as an ID badge.

17 MR. OTTO: Right. There was no discussion about
18 any departure from a single media?

19 MR. SHRUM: No. In fact, the thrust of the
20 discussion was whether we needed to standardize a transient
21 media so they would be recognized at all airports. Right
22 now we have a situation where some airports color code
23 badges a certain way. Other airports color code the same
24 colors to have different meanings. They're revalidation
25 stickers and other things. What they would like to see I
26 think is one universally recognized ID badging that says

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1 that because of this particular format, color or whatever
2 it may be, this person is transient under the universal
3 access provisions.

4 RADM FLYNN: But John's point, just to make it
5 clear, is that the intention is to have the photograph of
6 the bearer on the same medium as the electronic data?

7 MR. SHRUM: Yes. That's the way it's been done
8 by all the airlines that have re-batched the standard so
9 far.

10 PARTICIPANT: One and a half years' worth to get
11 there.

12 (Laughter.)

13 RADM FLYNN: Wheels of the gods turning.

14 MS. WILSON: It was my issue. I brought it up
15 because it's my concern. I don't know that airports in my
16 constituency have a particular feeling about it one way or
17 another other than we are concerned about the existing
18 requirements under 107 that we have to monitor the activity
19 on the ramp. So as long as there is a discussion about how
20 to alleviate that requirement and that a badge of a
21 universal nature is acceptable, that's fine. But there
22 does need to be some recognition that currently we are
23 under an obligation not to allow that to happen.

24 RADM FLYNN: Say it again.

25 MS. WILSON: For instance, if you have a badge
26 from CTAC and you are on the ramp at National, an employee
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1 should challenge you for having the wrong type of badge.

2 If a standardized badge is developed in such a way that an
3 employee can easily recognize that you have authority to be
4 in that location at that time and the policy or the
5 regulations coming out of FAA allow airports that leeway,
6 certainly we have no difficulty with that. But there needs
7 to be -- that issue needs to be addressed.

8 RADM FLYNN: Well, okay. I think this is
9 important work in itself. Clearly the development of
10 valid, recognizable and efficient access and identification
11 systems is conducive to good security generally.

12 One would think of how the work having to do
13 with access for employees can't be extended in some time in
14 the future, that we would need to be prudent about how we
15 approach to passengers so that if the screening checkpoints
16 of necessity become more complex in some ways with the
17 addition of technologies, that as we develop confidence in
18 CAPS that some combination of passenger ID and PIN or
19 something like that might allow a considerable number of
20 passengers not to have to go through the more time-
21 consuming things that might be necessary for overall
22 effectiveness of the screening checkpoint.

23 So this UAS is an interesting precursor of the
24 combination of things that we need to consider with regard
25 to passenger and carry-on screening in the future.

26 Any other questions or comments?

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1 (No audible response.)

2 RADM FLYNN: Okay. Then, Karl, if you would
3 talk about other initiatives that have to do with various
4 rulemakings and other initiatives.

5 ONGOING INITIATIVES

6 MR. SHRUM: Yes. I have a couple of status
7 reports on rulemaking. I am pleased at long last to report
8 that seven years, seven months and seven days after Bob
9 Comarotto and I sat down with our respective task forces to
10 rewrite FAR 107 and 108, the notices of proposed rulemaking
11 have gone to the Federal Register for publication. They're
12 currently on display at the Register; probably will appear
13 in print -- I will guess publication will probably be
14 Monday or Tuesday. I'm still checking to see how quickly
15 they'll get posted electronically on the Internet. The
16 comment period will be 120 days from publication.

17 The other, of particular interest to air
18 carriers, the Notice of Proposed Rulemaking Identical
19 Security Measures for Foreign Air Carriers, usually
20 referred to as the Hatch Rule after its source, the Hatch
21 Amendment, cleared OST on Thursday and went to the Office
22 of Management and Budget for final review. By executive
23 order, OMB has to act within 60 days. So I would
24 anticipate publication within that time frame.

25 PARTICIPANT: That was what, Karl?

26 MR. SHRUM: The Hatch Amendment requires
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1 identical security measures for foreign air carriers as are
2 required of U.S. air carriers serving the same airports.

3 RADM FLYNN: Any others?

4 MR. SHRUM: We have several rules that have been
5 out for comment. We're now developing either final rule or
6 possibly in one case a supplemental notice. Because of ex
7 parte considerations I can't get into the substance of
8 those.

