



**December 15, 2011  
1:00 – 3:30 p.m.  
Telephone Conference**

## **SUMMARY**

### **Call to Order**

Dean Walter, the Aviation Security Advisory Committee (ASAC) Designated Federal Officer (DFO), called the meeting to order and explained his responsibility for compliance with the Federal Advisory Committee Act (FACA). He stated that this meeting of ASAC is convened pursuant to a notice that appeared in the Federal Register on November 28<sup>th</sup>, 2011. He covered administrative and other governance issues of the committee.

Doug Hofsass, Deputy Assistant Administrator, Transportation Security Administration's (TSA) Office of Transportation Sector Network Management (TSNM), served as the ASAC host. He stated that this was the first meeting of ASAC in over two years (previous meeting September 10, 2009). Mr. Hofsass provided an overview of the agenda for the meeting and stated that although today's meeting was a teleconference they will strive to have in-person meetings in 2012. Also, due to the technical challenges of managing a conference call of this size, member introductions were not done; however a list of registered participants will be distributed after the conclusion of the meeting.

He introduced the first speaker, Mr. John Pistole, the Administrator of TSA.

### **Opening Remarks by Mr. John Pistole Administrator of TSA** *(Full remarks available)*

Mr. John Pistole opened with some brief remarks, thanking everyone for the opportunity to participate in the call and to address and welcome the group as the newest members of the Secretary's Aviation Security Advisory Committee. He presented an overview of aviation security, focusing on changes over the last 2 years. 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 adds strength and depth to our layered approach to aviation security.

### **ASAC Charter and By-Laws**

Dean Walter stated that he had previously distributed the ASAC Charter, approved by Secretary Napolitano, and proposed By-Laws. The charter is streamlined to include only the basic information necessary to establish the committee. This is important because any changes to the charter must be approved by the Secretary. The By-Laws are approved by the committee members and DFO. These contain details on the form, manner and procedures in which the committee will agree to operate. He received comments back from some members and these have been incorporated into the



document. He asked other committee members to submit any comments by December 22, 2011, after which time he will work to finalize the document.

**State of Aviation Security**

Doug Hofsass started by announcing a major governance change for the committee. TSA will no longer formally chair the committee. Traditionally ASAC has been chaired by the Federal Government, either the Federal Aviation Administration or TSA. With the re-establishment of the committee TSA would like to have a representative from the committee membership chair the group. We are looking to the committee to nominate a chairperson and vice chairperson that will be officially approved and appointed by Administrator Pistole. The chairpersons will work with TSA to schedule meetings, develop agendas, establish subcommittees or working groups, and establish committee priorities. Dean Walter will communicate with the members on a selection process after the meeting.

Mr. Hofsass discussed TSA's transformation to strategic partnerships and how the agency is looking for ways to have the most effective and efficient security in 2012. The agency strives to understand the challenges to industry so policy and procedures can be administered with the least impact to operations. There are air cargo initiatives with the Bureau of Customs and Border Protection and significant partnerships with foreign countries. There will be a risk-based theme as it relates to General Aviation. There are real tangible results in the work we are doing with Commercial Airports, an in-depth security review to do regulatory lookback for measures that are in place. Members of the TSA policy office are working hard to take examine security programs and ensure good regulatory documents are in place at airports. For the first time TSA operations conducted a security initiatives study. A survey went out to the airports of what they do best in 5 areas. Best industry practices from airports were captured and consolidated to be shared with other airports nationally. In another collaborative effort with airport operators, the airport security design guidelines were revised and updated. These are practical examples of how we are working together.

