

AVIATION SECURITY ADVISORY COMMITTEE (ASAC)

September 10, 2009

1:00 – 4:30 p.m.

Doubletree Hotel Crystal City-National Airport

300 Army Navy Dr

Arlington, VA 22202

SUMMARY

Call to Order

Dean Walter, the ASAC Designated Federal Official, called the meeting to order and explained the responsibilities under the Federal Advisory Committee Act and other governance issues of the committee.

Doug Hofsass, General Manager for Commercial Aviation, TSA's Office of Transportation Sector Network Management (TSNM), served as the acting ASAC Chair. He provided an overview of the ASAC structure and the role of the Chair, and introduced the featured speaker.

Remarks by Gale Rossides, Acting Administrator, TSA

Ms. Gale Rossides presented an overview of aviation security, focusing on changes over the last 3 years. Complete remarks are contained in the transcript.

In summary, TSA continues to engage with stakeholders on both the individual levels and individual organization levels. Past ASAC working groups have been key to TSA's success, such as the Baggage Screening Investment Studies that resulted in viable projects that were implemented in 2009.

In the last 3 years TSA has launched Security Evolution and focused on the core elements of our security strategy: people, processes, technology and partnerships. TSA has trained and deployed Behavior Detection Officers, Ticket Document Checkers, and Bomb Appraisal Officers. The organization is much more intelligence-driven today with standard operating procedures and new training that provides our workplace with the latest information about the threats facing the aviation system.

The Secure Flight Program began operating in January 2009 to improve TSA's ability to ensure that people on the no-fly list do not get on a plane and selectees get additional screening before being allowed on a plane. TSA is on track to cut over all domestic carriers to Secure Flight by the spring of 2010, and all international carriers operating within the United States by the end of 2010.

The Certified Cargo Program reached its goal of screening 50 percent of air cargo on domestic passenger aircraft. One-hundred percent of air cargo is screened on more than 90 percent of all flights originating in the United States. TSA is on track to achieve 100 percent screening for domestic flights by August 2010.

TSA received \$1 billion in the American Recovery and Reinvestment Act, which is the biggest percentage of funds given to DHS. It is all being invested in technology, with \$700M being invested in in-line baggage systems at airports in 11 states and \$300M being invested in

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checkpoint technology. TSA is deploying imaging technologies that inspect a person's whole being for concealed weapons and explosives, which is more effective than metal detectors and physical pat-downs. Many organizations have worked with TSA to address privacy concerns. Bottle liquid scanners are being tested at checkpoints across the country.

The strategy of reaching and engaging stakeholders and improving the effectiveness of our communications is critical to TSA performance. TSA embraces with use of social media, like the TSA blog to get feedback from the public and focus groups, which have resulted in initiatives like black diamond and family-friendly lanes. TSA can't go it alone, so having you join us in continuing to engage the traveling public will be tremendously helpful.

Introductions

Doug Hofsass led introductions of the ASAC members (See attendee list at end of document), and other speakers and participants.

Secure Flight (handout)

Paul Leyh, TSA, provided an update of the Secure Flight Program. The goal of the program is to ensure that everyone traveling into, out of and over the United States on a commercial aircraft is vetted and identity-verified. The program moves the process from an airline controlled process to a consistent government-run process using one centralized watchlist. It also offers an improved redress process. It is anticipated that 2.5M passengers a day will be part of the program. In January 2009 Secure Flight was implemented with a number of volunteer airlines. All domestic U.S. air carriers are required to implement the program by the end of the first quarter 2010, and all international air carriers will need to implement the program by the end of 2010. Air carriers now need to collect passengers' full name, gender, date of birth and redress number if appropriate.

Transportation Systems-Sector Specific Plan (TS-SSP) (handout)

Scott Cooper, TSA, provided an update on the rewrite of the TS-SSP and the aviation modal plan. HSPD-7 designated DHS to lead infrastructure protection efforts across the nation, and designated Sector Specific Agencies (SSA) to lead planning initiatives. TSA is the SSA for the Transportation Sector and Postal and Shipping Sector. The initial TS-SSP was issued in May 2007 and the required 3-year rewrite is now in process. The aviation modal plan will:

- Establish the aviation security vision, mission and goals;
- Explain processes for:
 - Identifying critical aviation infrastructure;
 - Assessing the risks;
 - Setting risk reduction goals and priorities;
 - Selecting and implementing risk mitigation activities; and
 - Measuring their effectiveness.