9 RADM FLYNN: Okay. Can we talk about the
10 rulemakings having to do with CAPS and bag match?

11 MR. SHRUM: Yes. As a matter of fact, there's a
12 1:00 meeting this afternoon of the Regulatory Coordinating
13 Committee to discuss a rulemaking essentially that would
14 require profiling of passengers using an automated system,
15 CAPS, with resolution of selectees either through bag match
16 or explosive detection, clearance to do an explosive
17 detection system.

18 The scheduling is somewhat problematic given
19 that we are technically probably not going to be up and
20 running on December 31, but we are moving as expeditiously
21 as possible. Obviously this presents a project of
22 considerable difficulty for the economist in doing the cost
23 benefit analysis of such things as profiling and especially
24 bag matching.

25 RADM FLYNN: But they'll have the benefit of the
26 study that you have outlined earlier?

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1 MR. SHRUM: Yes, definitely.

2 RADM FLYNN: All right. Any other questions?

3 MS. McELROY: I have a question on that. Did I
4 understand you correctly, Karl, when you said rulemaking to
5 require profiling with an automated system? My concern
6 with that is there are a number of very small regionals as
7 well as nationals of the Vanguard and ValuJet ilk who do
8 not belong to a CRS system. I know FAA is addressing that
9 by trying to bring them in for the briefing in August. But
10 I would hope that that rulemaking coordinating body is
11 giving considerations to alternatives, whether it be manual
12 profiling or other methods to accomplish this same
13 objective.

14 MR. SHRUM: Yes, actually if we're talking very
15 small populations, it may be simpler to do a bag match of
16 10 or 15 passengers who may be carrying their own bags to
17 the plane anyway.

18 MS. McELROY: And it may be I agree.

19 MR. SHRUM: Yes. Well, we're certainly aware of
20 that consideration, not having the automation capability.

21 RADM FLYNN: Let me interject then. Of course,
22 we have to consider alternatives. But there are problems
23 of perception of discrimination with the manual system as
24 it is now. That's a factor that we need to consider
25 because it's our belief and everything that we have
26 observed so far is that CAPS tends to reduce those kinds of
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1 consideration or those perceptions.

2 MS. McELROY: Just as a follow on, a point of
3 information for those people who are here, with regard to
4 the regional airlines, about 96 percent of the passengers
5 are carried on airlines which have a computerized profiling
6 system. But I don't want to diminish the importance of
7 that other four percent from our perspective.

8 RADM FLYNN: Yes, okay.

9 MR. PRIDDY: Chairman, if I may?

10 RADM FLYNN: Mr. Priddy.

11 MR. PRIDDY: Ron Priddy at NACA. First of all,
12 I share much of what Debbie just said. But, secondly, and
13 while it may be our fault in our association in that we may
14 not have availed ourselves to all the meetings on CAPS, I
15 don't recall having been invited to any other one than the
16 one on July 30, which I think is now being rescheduled.
17 I'm beginning to get a little antsy about what is going on
18 there for many of the same reasons that Debbie might
19 protect her four percent there.

20 Do we have yet a rescheduled date for the CAPS
21 meeting to bring the rest of the industry in to it?

22 RADM FLYNN: As you can see, I'm uncertain.
23 Perhaps we can find people before we adjourn, which we're
24 about to do.

25 Yes, Andy?

26 MR. CEBULA: Without commenting on its content,
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1 which obviously I don't have a chance to see, I think that
2 the committee ought to recognize your leadership and Karl's
3 and everybody else that's been involved in the rewrite
4 process. I know that it's been a long time coming and you
5 guys have put an awful lot of work into it. I just want
6 you to know that we do appreciate it.

7 RADM FLYNN: Well, thank you very much. To Karl
8 all credit and others. I have to say that I had very
9 little to do other than reading 107 and 108 in various
10 stages. We did put into it the advent of jet aircraft.

11 (Laughter.)

12 RADM FLYNN: Okay. Bob?

13 MR. MONETTI: I have a question. I'm not sure
14 it's a CAPS question or an Integrated Product Team question
15 or what. We're talking about CAPS, and CAPS selects a
16 percentage of people that need further investigation.
17 Dealing with our checked baggage is easy. How do we deal
18 with people and their carry-on in light of the way that all
19 the airports are set up to have both passengers and meeters
20 and greeters go through the checkpoints?

