AVIATION SECURITY ADVISORY COMMITTEE (ASAC)
September 10, 2009
1:00 – 4:30PM
Doubletree Hotel Crystal City-National Airport
300 Army Navy Drive, Arlington, Virginia

Start Time	Item	Responsible Party	Duration
1:00PM	Meeting Comes to Order & FACA Statement	DFO	00:03
1:03PM	Chair's Opening Remarks	Chair	00:03
1:06PM	Committee Member Introductions	Committee Members	00:04
1:10PM	*State of Aviation Security*	Gale Rossides	00:15
1:25PM	Secure Flight Program Update	Paul Leyh	00:20
1:45PM	Update on the Transportation System Sector Specific Plan	Scott Cooper	00:15
2:00PM	General Aviation Update – Large Aircraft Security Plan Regulation	Brian Delauter	00:15
2:15PM	Report on the Airport Security Design Guidelines	Mike Duffy	00:20
2:35PM	**BREAK**		00:15
2:50PM	Air Cargo Security – 100% Screening of Air Cargo	Ed Kelly	00:20
3:10PM	New air service to foreign countries	Craig Lynes	00:15

3:25PM	Roundtable Discussion
	  -Establish working groups
	  -Other Issues
		Committee Members	00:45

4:10PM	Public Comments	General Public	00:20
4:30PM	Adjourn	Chair	

Committee Member	Association
Aircraft Manufacturer	
Ranee Carr	Aerospace Industries Association
Airline Labor	
Jay Norelius	Coalition of Airline Pilot Associations
Christopher Witkowski	Association of Flight Attendants
James Andresakes	Air Line Pilots Association
Airline Management	
Paul Doell	National Air Carrier Association
Liam Connolly	Regional Airline Association
Kenneth Dunlap	International Air Transport Association
Airport Operators	
Paula Hochstetler	Airport Consultants Council
Christopher Bidwell	Airports Council International - North America
Carter Morris	American Association of Airport Executives
Airport Tenant and General Aviation	
Doug Carr	National Business Aviation Association
Eric Byer	National Air Transportation Association
Craig Spence	Aircraft Owners and Pilots Association
Aviation Consumer Advocates	
William Connors	National Business Travel Association
Michael Cintron	International Airline Passengers Association
Richard Macomber	National Industrial Transportation League
Air Cargo	
Brandon Fried	Airforwarders Association
John Hazlet, Jr.	Regional Air Cargo Carriers Association
Steven Alterman	Cargo Airline Association
Law Enforcement and Security Experts	
Duane McGray	Airport Law Enforcement Agencies Network
Victims of Terrorist Acts Against Aviation	
Glenn Johnson	Victims of Pan Am Flight 103
Rosemary Dillard	National Air Disaster Alliance
Carrie Lemack	Families of September 11, Inc.

ASAC Draft Remarks (Draft 2)
Thursday, September 10, 2009

INTRODUCTION:

- Welcome and it's a pleasure to see you all again—I've been very interested in seeing the ASAC resurrected, so I'm delighted to be here today. The timing is perfect.

- We're looking forward to working closely with the ASAC and I value this forum to exchange information and hear from the aviation community.

- Even though the ASAC hasn't met as a group in three years, we've engaged with you and your individual organizations on a number of fronts.

- TSA uses the provisions of ASAC to leverage our partnerships….with great results.

- For example, out of the 2006 ASAC-sponsored <u>Baggage Screening Investment Study</u> came the recommendation to improve the design submittal process for new inline EDS systems and to bring transparency to the process.

- And because TSA put that new process in place, we had viable EDS projects ready to go in the queue in 2009—and as a result, we were able to obtain substantial funds from the American Recovery and Reinvestment Act, nearly $700 million of which is going to EDS optimal inline systems.

- We have outstanding engagement with many of you here as we continue to improve our processes.

- Today's ASAC subcommittees will provide us with the appropriate vehicles to move forward with key initiatives like (1) updating the Airport Terminal Design Guidelines and (2) framing out a path forward for airport biometrics access control systems.

- We're looking forward to seeing your contributions in the near future.

- We all have a huge stake in keeping our aviation system safe, and I thank you for your leadership and your support for TSA's initiatives.

- You have my commitment—and that of the entire TSA Senior Leadership Team—that we will continue to build our strong relationships with you and all of our stakeholders.

- Let me tell you of the remarkable journey TSA has been on for the last three years and our great progress in our people, processes, technology, and critical program initiatives.

- Technology means faster, better security solutions.

- People means training: We trained every single Transportation Security Officer and frontline manager in methods to calm down the security

checkpoint and to notice the anomalies that stand out.

- Processes mean we are continuing to move forward. Our SOP is dynamic to stay ahead of threats.

- From a security point of view, a calm checkpoint is a much better place to work. As the checkpoint becomes calm, those with intent to do harm become much more visible to us. They stand out in the layer of security.

- You need people watching for those signs of stress that are ready to act on that information immediately—so we put TSA's behavior observation program in action.

- We added <u>Travel Document Checkers</u> to look for fraudulent documents.

- And trained <u>Behavior Detection Officers</u> who can identify someone who could pose a threat well before that person gets to the checkpoint, let alone the aircraft.

- And we added <u>Bomb Appraisal Officers</u> to provide IED expertise.

- Even before we got the stimulus funding, we had underway the first major, widespread technology upgrade in checkpoint redesign in thirty years.

- Thanks to the tremendous leadership and support from all the airports and the airlines involved, you can see

components of the new technology at checkpoints all over the country.

- We see you as our strategic partners to drive technological innovations. <u>Your involvement in promoting and implementing our critical program initiatives is vital.</u>

- I'd like to talk about TSA's priorities for this year. You'll hear more from the people who are directly responsible for these programs later on this morning.

- First, Secure Flight.

SECURE FLIGHT:

- Secure Flight has begun operations, and as we continue to get more airlines onboard it will improve our ability to ensure that people on the No Fly list do not get on a plane.

- And, it will ensure that Selectees get additional screening before being allowed on an airplane.

- The purpose of the program is to increase the accuracy of watch list matching by asking passengers for additional information: the name on their government issued ID, DOB, gender, and redress number.

- We have goal dates of Spring 2010 to cut over all domestic airlines and the end of 2010 to cut over all international airlines to Secure Flight.

- Secure Flight will help to reduce the hassle to passengers who have names similar to those on watch lists.

- It's a major milestone in the history of our agency and is a credit to all of you who made this a reality.

CERTIFIED CARGO SHIPPER:

- In February, the industry achieved the goal of screening 50 percent of air cargo transported on domestic passenger aircraft. Just as importantly, 100 percent of cargo was screened on more than 95 percent of all flights originating at U.S. airports.

- By working with air carriers and members of the air cargo community, the industry achieved screening 100 percent of cargo transported on narrow-body aircraft almost 2 years before the legislative mandated date.

- These flights carry more than 85 percent of all passengers on flights originating in the United States, which means that TSA is effectively protecting the vast majority of the flying public.

- To achieve this milestone, TSA and our industry partners put in a great deal of effort to creatively re-think the logistics of air cargo security.

- Through our collaborative program, the Certified Cargo Screening Program, we enable vetted, validated, and certified supply chain facilities to screen cargo

before it is delivered to transport carriers.

- To date we have certified almost 500 facilities to act as screening points in the supply chain.

- The industry is on track to achieve the 100 percent screening requirement for domestic flights <u>by August 2010</u>.

- Another challenge is to develop screening requirements for <u>air cargo inbound from foreign countries</u>.

- To date, the industry has accomplished 50 percent system-wide screening for international inbound cargo.

- TSA cannot implement a security regimen in a foreign country without extensive, cooperative planning with— and acceptance by—our international partners.

- Given these challenges, TSA does not expect that 100 percent screening will be attainable for inbound cargo on passenger aircraft by August 2010.