**Risk-Based Screening** *(presentation available)*

Paul Leyh, General Manager of TSA's Commercial Aviation office, provided an update on Risk-Based Screening initiatives. He provided a risk-based passenger security overview and stated that 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 at checkpoints. During implementation of this initiative, TSA will maintain its multi-layered approach to transportation security combined with random and unpredictable screening across all levels. TSA will explore new procedures, new technologies and new ways to help us learn more about the individuals who fly, analyze these changes and tailor security accordingly. He provided an overview of the Secure Flight program, Phase 1 and Phase 2 of the TSA Pre V™ program, and other risk-based initiatives such as Honor Flights, Children 12 and Under, Known Crew Member and Behavioral Detection Officer Assessor. This transformational effort is dependent on several key enablers such as a Professional Workforce, Behavior Detection, Advanced Technologies, Secure Flight, Industry and Government Partnerships and Informed Passengers.



**General Aviation Security Update** *(presentation available)*

Kerwin Wilson, General Manager of TSA's General Aviation (GA) office, provided an update on GA initiatives. GA security relies on a threat-based, risk-managed and consequence analyzed approach to enhancing security. This allows us to better assess, prioritize and focus our security resources. TSA's goal is to produce effective security measures that are reasonable and feasible for the industry to implement. To accomplish this strategy DHS is utilizing a multi-layered approach to implement security measures. Our plan is to close existing security gaps, and we look forward to working with our industry partners. Mr. Wilson discussed Regulatory Programs including the Twelve Five Standard Security Program (TFSSP), Private Charter Standard Security Program (PCSSP), Alien Flight Student Program (AFSP), DCA Access Standard Security, Maryland Three Program, and Large Aircraft Security Program. He discussed non-regulatory programs including GA Airport Guidelines/GA Aircraft and FBO Action Items, GA Outreach/See Something, Say Something Campaign and Airspace Security.

**Air Cargo Security Update** *(handout available)*

Doug Foster, Security Manager with TSA's Air Cargo office, presented an overview of the Certified Cargo Screening Program (CCSP) that continues to successfully certify facilities across the country. Over 1,215 Certified Cargo Screening Facilities (CCSF) have been certified to date. Indirect Air Carriers (IAC) represent 46 percent of certified entities nationwide and account for more than 50% of screened cargo. TSA continues to accept applications and certify new entities, and continues to work on program management, training and the evaluation of current and new screening technologies. To facilitate movement of cargo under the CCSP, TSA is modifying security programs to provide all-cargo aircraft that meet certain security requirements with authorization to transport CCSF-screened cargo, for subsequent transfer to passenger aircraft. He provided an overview of International Inbound Air Cargo, under which 100 percent of cargo on flights departing U.S. airports, and 100% of identified high-risk international inbound cargo is screened. TSA is pursuing a risk-based strategy to enable industry to achieve the 9/11 Act requirements for international inbound air cargo. Implementation of this strategy includes short- and long-term activities and milestones. This effort requires not only incorporating current policy requirements outlined in the security directives/emergency amendments into longer-term policy vehicles, but is also highly dependent on coordination with other agencies, industry and other international stakeholders at all levels. He provided an update on mail security. TSA is employing a risk-based approach to ensure that all inbound high-risk non-U.S. mail is screened with appropriate technologies prior to loading at last point of departure inbound to the United States. TSA has made significant progress in engaging international stakeholders bilaterally and multilaterally to incorporate mail security requirements as a component of the National Cargo Security Program (NCSP) recognition process. The NCSP process establishes a mechanism for bilateral discussions with countries that employ similar or commensurate security measures within the air cargo and mail supply chains in order to recognize those requirements that meet or exceed TSA security requirements. TSA continues to work closely with the Universal Postal Union and the U.S. Postal Service to review foreign postal and cargo security requirements to reduce redundancies and ensure the security of international mail.

**Working Group Formation/Issues for the committee**



Doug Hofsass opened the meeting to committee members to discuss what issues they would like for ASAC to look at and also proposed some working groups that TSA would like to see formed. This includes re-establishing the Air Cargo sub-committee, which has been valuable in the past to help implement air cargo screening programs. This group would address ongoing challenges with implementation of 100% screening standards. TSA would also like to establish a GA sub-committee to address security issues in that area. Finally TSA proposed a sub-committee to handle international aviation security issues. Ann Zipser, TSA Office of Global Strategies, commented on the need for such a forum from a TSA prospective. Ken Dunlap, International Air Transport Association (IATA), echoed what Ms. Zipser said and noted that as aviation becomes globally connected they support the recommendation to establish such a sub-committee.