21 RADM FLYNN: It's an excellent question. I'll
22 tell you where I have come out on that. We have selection
23 in the checked baggage regime because we had intimations
24 ahead of the completion of this searching test that we're
25 doing that 100 bag match is not tenable in the U.S. system,
26 and that for some considerable time, at least until

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1 machines become considerably more efficient, neither is
2 high confidence baggage screening. So we needed to have a
3 basis for determining how many people we could exclude from
4 either of those processes.

5 On the other hand, with regard to passengers and
6 carry-on, we long have had 100 percent regime. We long
7 have had one. Now the question is, in other words, the
8 screening checkpoint.

9 To my mind, in view of the fact that you're not
10 just dealing with passengers but in many instances the
11 overwhelming majority of screening checkpoints are also
12 dealing with non-passengers and that profiling in those
13 circumstances becomes rather difficult to do, that we ought
14 to concentrate our efforts on making that 100 percent
15 measure, the screening checkpoint, effective, and that we
16 ought to do that through things such as the introduction of
17 threat image projection, other measures such as CBT and
18 other enhancements of training, through the process of
19 regulation and certification of screening companies,
20 through the addition of the trace detection technology,
21 perhaps through the introduction of, on some basis, to
22 resolve anomalous or suspicious bags through the
23 introduction of things other than trace perhaps, more
24 capable x-rays which might be a faster way of resolving
25 things than using a trace, but the various technologies.

26 We would initially -- it's a 100 percent measure
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1 that might require some additional follow-up on the basis
2 of initial indications. An example, of course, is a metal
3 detection portal where everyone goes through a portal and
4 some who ring the bell are subjected then to hand wandling.

5 MR. MONETTI: The reason I ask is that all of
6 the Baseline Working Group recommendations were based on
7 the enhanced technology which will require a much smaller
8 population than everybody. As yet, we don't even have a
9 standard for check of carry-on luggage for an EDS type
10 device for carry-on luggage.

11 RADM FLYNN: Right.

12 MR. MONETTI: And what we have now isn't real
13 good about finding things.

14 RADM FLYNN: Well, what we need to establish
15 through the kind of measurement that I think the tip will
16 give is what is the performance of the x-rays that are
17 there? What we've established -- we have some notion even
18 to individual checkpoints of what the -- what number of
19 items require further inspection.

20 And then to make some determination as to
21 whether the next step ought to be a continuation of trace,
22 such as we now embarked on, or not quite an EDS but a more
23 capable perhaps multi-energy x-ray that might be there to
24 deal with a minority of the bags or a small portion of them
25 that the x-ray operators of the existing x-rays are not
26 able to resolve with confidence.

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1 Now all of that is going to take some time to
2 do, but we need to be embarked on it. I think to
3 implicitly say, look, what we have to do is profiling ahead
4 of the screening checkpoint is somewhat implicit in the
5 explicit recognition that the screening checkpoint isn't
6 what it needs to be. I think we can make the screening
7 checkpoint -- nothing is going to be 100 percent
8 proposition. But it can be a considerable heightening and
9 increase even with the layouts that we have now of
10 performance over what it is now. What's important is that
11 we progress, make progress in that direction.

12 Now that I think is the baseline. If you have
13 the kinds of intelligence that we had during the Asia
14 crisis that Mr. Yusef and others are at large, well then a
15 different form of profiling and, in fact, additional
16 measures for people as indicated by available intelligence
17 would call for additional scrutiny.

18 The date if you would break out your
19 calendars --

20 MR. JOHNSON: Well, pencil in August 14. That's
21 the date we're shooting for. I was just told my Ops that
22 they're still trying to get a hold of a few major carriers
23 for that date. It won't be any sooner than that, but it
24 won't be much later than that. We'll have that date firmed
25 up when we finish with the last couple of carriers this
26 week. So we'll all know at the end of this week. But

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1 August 14 is the date we're shooting for.

2 MR. DODSON: For the CAPS meeting?

3 MR. JOHNSON: I'm sorry?

4 RADM FLYNN: For the CAPS meeting.

5 MR. JOHNSON: Yes, I'm sorry. This is for the
6 CAPS.

7 MS. RORK: That's not a public meeting, is that
8 correct?

9 RADM FLYNN: That is not a public meeting.

10 MR. JOHNSON: It'll be invitation only.

11 RADM FLYNN: In fact, it is a restricted need to
12 know because it goes into description of CAPS. Albie?

13 MR. DODSON: Irish, could we get somebody to
14 sort of give an update on the status of the trace detection
15 testing that was going on? There was going to be some
16 deployment and then --

17 RADM FLYNN: Is Jim Farell still here? Anyone
18 else from the ACP or the IPT? Yes, would you like to do
19 that?

20 MR. TORBECK: Mark Torbeck, Midway Airlines, a
21 member of the IPT. That's been backed off as the Training
22 Committee has learned more information in the utilization
23 of trace. "X" amount of units are scheduled to go out over
24 the next months to Category X's and 1's airports. Data
25 collection will occur at that point. Based on that
26 information, there will be additional purchases of the
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1 trace equipment, with further deployment to all Cat X's and
2 Cat 1's nationwide.