- Nonetheless, significant efforts toward reaching the 100 percent mark are ongoing with our international partners and with U.S. Customs and Border Protection.

STIMULUS MONEY:

- As I mentioned earlier, TSA received $1 billion in the American Recovery and Reinvestment Act. It is all being <u>invested in technology</u>.

- TSA began purchasing and installing Explosives Detection Systems and advanced checkpoint screening equipment in airports across the country—<u>700 million in inline baggage system</u> projects at several airports in 11 states.

- <u>300 million for spending at the checkpoint</u> to continue to improve the capabilities of our officers around the country.

- <u>The real benefit is…</u> Not only does it give us a <u>great security</u> benefit and improve our operations in screening, it

also helps to <u>stimulate jobs</u> at the airports in construction and engineering.

- The <u>Advanced Technology X-ray</u> equipment gives a better image for the officer to view and to detect threat items in carry-on baggage, with a clearer and more detailed display.

- Upgraded with new algorithms for emerging threats, this AT X-Ray is critical to future advances we will make across the system, and we believe it will be the key to harmonizing procedures with the UK and the rest of the world.

- The use in primary screening of <u>Advanced Imaging Technology</u> (which you may know as millimeter wave) greatly increases TSA's ability to detect concealed items.

- AITs inspect the passenger's whole body for concealed weapons and explosives <u>instead of</u> a metal detection wanding and physical pat-down. The technology has been very well received by the majority of the traveling public.

- Many different organizations have worked with us to address <u>privacy</u> concerns and we continue to collaborate with them.

- We're deploying <u>Bottled Liquid Scanners</u> for our roving patrols. Officers use them to test certain kinds of liquids that we see coming through the checkpoint.

- We have a very <u>aggressive plan to get the money out</u> to the airports to construct new inline systems. And we have a <u>very good acquisitions strategy</u> to buy the checkpoint technology.

- All of this enables us <u>to improve security screening</u> and gives our officers improved ability to look for IED components and bombs.

TRANSPARENCY:

- We all know that security is serious business…. In reality, this is what we're up against—I don't need to tell you <u>the threat is as real today as it was on 9/11</u>.

- Imagine how hard that job is to keep <u>2 million customers a day both safe and happy</u>.

- We have shown <u>we are committed to leveraging the private sector</u>.

- RFI laptop bag….
- Got Feedback? stickers, website, kiosk
- TSA Blog…
- Black Diamond and family friendly lanes

- <u>Our whole strategy of engaging</u> and reaching out, and making our communications with the traveling public effective is critical in our performance as an organization.

- Our challenge today is, consistent with support for our security strategy, is how do we <u>engage the public in participating in security—but not scare them?</u>

- Our approach is to explain <u>why</u> we do what we do—Our focus groups tell us that if people understand the reasons behind security, they will be more likely to comply.

INNOVATION AND BEST PRACTICES:

- Innovations—reaching out to our workforce and the public. The Web site is more user friendly. <u>Our blog</u>…. It's one of the best in government.

- Our blogger team is made up of real people, <u>who communicate why we do what we do in plain English</u>. They're really connecting with the public and making an impact.….It's a terrific way to reach the traveling public.

- Internally, we created an <u>online suggestion program</u> that has become a primary vehicle to take the pulse of our workforce. Any employee can give us their ideas, and others can comment on them or vote them up. It's called the <u>Idea Factory</u>.

- In the last one year, we <u>implemented dozens of ideas</u>, on things like improving the quality of life of officers to ways to improve security at the checkpoint.

- TSA's Idea Factory was featured on the White House's website as an innovation that champions the President's vision of more effective and open government.

- More than 25,000 TSA employees have visited the site.

- The message is, the ability to open up channels of communication with stakeholders, passengers, employees, has made us work better.

VIGILANCE

- Tomorrow is a very important to everyone at TSA, and a special day of remembrance for me personally.

- As part of TSA's historian project, we've collected hundreds of stories from our employees about 9/11.

- You would be surprised to know how many of our employees were in the Twin Towers or the Pentagon, or who knew people who died that day. Some carry photos of friends and loved ones as a constant reminder of our mission.

- To the representatives from the Victims of Pan Am Flight 103, the Families of September 11, and the National Air Disaster Alliance who are here today, I want you to know that <u>we will never forget</u>.

- We remain vigilant and all our workforce remains focused and engaged.

- <u>What I ask of everyone here</u>, because you understand our mission and you know that there are people out there who still wish to do us harm, <u>is to join us in continuing to educate the public about the importance of security</u>.

- We know the threats. We know that we have to stay ahead of them, and that means putting liquids in a baggie, installing millimeter wave machines to find non-metallic threats that might be hidden on a person's body, and the new kits to detect potentially harmful powders that could be used to make an IED.

- We can't go it alone, so having you join us in continuing to engage the traveling public will be tremendously helpful.

Together, we can make a powerful case. <u>Thank you</u>.

ASAC Brief
Thursday, September 10, 2009

Transportation
Security
Administration

Why Identity Matters

- **Travelers want to ensure that everyone traveling on the airplane is properly vetted and their identity verified.**

    - To mitigate risk, TSA is implementing its Secure Flight program-a behind-the-scenes watch list matching process that vets passengers against government watch lists.
    - Secure Flight makes travel safer by more effectively identifying individuals that may pose a known or suspected threat to aviation.
    - When fully implemented, Secure Flight will help prevent the misidentification of passengers who have names similar to individuals on government watch lists.

- **Once fully implemented, the Secure Flight process will provide passengers a safer, more efficient and consistent travel experience across all airlines.**

Secure Flight
Your safety is our priority

Mission and Goals

The Mission of the Secure Flight program is to enhance the security of domestic and international commercial air travel in the United States through the use of improved watch list matching.

The program's goals are to:

- Identify known and suspected terrorists.

- Prevent individuals on the No Fly List from boarding an aircraft.

- Subject individuals on the Selectee List to enhanced screening to determine if they are permitted to board an aircraft.

- Facilitate passenger air travel.

- Protect individuals' privacy .

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Secure Flight Benefits

- Enhances the security of commercial air travel.

- Raises the baseline standard in terms of the technology and automation used in watch list matching .

- Decreases the chance for compromised watch list data by limiting distribution .

- Expedites law enforcement notification by gaining earlier insight to potential matches.

- Provides fair, equitable, and consistent watch list matching across all airlines.

- Facilitates an expedited and integrated redress process for misidentification passengers.

- Supports the travel industry's operational needs.

Secure Flight Program Background

The Transportation Security Administration (TSA) is acting upon:

- A key recommendation of the 9/11 Commission was to implement a uniform watch list matching program.

- Section 4012 of the Intelligence Reform and Terrorism Prevention Act (IRTPA) published in December 2004 requires the Department of Homeland Security (DHS) to assume from aircraft operators the function of conducting watch list matching of airline passenger data to Federal Government watch lists for international and domestic flights.

TSA issued the Secure Flight Final Rule in October 2008 and is currently implementing the Secure Flight program.

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Secure Flight Scope

- Applies to passengers traveling on covered airline flights:

    - Into, out of, or within the United States and its territories.
    - Over the continental United States.
    - Between two international points conducted by covered U.S. airlines only.

- Also applies to non-traveling individuals seeking authorization to enter the sterile area of an airport.

- At full capacity, Secure Flight will screen more than 2.5 million passengers daily.

