



May 21, 2012
1:30 – 4:30 p.m.

Meeting: HQ- Town Hall Conference Room

SUMMARY

Call to Order

Dean Walter, the Aviation Security Advisory Committee (ASAC) Executive Director and Designated Federal Officer (DFO), called the meeting to order and explained his responsibility for the meetings compliance with the Federal Advisory Committee Act (FACA). He stated that this meeting, which is open to the public, is convened pursuant to the notice that appeared in the Federal Register on May 4th, 2012. He covered administrative and other governance issues of the committee. He introduced the ASAC Chairman, Carter Morris.

Opening Remarks by Chairman, Carter Morris, American Association of Airport Executives

Carter Morris opened with some brief remarks, thanking Administrator John Pistole and Associate Administrator Doug Hofsass for the opportunity to lead the ASAC. He has been a member of the committee for 15 years and spoke of the value of ASAC in strengthening relationships between the Federal Government and industry. In his conversations with committee members, many share the same excitement and desire to work with TSA to improve aviation security. Member participation in the sub-committees will be essential. For the first year the committee will have sub-committees focusing on the following issue areas: Air Cargo, International Aviation, General Aviation, Risk-Base Security (RBS) and Passenger Advocacy.

Remarks by Vice-Chairman, Bill Cason, Coalition of Airline Pilots Association

Bill Cason provided brief remarks, thanking Carter Morris and Administrator Pistole for reinvigorating ASAC. He discussed developing a logo for ASAC and welcomes suggestions from the committee members. He stated that one of the biggest challenges of ASAC will be ensuring communication and coordination within the sub-committees.

Remarks by Host, Associate Administrator Doug Hofsass

Doug Hofsass served as the agency host. He stated that this is a historical meeting since it is the first time that private sector members have led the committee. He thanked those that offered to lead the sub-committees, and explained that the ASAC members and the TSA subject matter experts will work together to co-chair each group. This partnership will evolve as each group develops their agendas, deliberate and develop recommendations.

Next he introduced the meeting's key speaker – TSA Administrator John Pistole.

Comments by Administrator John Pistole

Administrator Pistole opened with some brief remarks, thanking everyone for the opportunity to participate in the committee meeting and to address and welcome the members. He stated that TSA is undertaking efforts to focus its resources and improve the passenger experience at security



checkpoints by applying new intelligence-driven, risk-based screening procedures and enhancing its use of technology. An example of this is Pre✓™. He stated that one of TSA's key challenges is to ensure the most effective security while striving to achieve 100% customer service, which is desirable, but usually never attainable. The work of this advisory committee enhances TSA's security posture through consultation with key aviation partners concerning potential risks to infrastructure, passengers and cargo. The members' ability to provide recommendations on the effectiveness of security procedures and their application adds strength and depth to our risk mitigation and layered approach to aviation security.

Risk Based Security (RBS)

Doug Hofsass discussed RBS, which is one of the top priorities of the agency. TSA will continue to take steps to further enhance its layered approach to security through new state-of-the-art technologies, expanded use of existing and proven technologies, better passenger identification techniques and other developments that will continue to strengthen the agency's capabilities to keep terrorists off commercial aircraft. TSA will always incorporate random and unpredictable security measures throughout the airport so that no individual will be guaranteed expedited screening in order to retain a certain element of randomness to prevent terrorists from gaming the system.

Mr. Hofsass stated that if the individual pilots prove successful, these changes could allow officers to better focus their efforts on other passengers who are more likely to pose a risk to transportation. Additional changes to the security screening process may be implemented in the future as TSA continues to analyze the best approaches to security.

He discussed security initiatives such as Pre✓™, which is a new way for TSA to do business. TSA is looking into other ways to improve the efficiency and effectiveness of the traveling population and is working with airport and airline associations to do so. TSA would consider security changes that meets three core requirements: 1) Creates efficiencies, 2) Reduces the burden on operators and traveling public, and 3) Improves or at least does not diminish the current level of security.

A question was asked about what is needed in order to establish pre-screening at an airport. Mr. Hofsass stated that it is not always the largest airports, but the number of crew and the population of travelers is also considered. He said by the end of the year, the top 20-30 airports will participate in the Known Crewmember program. The agency will also look for ways to increase the number of travelers going through pre-screening such as getting the word out about these programs since many travelers do not know they qualify.

Sub-Committee Formation and Issues

RBS Sub-committee --

Co-chairs, Mike McCormick, Global Business Travel Association, and Paul Leyh, TSA, reported that the RBS Sub-committee had a productive teleconference and a good kick-off meeting on May 18, 2012. Mr. McCormick stated that the group discussed potential issues of focus, schedules and if any additional subject matter experts would be needed. The group will look at criteria, policies and procedures for programs such as Pre✓™ and Global Entry. RBS activities have the potential to



impact millions of travelers and Sub-committee participants are excited about the potential of this group.