3 RADM FLYNN: The next increment is some 150
4 items --

5 MR. TORBECK: Correct.

6 RADM FLYNN: With then a further 300 or so to
7 complete the deployment, including one item for every EDS
8 and EDD that's deployed.

9 MR. JOHNSON: The bottom line is that the 489
10 will still be purchased and deployed by the end of this
11 calendar year. There's been a short moratorium while we've
12 cleaned up the training that the contractors are providing
13 to those screeners.

14 RADM FLYNN: But it was my understanding that it
15 would be by the end of February next, but end of this year
16 possibly.

17 MS. RORK: And even to add to that, Albie, the
18 moratorium is through August 15 is the new drop dead date
19 that we should have all the training review standardized
20 and back out there. So it was more of a just a very brief
21 postponement.

22 MR. DODSON: Well, one issue that we had, ours
23 was postponed. It was supposed to start and it was
24 postponed. One of the issues that was brought up in our
25 in-briefing on this was when the public and the media
26 started seeing these things showing up at our checkpoints,
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1 they were going to -- they're already interested, and they
2 were going to start asking us questions.

3 The question we asked the FAA is what can we
4 say. The question was we can't say it's not there because
5 they can see it. But we didn't get an answer.

6 RADM FLYNN: Susan Rork from ATA.

7 MS. RORK: If I could just intercede here, the
8 representative from the IPT, the training group isn't in
9 the room. For those of you particularly in law
10 enforcement, the training group will be developing an
11 informational video that will be sent out to -- and I want
12 to say that we haven't completed concluded who all on the
13 list will get this video. It will be an informational
14 video that will be sent out to airport law enforcement, to
15 CASPOs, to federal security managers, to airlines for
16 distribution to your station people. There will be a
17 relatively wide distribution.

18 It will be at most a 20-minute informational
19 video on this deployment to assist you in addressing all
20 these issues. It will be very general in nature. This was
21 a recommendation that was approved by the -- yes, because
22 of the concerns of this. So I think that will be helpful.

23 You should have that video I would hope by early
24 September. It's on a fast track.

25 RADM FLYNN: Albie, in the meantime the airline
26 or the airport -- let's hope that the airline concerned and
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1 the airport would be working together -- can certainly say
2 this is an item of trace detection technology or trace
3 detection equipment, and this is what it does, and it's
4 part of a deployment in which the airline industry will be
5 deploying these things widely through airports in the
6 United States. I mean you're all in some safe crowds of
7 saying anything along those lines.

8 MR. DODSON: I'm glad to hear you say that.

9 RADM FLYNN: We permitted Channel 7 here to go
10 to the screening checkpoint in Dulles and take video of
11 people using the trace detector that's there. We haven't
12 had an objection to that.

13 MR. JOHNSON: But what we're not commenting on
14 is exactly where a lot of the equipment is that the
15 traveling public can't see. For example, the FAA is not
16 publishing any more a list nationally of where CTX 5000 is
17 being installed or will be installed. We're just saying --

18 RADM FLYNN: Or any of the other equipment, the
19 dual energy x-rays or anything like that.

20 MR. JOHNSON: That they cannot see.

21 RADM FLYNN: Okay. I think it noteworthy and
22 highly commendable that we had a question about the
23 deployment in the IPT. That was an airline representative
24 on the IPT who answered the question. I just think it's
25 indicative of the kind of detailed cooperation in which
26 we're increasingly involved. We need to keep that going.

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1 So thank you, thank you all.

2 I think it's now time for second, third, any
3 thoughts, including around the outside of the room. But
4 let's start around the table first. Anything? Any items?
5 Any questions?

6 (No audible response.)

7 RADM FLYNN: Around the outside?

8 (No audible response.)

9 RADM FLYNN: Well, I want to thank you very much
10 for the time that you've given to advising us through this
11 very important committee. We'll be letting you know when
12 the next meeting will be. Thank you very much.

13 (Whereupon, at 11:15 a.m., the meeting in the
14 above-entitled matter was adjourned.)

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