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Secure Flight Process Flow

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Secure Flight
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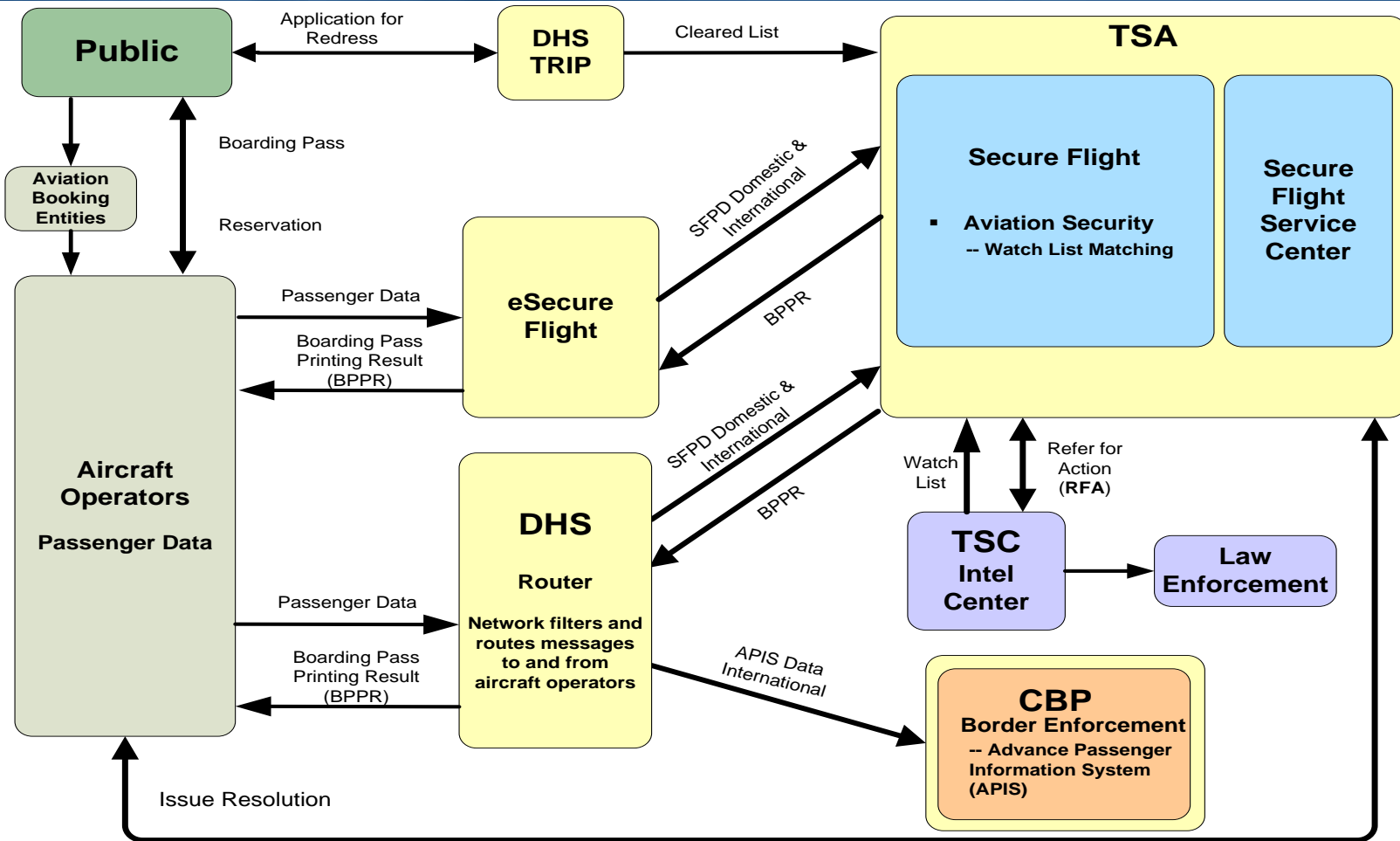
Program Timeline

✓ **October 28, 2008**: The Secure Flight Final Rule was published in the Federal Register, and went into effect on December 29, 2008

✓ **January 2009**: Secure Flight began implementation with volunteer airlines

✓ **May 15, 2009**: Domestic airlines are required to request full name

✓ **August 15, 2009**: Domestic airlines are required to request Secure Flight Passenger Data (SFPD) : full name, gender, date of birth, and redress number (if available)

▪ **October 31, 2009**: All airlines are required to request full SFPD

▪ Deployments for domestic airlines will occur through March 2010

▪ Deployments for foreign airlines will begin at the end of 2009 and continue through 2010

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Airline Compliance

- TSA will measure airline compliance against requirements identified in the Secure Flight Final Rule and in the covered airline's security programs.

- TSA issued an Aircraft Operator Implementation Plan and follow up notification letters to communicate airline compliance details and deadlines.

- Secure Flight Passenger Data (SFPD) must be provided regardless of booking source (direct sale, online, third party agent, etc).

- Exception: TSA realizes that reservations made prior to the compliance dates (8/15 and 10/31) that don't have full SFPD will need to phase out of the system.

Airline Compliance Factors

- **Airlines are Required to:**

  - Collect full name, date of birth, and gender (Secure Flight Passenger Data or SFPD) on ticketed reservations for passengers flying domestically on/after August 15, 2009 and from passengers flying internationally on/after October 31, 2009.

  - Modify IT systems: Secure Flight's implementation is a phased in process for both TSA and the airlines. TSA has assigned unique compliance cutover dates to each airline in its Aircraft Operator Implementation Plan.

  - Make a privacy notice available on public websites and self-serve kiosks before collecting personally identifiable information.

  - Request a verifying identity document from passengers under certain circumstances.

  - Contact Secure Flight Service Center when passenger resolution is required.

Airline Compliance – cont'd

- **Airlines are also responsible for:**
  - Communicating system changes and requirements to GDS and reservation partners.
  - Communicating Secure Flight requirements to frequent flyers and passengers.

Travel Agency Impact

- **Third party travel agencies (through aircraft operators) are regulated to provide Secure Flight data**

  - It is the airlines's responsibility to require third parties to collect/send Secure Flight Passenger Data.
  - Airlines in conjunction with the GDS's have provided the third party travel agencies the system requirements guidance for collection of this data.
  - TSA expects airlines will work with the third parties to collect the required data as quickly as possible and expects to see a steady month-by-month increase in full SFPD submission rates throughout 2009 and into 2010 when all reservations should contain full SFPD.

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Traveler Impact

- Aircraft operators/travel agencies began requesting Secure Flight data on/about August 15, 2009.

- Reservations made prior to August 15, 2009 for travel after that date may not include full Secure Flight Passenger Data which, will be accepted by TSA through early 2010.

- TSA may not be able to clear as many reservations without full Secure Flight Passenger data.

- Passengers that are inhibited as a result may be required to supply a Verified Identity Document to the aircraft operator prior to the issuance of a boarding pass.

- TSA has built flexibility into the system for small differences between the passenger's ID and the passenger's reservation information to accommodate travel after August 15, 2009.

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Ensuring Privacy

- TSA has developed a comprehensive privacy plan to incorporate privacy laws and practices into all areas of Secure Flight.

- TSA will collect the minimum amount of personal information necessary to conduct effective watch list matching.

- The only required data elements will be full name, DOB, gender, and itinerary.

- TSA will retain personal information for the minimum amount of time necessary.

- TSA issued a Privacy Impact Assessment (PIA) and System of Records Notice (SORN) to provide detailed information about the program's privacy approach in conjunction with its Final Rule.