Mr. Leyh reiterated Mr. McCormick's remarks and mentioned that the group will likely get a lot of attention, which will provide some challenges as a result. TSA is undertaking efforts to test new security protocols to improve the passenger experience at aviation security checkpoints by applying risk-based, intelligence-driven screening procedures and enhancing the use of technology. TSA will explore new procedures, technologies and methods to help us learn more about the individuals who fly, analyze these changes and tailor security procedures in response. Office of Security Operations Compliance is also looking at a new way of doing inspections. For example, if airports are consistently compliant then perhaps fewer resources could be used at those airports and placed more at airports with compliance problems.

International Aviation Sub-committee –

Co-chairs Ken Dunlap, International Air Transport Association, and Ann Zipser, TSA, reported that they have discussed the scope of activities within the group and issues they may consider reviewing. These include effective processes, identifying security best practices, passenger data, assessing future risk and mitigation. Five ASAC members have expressed an interest in joining the Sub-committee. A draft charter has been developed and will be updated as appropriate.

General Aviation (GA) Sub-committee --

Co-chair Kerwin Wilson, TSA, spoke since Co-chair, Doug Carr, National Business Aviation Association, was not able to attend the meeting. Mr. Wilson stated that the group is coming up with a charter and that approximately 24 organizations are participating. The GA Sub-committee will consider issues such as Security Guidelines and Best Practices; Grant Program or Funding Mechanism; Universal/Common Identification Badge; Temporary Flight Restrictions; GA Incident Response; the impact of RBS Initiatives on GA operations; and GA information sharing.

Air Cargo Sub-committee –

Co-chairs Steve Alterman, Cargo Airline Association, and Doug Brittin, TSA, reported that the group will identify potential security enhancements to the worldwide air cargo supply chain and provide recommendations to the ASAC detailing methods of achieving the identified improvements. The Sub-committee met in mid May and about 20 people participated. The Sub-committee did ask about the ability to access and use Sensitive-Security Information (SSI), pursuant to 49 CFR 1520. Dean Walter stated that members of the Sub-committee could have access to SSI, if the participants had a need-to-know and signed a non-disclosure agreement. Mr. Walter did state that if SSI materials are used in deliberations, that portion of the full ASAC meeting would need to be closed to the public. The co-chairs stated that the group would meet in early June to determine a more precise agenda.

Passenger Advocacy Sub-committee –

Co-chairs Geoff Freeman, U.S. Travel Association, and Karin Glasgow, TSA, stated that this group will look at ways to improve the aviation security experience in an efficient manner. It will also look for ways to expand the population of trusted travelers and make the process more traveler-friendly. The group will examine other overarching customer concerns, such as how TSA communicates with



and responds to complaints/concerns from the public. Mr. Freeman extended an offer to work with airline, airports and passenger advocacy groups in this forum.

Member Introductions and Statements

Carter Morris asked that the committee take a moment for member introductions since we were unable to do it at the beginning of the meeting. Specific names and organizations of members in attendance are located at the back of this document.

Public Comments/Open floor to Comments

Dean Walter took the podium to introduce members of the public that had registered to speak. As stated in the meeting notice, members of the public were asked to make advance arrangements to present oral statements at this meeting. Three (3) people signed up to speak. Mr. Walter stated that TSA reserves the right to limit time for comments. The speakers were each given 2 minutes to make a statement. If the individuals could not finish their comments in the time allotted, or for anyone not provided an opportunity to speak, written comments may be submitted for the official record.

Mr. Walter stated that two people submitted written comments for the record: Douglas Kidd, Executive Director, National Association of Airline Passengers, submitted a statement in advance and copies were available to attendees of the meeting. Wendy Thomson, Freedom to Travel USA, provided a written statement at the meeting. As a follow up to the meeting a written statement was also provided by Donald Erickson, on behalf of the Security Industry Association. These statements are available as attachments to this document.

Statement of Sommer Gentry –

To summarize, Sommer Gentry, a private citizen, travels only by Amtrak due to being violated in a personal airport screening incident. She criticized TSA for what she sees as its gross invasion of passengers' personal privacy and refusal to clearly explain screening procedures. She objects to TSA's Advance Imaging Technology (AIT) body scanners and the alternate pat-down procedures for passengers who opt out of AIT screening. She argued that without knowing the screening procedures, passengers cannot logically "consent" to those procedures. Ms. Gentry stated that these procedures treat everyone like a criminal and do little to improve civil aviation security. She said many travelers are being forced to alternatively drive their automobiles if they want to avoid these invasions of privacy, which results in a higher risk for automobile fatality.

Statement of Jonathan Corbett –

To summarize, Jonathan Corbett, a private citizen who runs the blog TSA Out of Our Pants discussed how he was able to overcome the scanners at two U.S. airports. He claims that metal objects affixed to an individuals' side, rather than the front or back of their body, can pass through the scanners undetected. He criticized the scanners for being overly invasive and emitting radiation. Corbett called on the TSA to immediately stop using the scanners and instead employ trace detection and bomb sniffing dogs.