Members mentioned the need for a technology sub-committee, but additional details need to be developed.

Steve Alterman, Cargo Airline Association (CAA), asked if in the cargo realm a series of DHS initiatives are still open and if there are any plans to merge with ASAC so there is not a duplication of effort. Doug Hofsass responded that there are various working group efforts currently going on in these areas that could possibly be folded into these sub-committees.

Mike McCormick, Global Business Travel Association (GBTA), asked for consideration of a subgroup on Risk-Based Screening. Doug Hofsass responded that creation of such a group would be up to the ASAC members and the new Chairperson. The committee is not limited on the number of subgroups, but capacity and resources may be an issue.

Chris Witkowski, Association of Flight Attendants (AFA), proposed a Known Crewmember initiative subgroup or at least a 90-day review of the known crew member program and crew vetting process. Doug Hofsass stated that TSA would work with the new Chairperson, once appointed to determine priorities for the year.

Sean Cassidy, Air Line Pilots Association (ALPA), commented that in the General Aviation presentation the airspace security was narrowly focused. He would like to see a broader approach and focus on how to manage air space security.

Glenn Johnson, Victims of Pan Am Flight 103, asked about the process of selecting Chair/Vice Chair and forming subcommittees. Dean Walter responded that he would follow-up with the members after the meeting to solicit ideas on how to select leadership. He will be looking for candidates for both chair and vice chair to be nominated to the TSA Administrator.

Doug Hofsass stated that we now have proposals to form at least three (3) working groups and, if anyone object to these groups. No opposition was stated. Following the meeting the DFO will start the paperwork to form these groups, including a draft charter and membership list. If any member is interested in participating on any of these groups, they are asked to please send to statement of interest to Dean Walter.



### **Public Comments/Open floor to Comments**

Doug Hofsass opened the floor to the public for any statements. Members of the public were asked to make advance arrangements to present oral statements at this meeting. One person, Dr. Sommer Gentry, registered to speak.

Dr. Gentry, a private citizen and concerned frequent flyer, 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. Dr. 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.

Doug Carr, National Business Aviation Association (NBAA), asked about the term length for the ASAC members. Dean Walter responded that current members were appointed to serve the full term of the charter, which currently expires on July 22, 2013. Charters are typically renewed every 2 years. The term of the Chair/Vice Chairperson, will be determined by the ASAC members. Mr. Carr subsequently asked if ASAC membership would expire with a change in Administration. Mr. Walter responded that ASAC is a non-political body not affected by such transitions.

A committee member asked about public meetings and the ability to discuss sensitive information. Mr. Walter responded that FACA does have provisions for the handling and discussion of sensitive or classified information. Subgroup meetings are typically closed to the public. Full committee meetings, with appropriate authorization, can be closed to the public when discussing security sensitive information.

Another participant asked about existing committee vacancies and membership turn-over. Mr. Walter responded that ASAC currently has 23 members and nominations for the existing billets are being processed for appointment. He also said that future vacancies will be filled using the procedures defined in the ASAC ByLaws, considering an applicant's background, experience and advocacy for one of the constituency groups. Also, the vetting and appointment process takes several months.

### **Adjourn**

Doug Hofsass thanked the presenters and members of the Aviation Security Advisory Committee for their comments, patience and dedication to the enhancement of civil aviation security.

The meeting adjourned at 2:25PM, EST.