Privacy Risk Management
Redress & Response
Monitoring & Compliance
Awareness & Training
Systems Development & Security
Policy
Organization
Foundational Privacy Principles
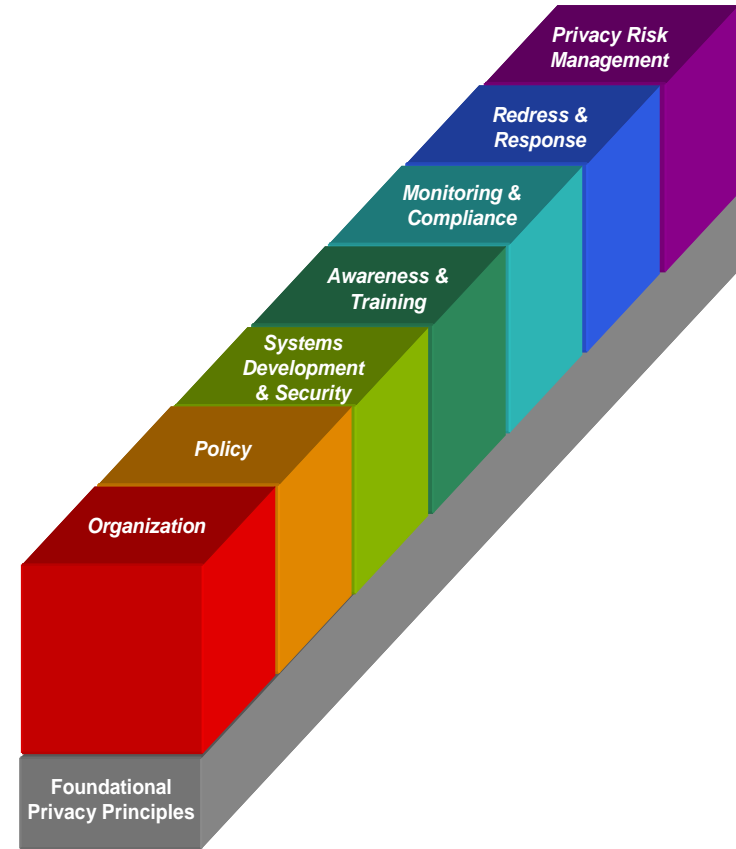
Secure Flight privacy approach is rooted in Fair Information Practices

14

Secure Flight
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Public Awareness Campaign

- TSA partnered with airlines and the Ad Council to educate travelers about Secure Flight.

- Example communication materials available for reproduction on **tsa.gov/SecureFlight** include:

  - Brochures for travel agencies and airlines.

  - Articles for in-flight magazines

  - Web site banners

- Messages

  - Soft description of date of birth/gender collection

  - Secure Flight is a behind-the-scenes watch list matching process that vets passengers against government watch lists.

  - Secure Flight helps prevent misidentification of passengers who have names similar to individuals on government watch lists.

What do all these passengers have in common?

They are all named Alex Johnson

Alex Johnson - Female

Alexandria Johnson - Female

Alexandria Johnson - Female - 10/15/1967

Click here to find out how TSA's Secure Flight helps Alex Johnson and passengers like you.

Transportation Security Administration

Ad Council

YOUR SAFETY IS OUR PRIORITY

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Ad Council

Transportation Security Administration

Secure Flight
Your safety is our priority

15

Transportation Systems Sector-Specific Plan (TS SSP)

Aviation Modal Plan Revision

Presented to the
Aviation Security Advisory Committee
Meeting on September 10, 2009
Briefer: Scott Cooper, TSA

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CONTENT

- Short history

- What is covered

- Who is responsible

- New content expectations

- Planning timeline

- Aviation Modal Plan

The Genesis – HSPD-7 and the NIPP

TS SSP first published in May 2007

Rewrites every three years with annual updates

Collaboratively developed and implemented with Federal, State, local, tribal, territorial entities and private sector stakeholders.

National Infrastructure Protection Plan

Partnering to enhance protection and resiliency

2009

Transportation Systems

Critical Infrastructure and Key Resources

Sector-Specific Plan as input to the

National Infrastruture Protection Plan

May 2007
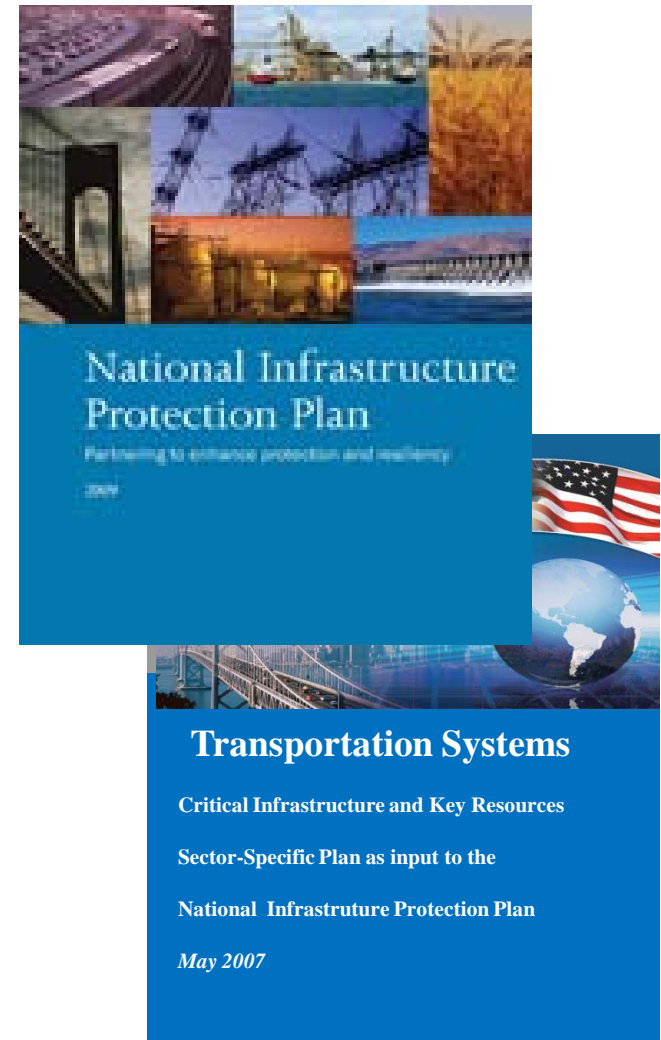
Protection of infrastructure from all hazards

    Terrorists

    Natural Disasters

    Health emergencies (pandemic flu)

Protection of Physical, Human and Cyber aspects infrastructure

Protection of Passengers and Cargo

Strategy based on risk management

Modal Annexes

Builds on SSP Base Plan Vision, Mission, & Goals

Developed collaboratively

Sets aviation modal mission and goals

Explains processes for:

Identifying critical aviation infrastructure
Assessing risks
Setting risk reduction goals and priorities
Selecting and implementing risk management activities
Measuring effectiveness

Explains the partnership framework & mechanisms for:

Information sharing
Implementing & Measuring risk-reduction programs
Decision-making criteria