September 15, 2009, is the modal plan development kick-off meeting with key stakeholders and security partners. Stakeholders will participate through the sector partnership framework, using the Government Coordinating Council-Sector Coordinating Council (SCC) structure. Mr. Chris Bidwell, ACI-NA, is the lead for the SCC. The final plan is due to DHS by December 31, 2009.

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General Aviation Programs (handout)

Brian Delauter, TSA's General Manager of General Aviation, provided status and update on General Aviation (GA) programs and initiatives. TSA issued the Large Aircraft Security Program (LASP) Notice of Proposed Rulemaking (NPRM) on October 30, 2008. This proposed rule would require all aircraft over 12,500 pounds to implement a security program. After reviewing over 10,000 comments and conducting five public outreach meetings across the country, TSA has revised the proposed rule and will issue a supplemental NPRM this fall, with a 60-day comment period. Other GA initiatives focus on reducing duplicative requirements between TSA and the Bureau of Customs and Border Protection (CBP).

Commercial Airports Initiatives (handout)

Mike Duffy, TSA Commercial Aviation, discussed the need to update and revise the Airport Security Design Guidelines, which were last issued in 2006. Significant changes in in-line checked baggage screening systems, passenger security checkpoints, and integrated security standards for access control necessitate a rewrite. He proposed establishing a working group to revise the guidelines by late 2010. Airport Consultants Council has volunteered to co-chair the working group and TSA is looking for other members to participate.

Air Cargo Security (handout)

Ed Kelly, TSA's General Manager of Air Cargo Security, provided status and air cargo security programs and initiatives. The 9-11 Act required 100% screening of cargo moving on passenger aircraft by August, 2010. TSA amended security programs to require air carriers to screen 100% of cargo moving on narrow-body aircraft originating in the United States. To handle the rest of the domestic cargo TSA developed the Certified Cargo Screening Program (CCSP), which allows indirect air carriers and shippers throughout the supply chain to screen cargo away from the airport. TSA anticipates meeting the deadlines for domestic cargo transportation, but will not meet the deadline for 100% screening on international inbound cargo. TSA is working on alternatives using CBP targeting data and ICAO aviation standards changes to include supply chain security.

New Air Service to Foreign Countries (handout)

Craig Lynes, TSA Office of Global Strategies, presented an overview of the process for beginning new air service to foreign countries. The key to the program is timely notification of new service. The operator must notify DOT/Federal Aviation Administration (FAA), TSA and possibly the Department of State. TSA assesses the security environment, in part by conducting a site visit under the Foreign Airport Assessment Program. It also establishes Federal Air Marshal Memorandums of Agreement/Understanding, and may conduct a Man-Portable Air Defense Systems assist visit. In general TSA works to ensure carrier compliance with security programs and standards. FAA handles the air service agreements and other safety and procedural requirements.

Audience Request to Address the Committee

Captain Ed Folsom, United Airlines and Co-Chairman of the Radio Technical Commission for Aeronautics (RTCA) requested to update the committee on two specific security initiatives. Special Commission 221 (SC221) is developing guidelines for installed physical barriers onboard aircraft and alternative methods of compliance with security regulations related to flight security.

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The final SC221 report is due at the end of 2010. In addition, United Airlines is working on an initiative to create a positive business case for airplane secondary barriers.

Proposed Working Groups

Doug Hofsass discussed the formation of Working Groups (WG) to develop ASAC initiatives. Two WGs were proposed in earlier presentations – Airport Security Design Guidelines and Air Cargo. A proposal was made to establish a broader standing WG to cover airports, and have the Airport Security Design Guidelines revised under that body. There was also a proposal to establish a General Aviation WG to work on LASP issues. An International Security WG was proposed to 1) identify global best practices, 2) coordinate international issues, and 3) identify critical infrastructure that supports the international air transport system.

Rob Metzler, TSA Sensitive Security Information (SSI) Program office, requested assistance from ASAC to look into the challenges of protecting sensitive information in blueprints, diagrams and maps of airport facilities. Much of this data has information with security implications, but is not protected. Mr. Metzler would like to work with ASAC to develop policies for this type of security information. Paula Hochstetler of Airport Consultants Council (ACC) stated that the consultant community has been dealing with this issue for many years, ever since the advent of GIS and electronic mapping. She feels that this community has a very in-depth knowledge and practical experience with these sensitive issues, and proposed to meet with the SSI Office to go over what is currently in place.