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## Participants

<b>Total Participants</b>	<b>85</b>	
ASAC Members	20	
Public	37	
Government	28	

<b>ASAC Members</b>			
#	First Name	Last Name	Organization
1	James	Briggs	ACI-NA
2	Douglas	Carr	NBAA
3	Bill	Cason	CAPA
4	Michael	Cintron	IAPA
5	Liam	Connolly	RAA
6	Rosemary	Dillard	NADA
7	Ken	Dunlap	IATA
8	Paul	Feldman	GAMA
9	Michael	France	NATA
10	Brandon	Fried	AFA
11	John	Hazlet	RACCA
12	Paula	Hochstetler	ACC
13	Glenn	Johnson	VPAF103
14	Mike	McCormick	GBTA
15	Duane	McGray	ALEAN
16	Leslie	Riegle	AIA
17	Tim	Shaw	NACA
18	Eric	Thacker	A4A
19	Chris	Witkowski	AFA
20	Thomas	Zecha	AOPA

<b>General Public</b>			
#	First Name	Last Name	Organization
1	Steve	Alterman	Cargo Airline Association
2	George	Baglieri	Swiss World Cargo
3	Moritz	Beckmann	Xinray Systems
4	Amy	Bernauer	Hellmann World Wide Logistics
5	Cathleen	Berthelot	AOPA
6	Chris	Bidwell	ACI-NA
7	Roddy	Boggus	Parsons Brinckerhoff
8	Jacob	Boon	John Hopkins University Applied Physics Laboratory
9	Sean	Cassidy	Air Line Pilots Association

# ASAC

AVIATION SECURITY ADVISORY COMMITTEE

10	Andy	Cebula	RTCA, Inc.
11	Gary	Cerra	Global Elite Group
12	Katharine	Chestnut	Private Citizen
13	Bill	Elliott	RCN Solutions
14	Sommer	Gentry	Private Citizen
15	Jacob	Goodwin	Government Security News
16	Jens	Hennig	GAMA
17	David	Hook	Plane Hook Aviation Services
18	John	Huey	John H. Huey & Associates
19	Jean	Johnson	NEMA
20	Art	Kostaka	Transecure
21	Dave	Kreigh	AEMCA
22	Mary	Lancaster	Pacific Northwest National Lab
23	Joe	Maly	Metropolitan Washington Airport Authority
24	Andrew	Meehan	Coalition for Secure a Drivers License
25	Fiona	Morgan	Air & Expedited Motor Carrier Association
26	Arina	Nakai	Japan Airlines
27	Richard	Olson	Caterpillar Aviation Services
28	Tim	Perry	John Hopkins University Applied Physics Laboratory
29	Sue	Presti	TIACA
30	Dennis	Schmidt	National Air
31	Jerry	Schneller	Land Air Express
32	Andrew	Siegel	ICF International
33	Abigail	Speltz	Private Citizen
34	Boyd	Stephenson	American Trucking Association
35	Craig	Updyke	NEMA
36	John	VanGalio	JVG Intl
37	Norman	Wood	Air Serve

Federal Government			
#	First Name	Last Name	Organization
1	Mary	Collins	USPS Inspection Service
2	Christopher	Connell	Federal Aviation Administration
4	John	Leyden	Department of Homeland Security
5	Ken	Lord	Department of Transportation
6	Herbert	Olsen	United States Postal Service
7	Robert	Rivas	Government Accountability Office
8	Robert	Sweet	Federal Aviation Administration
9	Tuan	Thompson	United States Coast Guard

<b>TSA</b>
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# ASAC

AVIATION SECURITY  ADVISORY COMMITTEE

#	First Name	Last Name	Organization
1	Keon	Baxter	TSA
2	Brian	Conaway	TSA
3	Walter	Craig	TSA
4	Dianna	Davis	TSA
5	Doug	Foster	TSA
6	Greg	Gaithers	TSA
7	Doug	Hofsass	TSA
8	Sarah	Horowitz	TSA
9	Jennifer	Huff	TSA
10	Steve	Jenkins	TSA
11	Paul	Leyh	TSA
12	Tamika	McCree	TSA
13	Tona	Napoli	TSA
14	John	Pistole	TSA
15	Lewis	Roach	TSA
16	Nick	Sharkey	TSA
17	Virginia	Skelly	TSA Federal Air Marshall Service
18	Dean	Walter	TSA
19	Kerwin	Wilson	TSA
20	Ann	Zipser	TSA