Describes current security activities, security gaps and the way forward

September 15th Kick-off Meeting

October 30th 1st Draft Due

November 31st Final Draft

September

October

November

December

December 31st Submit to DHS

Drafting Period

Stakeholder Comment Period

Prepare & Submit for Clearances

5
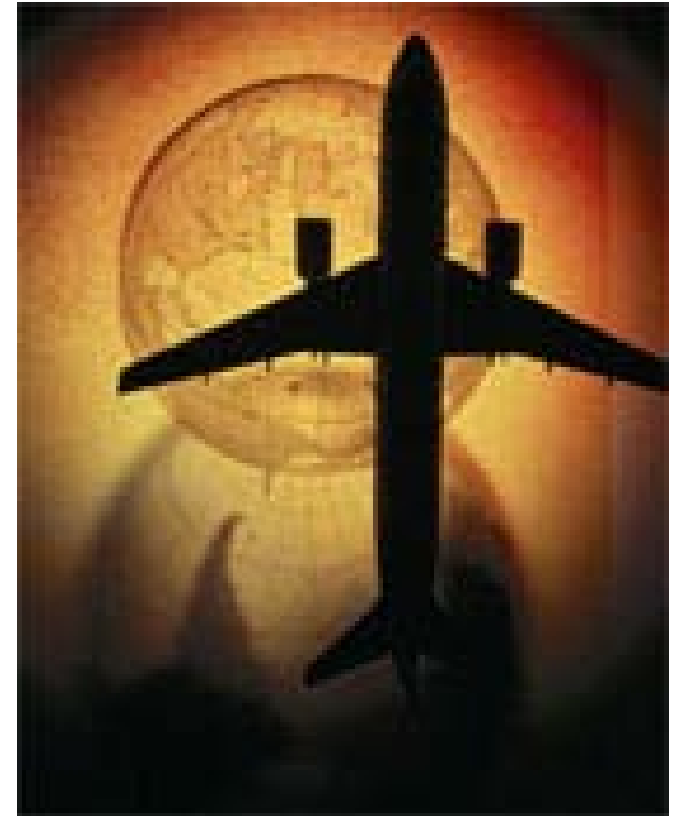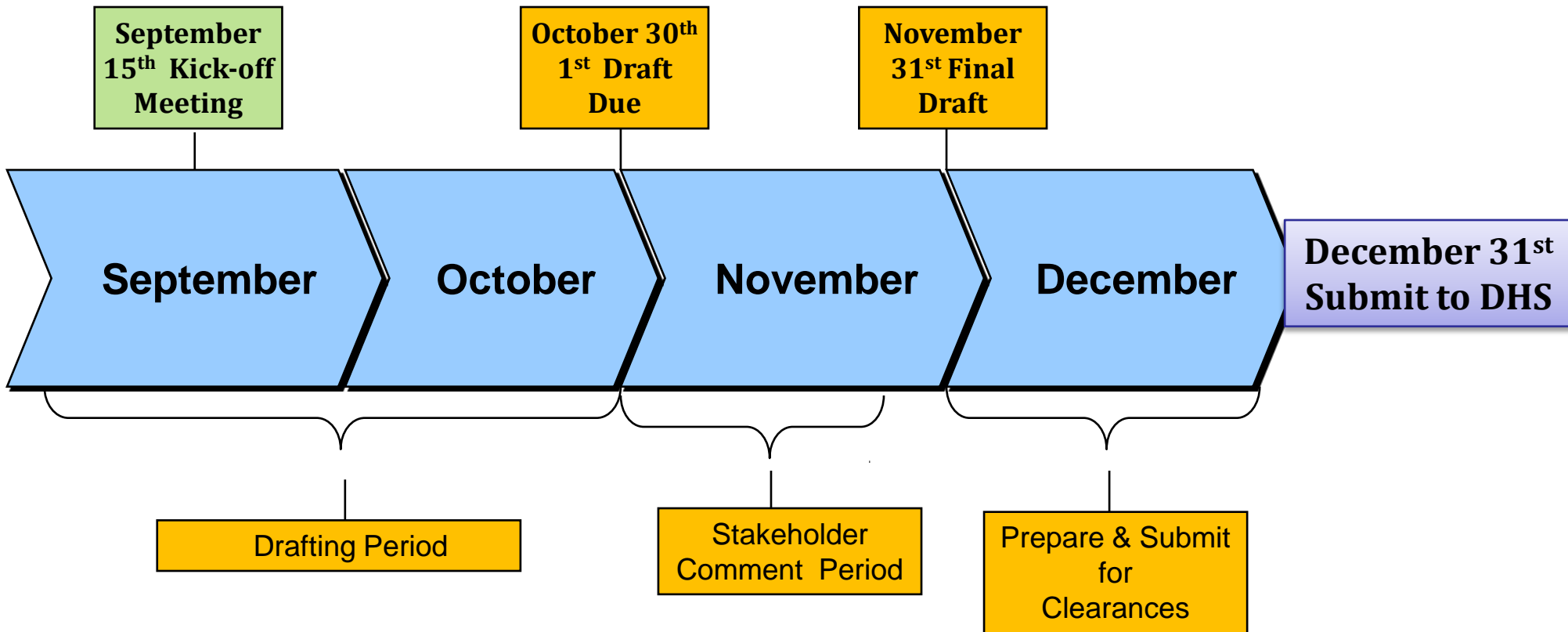
General Aviation Security Update

Aviation Security Advisory Committee Meeting
September 10, 2009

Large Aircraft Security Program (LASP)

- **History**
    - ➤ TSA issued the Large Aircraft Security Program (LASP) Notice of Proposed Rulemaking (NPRM) on October 30, 2008 as a broad-based GA security regulation. As written, the LASP would impact all GA aircraft over 12,500 lbs MTOW

    - ➤ In order to facilitate industry input, TSA:
        - Extended the comment period 60 days to end February 27, 2009
        - Conducted five public meetings across the nation to collect input from stakeholders

    - ➤ TSA also actively engaged the major trade associations affected by the NPRM and met with these stakeholders on April 6, 2009 and May 6, 2009.

    - ➤ TSA conducted a third meeting with additional public groups (other indirectly impacted associations, US Chamber of Commerce, etc.) on June 15, 2009

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2

LASP Path Forward

- **TSA intends to issue a Supplemental NPRM (SNPRM) in the coming months**

  - ➢ The SNPRM is based on input/feedback received from industry and the public comments, and is designed to enhance GA security by the reducing risk of criminals or terrorists from:
    - Piloting, overtaking control, purchasing/leasing, or stealing a large aircraft
    - Prevent the introduction of dangerous articles into the commercial airport environment

  - ➢ Supplemental NPRM will allow for another 60-day public comment period to gain additional industry input on the revised proposal

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International Waivers

- Working with CBP to eliminate duplication
- Reduction of current waivers by 60 %
- Program office moving to GA FY10

General Aviation Sectors

Federalized Airports / Dec 1, 2008
TSS GA Regional Assignments

Recommended Security Guidelines for Airport Planning, Design and Construction

Aviation Security Advisory Committee

September 10, 2009

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Background

In 2004, ASAC Working Group convened to update the 2001 Guidelines

June 15, 2006, TSA published revised Guidelines, TSA appreciates high level of industry participation in prior versions, over 100+ individuals contributed to the 2006 Guidelines

Applying Security Design – Best Practices

Available to Airports, Air Carriers, and Airport Consultants

Current Version:
http://www.tsa.gov/assets/pdf/airport_security_design_guidelines.pdf

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Guidelines Format

Not a template for individual airports

Advisory but must recognize security requirements

Will refer to TSA guidelines for inline checked baggage screening systems and passenger security checkpoints

Will build upon guidance offered in RTCA DO-230B, Integrated Security System Standard for Airport Access Control

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ASAC Working Group

Propose to establish working group to revise guidelines

Airport Consultants Council (ACC) has volunteered to Co-Chair the working group with TSA

Soliciting members to participate; if interested email Michael.Duffy@dhs.gov

Goal - Advise future trends in airport construction and passenger facilitation and Identify benchmarks for engineering security into future airport design

Deliverables – Revise Guidelines during FY 2010, with electronic publication scheduled for July 2010

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100% Cargo Screening on Passenger Aircraft

September 2009

Agenda

Certified Cargo Screening Program

Program Accomplishments

Issues and Challenges

Request for an ASAC Air Cargo Work Group

Links to TSA

Certified Cargo Screening Program

100% Screening Legislation

Background

- President Bush approved legislation *Implementing Recommendations of the 9/11 Commission Act of 2007* on August 3, 2007

- The legislation mandates 100% screening by August 2010 and requires TSA to:

  - Establish a system to **screen** 100% of cargo transported on passenger aircraft

  - Provide a level of security **commensurate** to that of passenger baggage (piece level)