Statement of Renee Beeker –

To summarize, Renee Beeker, a private citizen, does not fly after the “virtual molestation” (AIT screening) of her children in 2010. She says TSA does nothing to protect the human public and this screening must end.

Ms. Beeker was the last public speaker. Mr. Walter again stated that if anyone else would like to submit comments for the record, send them to him.

Adjourn

Carter Morris thanked Dean Walter, the presenters and ASAC members for their comments, patience and dedication to the enhancement of civil aviation security. He stated that he would like to schedule the next meeting for sometime in September.

The meeting adjourned at 3:45 PM, EST.

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Attendees

Name	Organization
ASAC Members	
Carter Morris (Chairman)	American Association of Airport Execs
Bill Cason (Vice Chairman)	Coalition of Airline Pilots Association
James Briggs	Airports Council International – North America
Michael Cintron	International Airline Passengers Association
Ken Dunlap	International Air Transport Association
Michael France	National Air Transportation Association
Brandon Fried	Airforwarders Association
John Hazlet	Regional Air Cargo Carriers Association
Paula Hochstetler	Airport Consultants Council
Glenn Johnson	Victims of Pan Am Flight 103
Mike McCormick	Global Business Travel Association
Duane McGray	Airport Law Enforcement Agencies Network
Leslie Riegler	Aerospace Industries Association
Tim Shaw	National Air Carrier Association (<i>Kalitta Air, LLC</i>)
Eric Thacker	Airlines For America
Chris Witkowski	Association of Flight Attendants – CWA
Tom Zecha	Aircraft Owners and Pilots Association
General Public	
Steve Alterman	Cargo Airline Association
Renee Beeker	Freedom to Travel USA
Chris Bidwell	Airports Council International – North America
Jason Blair	National Association of Flight Instructors
Sean Cassidy	Air Line Pilots Association
Coleen Chamberlain	AAAE
Jonathan Corbett	Private citizen
Joseph E. Dalton	NetJets Aviation
Maryanne DeMarco	Coalition of Airline Pilots Associations
Jennifer Ferreira	SRA International, Inc.
Geoff Freeman	U.S. Travel Association
Sommer Gentry	Private citizen
Erik Hansen	US Travel Association

ASAC

AVIATION SECURITY  ADVISORY COMMITTEE

Ronald Hawkins	Security Industry Association
Jens Hennig	GAMA
Patty Higginbotham	Global Business Travel Association
Ellen M. Howe	L-3 Security & Detection Systems
Lydia Kellogg	Airports Council International – North America
Art Kosatka	Association of Independent Aviation Sec Prof
Dr. Eugene Laney Jr.	DHL Express (USA) Inc.
Roger Libby	Deutsche Post DHL North America
Andrew Meehan	Coalition for a Secure Driver's License
Henry M. Ogrodzinski	National Association of State Aviation Officials
Ann O'Hara Carroll	Helicopter Association International (HAI)
David Olive	Catalyst Partners
Patricia Kay Olive	Washington Homeland Security Roundtable
Randall S. Ottinger	United States Parachute Association
Sarah Pilli	AAAE
Jeff Plungis	Bloomberg News
Rafi Ron	New Age Security Solutions (NASS)
Yvette Rose	Cargo Airline Association
Fred L. Schwien	The Boeing Company
Kathryn Solee	National Association of State Aviation Officials
Wendy Thomson	Freedom to Travel USA
Natalie Hartman Trapasso	Deutsche Lufthansa Aviation Group
Jim Welna	Delta Global Services
Craig Wilson	SRA International, Inc.
Federal	
Doug Brittin	DHS/Transportation Security Administration/Office of Security Policy and Industry Engagement – Air Cargo Division
Sean Byrne	DHS/ OHC
Dianna Davis	DHS/TSA - Alt DFO
Bill Elliott	DHS/TSA/Air Cargo
Mark Emerson	DHS/Domestic Nuclear Detection Office
Amy Frazier	DHS/TSA/Air Cargo
Karin Glasgow	DHS/TSA OSPIE
Doug Hofsass	DHS/TSA OA
Jennifer Huff	DHS/TSA

ASAC

AVIATION SECURITY  ADVISORY COMMITTEE

Sari Koshetz	DHS/TSA Public Affairs
Paul Leyh	DHS/TSA OSPIE
John Leyden	DHS/Office of Policy
Robert Maimbourg	US Customs and Border Protection
Tamika McCree	DHS/TSA OSPIE Air Cargo – Alt. DFO
Warren Miller	DHS/TSA/Air Cargo
Marc Pilcher	DHS/TSA OCC
John Pistole	TSA Administrator
Susan Prosnitz	DHS/TSA OSPIE
Dean Walter (DFO)	DHS/TSA - Designated Federal Officer (DFO)
Kimberly Walton	DHS/TSA/OCL/OTE
Karen Shelton Waters	DHS/TSA/OA
Kerwin Wilson	DHS/TSA OSPIE
Michelle D. Woods	Government Accountability Office
Ann Zipser	DHS/TSA OGS