Membership Issues

Several members expressed concern about some of the membership terms that are expiring at the end of this year. There are also several private sector vacancies that need to be filled. In addition, participation of Government stakeholders was very low. Mr. Hofsass stated that we are working on the reappointment process and will work to fill vacancies and improve attendance at future meetings.

Administrative Issues

As requested, we will distribute the current charter to all members and will work to update the ASAC materials posted on the TSA website.

Considering the format and scheduling of future meetings, there was general consensus that ASAC should meet in person at least three times per year, with the next meeting to be scheduled in January. Between this meeting and the next, TSA will work with members to charter and establish working groups, as discussed in prior sections.

The meeting adjourned at 15:55PM

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Members in Attendance

Last Name	First Name	Organization
Alterman	Steve	Cargo Airline Association
Andresakes	Jim	Air Line Pilots Association
Applewhaite	Mark	United States Postal Inspection Service
Bidwell	Christopher	Airports Council International - North America
Carr	Doug	National Business Aviation Association
Cintron	Michael	International Airline Passengers Association
Connolly	Liam	Regional Airline Association
Dillard	Rosemary	National Air Disaster Alliance
Dunlap	Ken	International Air Transport Association
Fried	Brandon	Airforwarders Association
Hazlet	John	Regional Air Cargo Carriers Association
Hochstetler	Paula	Airports Consultants Council
Hofsass	Doug	Transportation Security Administration
Johnson	Glenn	Victims of Pan Am Flight 103
Macomber	Richard	National Industrial Transportation League
McGray	Duane	Airport Law Enforcement Agencies Network
Morris	Carter	American Association of Airport Executives
Spence	Craig	Aircraft Owners and Pilots Association
Walter	Dean	Designated Federal Official
Witkowski	Chris	Association of Flight Attendants-CWA

General Audience

Last Name	First Name	Employer & Address
Beirsto	Michael	Ove Arup & Partners
Bergner	Greg	Airline Pilots Assoc.
Bryan	Charlotte	Charlotte Bryan Solutions, Inc.
Chamberlain	Colleen	American Association of Airport Executives
Chambers	Charles	Priva Technologies, Inc.
Conway	Jim	Express Delivery & Logistics Association
Coutu	M. Theresa	Jacobs Consultancy
DeGregorio	Raffael	Door Control Services
DeMarco	Maryanne	Coalition of Airline Pilot Associations
Dillard	Major	National Air Disaster Alliance
Fitch	John	National Funeral Directors Association
Folsom	Ed	United Airlines
France	Michael	National Air Transportation Association
Fredericks	Michael	Air Line Pilots Association
Huey	John	J.H. Huey & Assoc.

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Jun	Won	ID Technology Partners
Kellogg	Lydia	Airports Council International - North America
Kent	Jon	National Customs Brokers & Forwarders Association of America
Koehl	Jeff	United Airlines
Kosatka	Art	Transecure
Libby	Roger	DHL
Marzullo	Karen	Broker Power, Inc.
McReynolds	Bill	Air Line Pilots Association
Miculka	Brittney	Aircraft Owners and Pilots Association
Muntz	Rick	CI Identity
Powell	Geoff	National Customs Brokers & Forwarders Association of America
Presti	Sue	The International Air Cargo Association
Roth	Rich	CTI Consulting
Scott	Abraham	Scott Memorial Scholarship
Seaton	Henry	AEMCA, Seaton & Husk
Spangler	Ryan	Monument Policy Group
Stephenson	Boyd	American Trucking Assoc.
Strader	Erica	Aircraft Owners and Pilots Association
Trapp	George	Express Delivery & Logistics Association
Vatier	Barbara	Air Transport Association
Wiggins	Sterling	General Aviation Manufacturers Association
Witter	Lesley	National Funeral Directors Association
Wood	Leonard	Condor Aviation Group
King	Evans	United States Postal Inspection Service
Jones	Bill	National Protection Programs Directorate, Office of Infrastructure Protection
Coeur	Ian	Transportation Security Administration
Cooper	Scott	Transportation Security Administration
Duffy	Mike	Transportation Security Administration
Hyde	Rob	Transportation Security Administration
Lucini	Dawn	Transportation Security Administration
Lynes	Craig	Transportation Security Administration
McCree	Tamika	Transportation Security Administration
Metzler	Harry	Transportation Security Administration
Napoli	Tona	Transportation Security Administration
Roach	Lewis	Transportation Security Administration
Rossides	Gale	Transportation Security Administration
Soule	Greg	Transportation Security Administration