  - No funding provided

    - Industry expected to bear all costs

## Congressionally Mandated Cargo Screening Benchmarks

9/11 Act	50%	Alt. Screening	100%
August 2007	February 2009	September 2009	August 2010
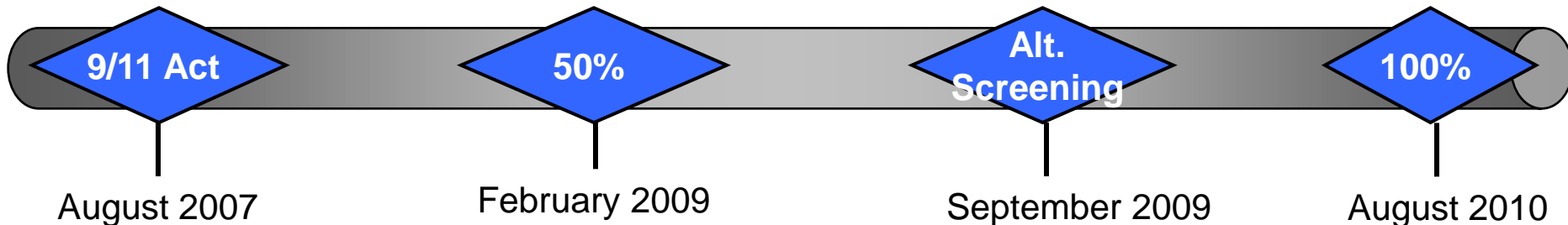
TSA's Approach

- Narrow Body Screening – Achieved October 1st, 2008

  - Required airlines to screen 100% of cargo on <u>narrow body</u> aircraft October 2008

- Certified Cargo Screening Program (CCSP)

  - Shippers

  - IACs

  - Independent Cargo Screening Facilities (ICSFs)

Volume Data

- Over 65% of all passenger air cargo originates from 18 airports/major gateways:
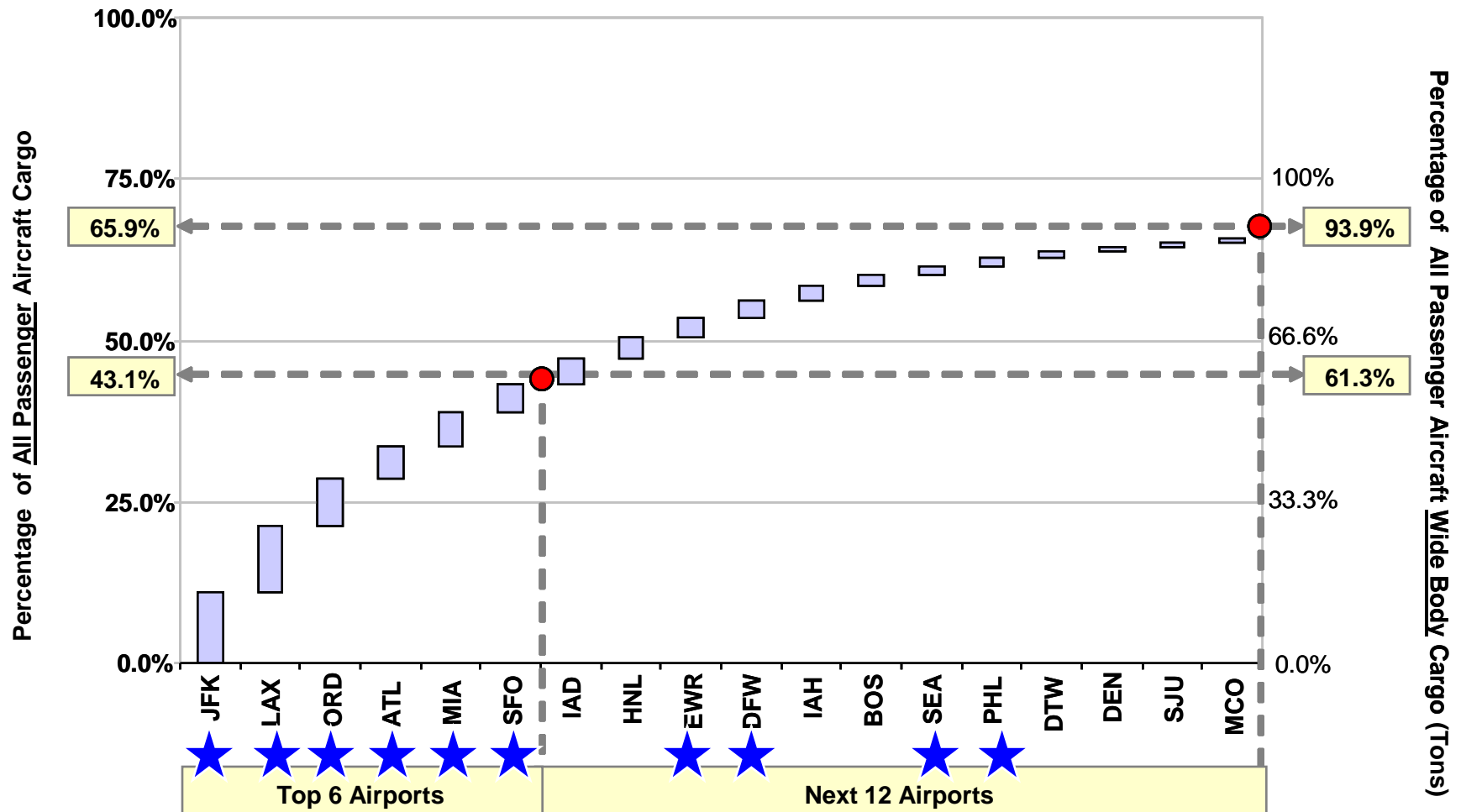
★ Indicates city where shipper facilities are targeted during Phase One Deployment in parallel with freight forwarding facilities.

Program Accomplishments

Program Timeline

- **August 2007:**
  - 9/11 Mandate is effective

- **September 2007:**
  - Outreach begins

- **February 2008:**
  - 1st IAC technology pilot

- **May 2008:**
  - Screening technology list published

- **July 2008:**
  - SAFETY ACT coverage approved

- **October 2008:**
  - 100% Narrow Body Screening is effective

- **December 2008:**
  - Released airline acceptance programs
  - Released IAC – 001, 002 Amendments (CCSP Program)
  - Released Shipper/ICSF Order
  - Released 2nd IAC technology pilot

- **February 2009:**
  - 50% Screening Requirement is effective

- **March 2009:**
  - Allowed air carriers to accept screened cargo at all airports

- **August 1, 2009:**
  - Known Shipper required for the transport of Human Remains

- **September 1, 2009**
  - "Alternate means" for specific commodities expire

- **August 2010:**
  - 100% Screening Requirement is mandated
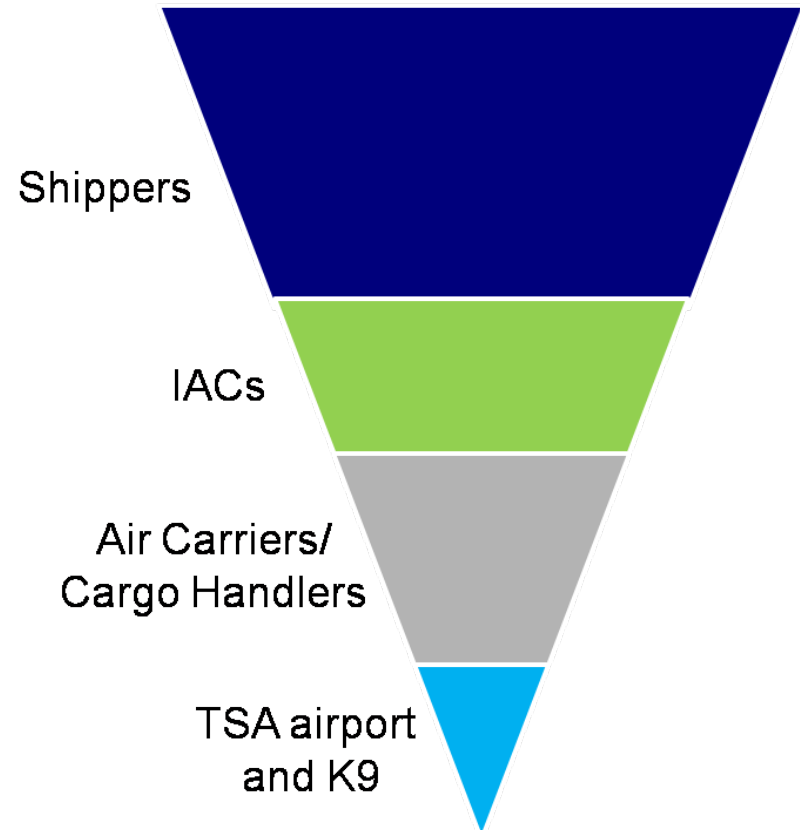
Certified Cargo Screening Program – Current Status

- On March 1, 2009, the CCSP program was fully rolled out to the entire U.S as well as the U.S. territories. All airlines and all airports may now accept screened cargo from CCSFs

- Entities will be certified based on their preparedness

Total certified: 462

- IAC: 349
- ICSF: 35
- Shipper: 78
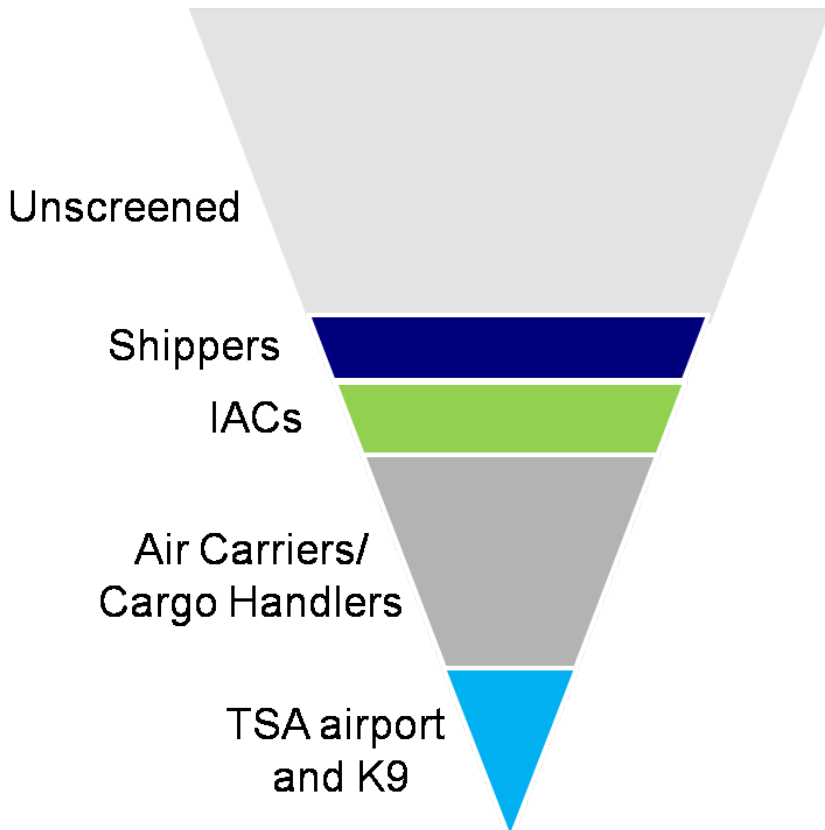
Note: Current as of September 9, 2009

Issues and Challenges

50% milestone was "seemingly easy" for shipping community, but:

- Economic downturn caused over 35% drop in volume of cargo

- Airlines invested significantly in additional technology (primarily ETD)

- CCSF (Certified) Freight Forwarders handled some cargo screening on behalf of shippers

- TSA provided Air Carriers and IACs with flexibility when determining what to screen at 50%

  - Narrow body shipments helped the equation

- Certain commodities were excluded for a <u>limited time frame</u> (until August 31st, 2009)

The 100% cargo screening deadline is rapidly approaching.

- <u>All</u> commodities will require screening, at the piece level, prior to transport

- Alternate Means of screening of certain commodities **<u>were eliminated</u>** September 1, 2009

- Most air cargo is still tendered on skids/shrink wrap/banded

  - Easier for shippers to screen before skidding process

- Limited screening technology available
  to meet industry's need (manufacturing backlogs)

  - No single technology can screen all cargo

  - Limited technology available to screen skidded cargo

  - Skid screening limited by type of cargo

  - 85% of entities utilize ETD as their primary method of screening

  - Alarm resolution for ETD (other than <u>physical search)</u> is challenging

  - High risk of physical inspection resolution as a result of "contamination" while in forwarder or airline vehicles/docks

    - Recent example:

      - A shipment of venetian blinds was screened by canine and ETD, both recognized alarm. Resolved by physical inspection and found to be clean

TSA Concerns toward 100%

- Perception that reaching 50% was easy, thus a similar result at 100%

    - The hardest part still lies ahead

- Difficult, complex cargo remains

    - Most of the shipments screened today are <u>not</u> skidded

    - Airport/airline space limitations inhibit ability to break apart, screen, re-skid, etc.

    - Time constraints – carriers indicate they will require <u>significantly</u> earlier cutoff times

        - Risk of delay or damage

- Economic recovery leading to increase in cargo volume

    - Screening 100% of 15 million lbs in 2010 vs. 50% of only 9 million lbs in February 2009. This represents a 300% +/- <u>increase</u> in the amount of cargo to be screened!!

- Insufficient availability of technology to meet industry demand (backlogs)

- High risk of physical inspection due to potential contamination in transit to carriers

- Maintain integrity of shipper skids

Summary

- 50% was reached thanks to the hard work of Air Carriers and existing CCSFs Freight Forwarders

- Reaching 100% requires larger community effort to overcome industry challenges and TSA concerns

    - ICSF opportunities

- CCSP is the solution for industry to meet the 100% screening mandate, and fully supported by the air freight and air carrier industries

- Only CCSF <u>shippers</u> can <u>ensure</u> the integrity of their shipments

- Most shippers can readily incorporate "physical search" into packing/shipping process – without investing in equipment

- The alternative – **<u>only cargo that is fully screened will be uplifted on August 1, 2010</u>**

324 days from today

Request for an ASAC Air Cargo Work Group

- The group will work to address:

  - Ongoing 100% screening challenges

    - Human Remains

    - Technology

    - Pharmaceuticals

    - Agriculture

      - Cherries

      - Asparagus

      - Flowers

  - International Inbound Screening

  - Coordination with CBP and other government agencies

Links to TSA

Links to TSA

For more information please visit:

http://www.tsa.gov/what_we_do/tsnm/air_cargo/index.shtm

**Follow link for more information on the Certified Cargo Screening
Program**

-or-

Apply directly to:
CCSP@dhs.gov

Transportation Security Administration

New Air Service to Foreign Countries

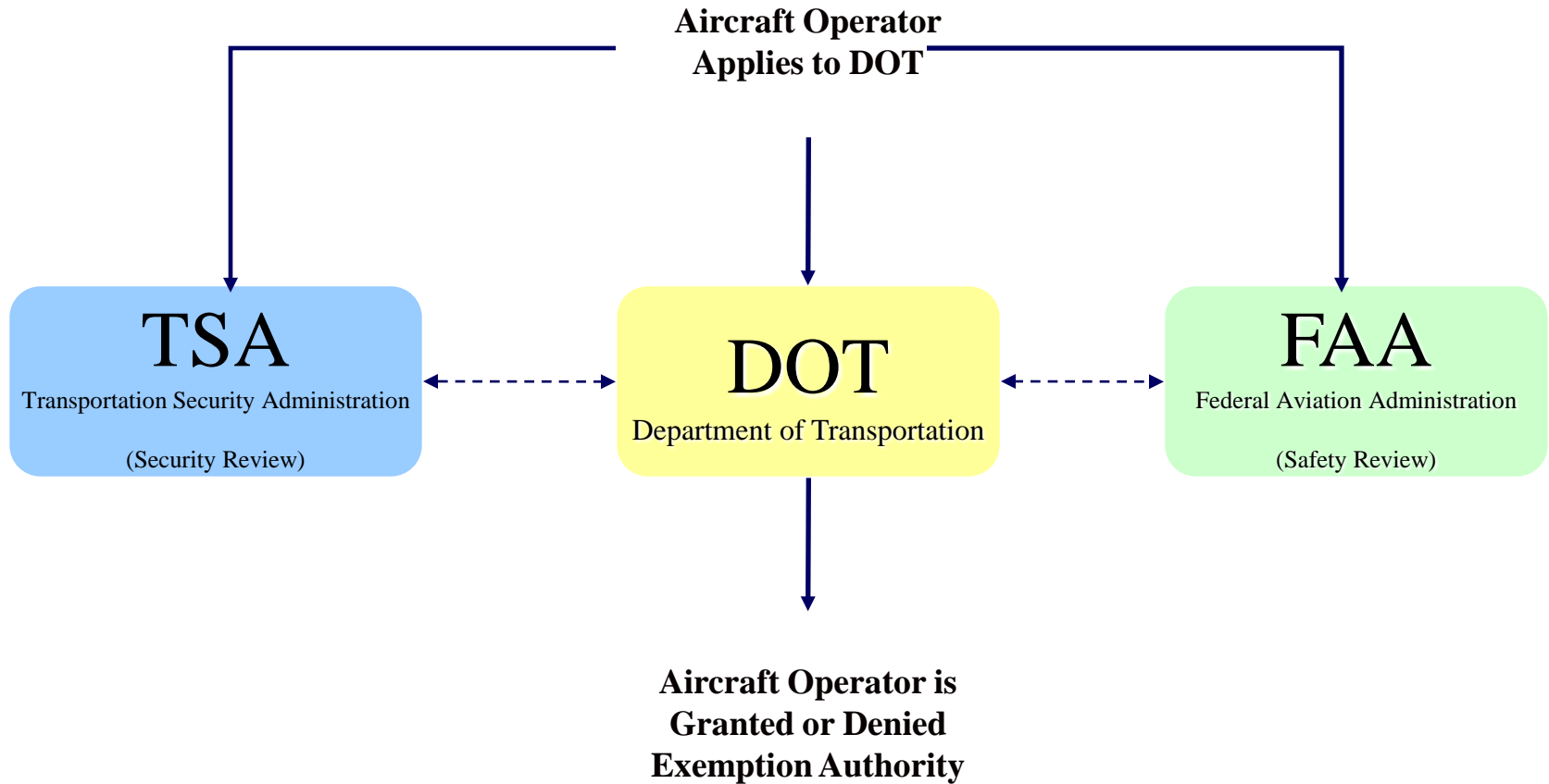September 10, 2009
Arlington, VA

Office of Global Strategies

Overview of Process

- Aircraft Operator notifies:
    - Department of Transportation (DOT)
    - Federal Aviation Administration (FAA)
    - Transportation Security Administration (TSA)
    - Department of State (DOS)

- Transportation Security Administration (TSA):
    - Coordinates Internal notifications
    - Coordinates Interagency notifications

- TSA conducts a Threat Assessment

Homeland Security

Overview of Process

**Aircraft Operator
Applies to DOT**

TSA

Transportation Security Administration

(Security Review)

DOT

Department of Transportation

FAA

Federal Aviation Administration

(Safety Review)

**Aircraft Operator is
Granted or Denied
Exemption Authority**

Homeland
Security

Overview of Process

- TSA notifies relevant agencies and the aircraft operator of the likelihood of being able to conduct service (given the security environment)

- TSA begins security approval process
  - TSA visit to location, airport assessment: 49 USC 44907
  - Federal Air Marshal MOU (location specific)

- FAA begins safety approval process
  - International Aviation Safety Assessment (IASA)

Process Questions

- Several questions are asked entering the process
  - New or existing aircraft operator?
  - New or existing location?
- Threat Assessment
  - Safely fly into/out of specified location?
  - Acceptable security measures taken?
- Airport meet ICAO Security Standards?
  - National Security Program
- FAM Operations
- Intelligence
- Ongoing or emerging threats in the region

Coordination:

- Transportation Security Administration
- Department of Homeland Security
- Federal Aviation Administration
- Department of State
  - Embassy
- Department of Transportation
- Customs and Border Protection
- Host Nation
  - Civil Aviation Administration

Homeland Security

Transportation Security Administration

- Principal Security Inspectors (PSI) receive notification/confirmation of intent to begin operations from the aircraft operators

- TSA:

  - Conducts the airport security assessment (49 USC 44907)

  - Conducts National level program review (infrastructure)

  - Establishes Federal Air Marshal (FAM) Memorandum of Agreement/Understanding – if a U.S. aircraft operator

  - Conducts Man-Portable Air Defense Systems (MANPADS) assist visit

- TSA confers with interagency partners to recommend appropriate course of action

Homeland Security

Decision

- DHS/TSA final U.S. government decision to allow/deny service is based on security considerations

    - Coordinated among the various departments and agencies

- TSA:

    - Confers and informs relevant agencies

    - If new aircraft operator, FAA and TSA conduct coordination on Operations Specifications

    - OGS and PSI communicates security decision to air carrier

Homeland Security

New Foreign Air Carrier Service to the U.S.

Process for Aircraft Operators is very similar to Foreign Air Carriers beginning service to, from, and within the U.S.:

- Foreign air carriers providing commercial or public charter service to, from, and within the U.S. must accept TSA's security program and agree to meet U.S. regulations.

- An airline must first have economic authority granted by the U.S. DOT & have met many FAA requirements before focusing on TSA measures.

- Once TSA is satisfied that a foreign air carrier has demonstrated an ability to comply with the applicable regulations, TSA notifies FAA for issuance of the new carrier's operations specifications.

- TSA conducts an airport assessment of the proposed last point of departure to the U.S. prior to the commencement of service

Homeland Security

Compliance

- At non-U.S. locations where flights depart directly to the United States, TSA expects that aircraft operators will ensure full compliance with all TSA regulations and policies.

- Aircraft operators must:

  - Coordinate with host nation authorities to implement required TSA procedures.

  - Immediately notify the assigned PSI if national laws hinder the implementation of TSA requirements.

- Alternate means of meeting TSA regulations will be considered in certain circumstances. **However, TSA requirements must be met until other measures are considered and approved.**

Summary

- **Inform TSA as early as possible of proposed service.**
  - It is paramount to begin notifications several months for the process to be completed.

- Other U.S. government agencies and department requirements must be met:
  - Department of Transportation
  - Federal Aviation Administration

- FAA application and processes must be underway before security issues considered.

- TSA regulatory process includes airport assessment, national level review, and requiring additional measures (when required) for last-point-of-departure flights to the United States.

Homeland Security

Transportation Security Administration

Potential Working Groups

September 10, 2009
Arlington, VA

Potential Working Groups

- **Airport Security Design Guidelines**:
  - Revise and update current airport security design guidelines
  - Advise future trends in airport construction and passenger facilitation; and
  - Identify benchmarks for engineering security into future airport design

- **Air Cargo**: Address ongoing 100% screening, international screening and interagency coordination challenges.

- **Protection of Maps, Diagrams and Blueprints of Airports and Aviation Facilities**: Establish guidance on protection of sensitive airport and aviation information.

- **Committee Member Recommendations --**

- **Participation:** Send statement of interest and brief qualifications to participate on a particular working group to Dean.Walter@dhs.gov. (571-227-2645)

Homeland Security