

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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In the matter of: :  
: :  
AVIATION SECURITY ADVISORY :  
COMMITTEE MEETING :  
: :  
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Tuesday, June 6, 1995

Federal Aviation Administration  
McCracken Room  
10th Floor  
900 Independence Avenue, S.W.  
Washington, D.C.

The meeting of the AVIATION SECURITY ADVISORY  
COMMITTEE commenced at 9:12 a.m., pursuant to notice.

APPEARANCES: ASAC Committee Members:

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

Mr. Bruce R. Butterworth  
Federal Aviation Administration

Ms. Susan Rork  
Air Transport Association of America

Mr. Alvy Dodson  
Airport Law Enforcement Agencies Network

R.Adm. Paul Busick  
U.S. Department of Transportation

Mr. Jerry Hill  
Federal Bureau of Investigation

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## APPEARANCES (Cont.)

Ms. Jennifer Whitlow  
National Air Transportation Association

Mr. Bill Dunn  
Aircraft Owners & Pilots Association

Mr. Duncan Henderson  
Airports Council International

Mr. Edward J. Driscoll  
National Air Carriers Association

Mr. David Stempler  
International Airline Passengers  
Association

Mr. Dennis Schaar  
Airline Pilots Association International

Ms. M. Theresa Coutu  
Mr. Al Graser  
American Association of Airport Executives

Mr. Robert Monetti  
Victims of PanAm Flight 103

Ms. Meg Leith  
Association of Flight Attendants

Mr. David O. Aldrich  
Allied Pilots Association

Mr. Kevin P. Cummings  
U.S. Customs Service

Mr. Jim Faith  
U.S. Postal Inspection Service

Also Appearing:

Mr. Fred Coppell  
Ms. Sharan Sharp  
Mr. John Wojtowicz  
U.S. Department of Transportation

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## APPEARANCES (Cont.)

Ms. Frederica Dunn  
Mr. Karl Shrum  
Mr. Paul Polski  
Ms. Linda Valencia  
Ms. Maureen Titsworth  
Mr. Tom Guarini  
Mr. Courtney Tucker  
Mr. David Smith  
Mr. Bill Wilkening  
Federal Aviation Administration

Mr. Bob Martin  
U.S. Postal Inspection Service

Mr. Ron Priddy  
National Air Carrier Association

Mr. Chad Schulken  
Airports Council International

Mr. Lloyd Anderson  
Mr. Jerry Wright  
Airline Pilots Association International

Mr. Wayne Lougheed  
America West Airlines

Mr. John Head  
Mr. Griff Roberts  
Delta Air Lines

Mr. Peter O'Neil  
United Parcel Service - Airlines

Mr. Jack Bullard  
American Airlines

Mr. Alexander Kerr  
FedEx

Ms. Paulette Brooks  
USAir

Mr. Glen Winn  
United Airlines

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APPEARANCES (Cont.)

Mr. Art Kostka  
Ms. Arlene Walker  
Mr. Leonard Wood  
Counter Technology Inc.

Mr. David Pillor  
InVision Technologies

Mr. Fred Roder  
Imatron Federal Systems

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P R O C E E D I N G S

## OPENING REMARKS

ADMIRAL FLYNN: Welcome, all of you, to a meeting of the Aviation Security Advisory Committee. This meeting was published in the Federal Register. Members of the public may attend.

The members of the organization of the ASAC are here at this round table. I would ask that people, when they're speaking for those organizations -- that would be those people at the table -- you may bring, with the permission or at the request of people who are at the table, you may have other people speak for your organization, if you wish to do that. But I'd ask that you would make that request to the Chair.

Communications from the public should be in writing, and we have not received any in writing prior to this meeting. The designated federal official for the Aviation Security Advisor Committee is Bruce Butterworth, to my left. And it is his responsibility to keep minutes of this meeting, and he will provide minutes to the members in due course.

Before we start the meeting, I would like to point out two things with regard to these microphones. These at the table here are solely for the purpose of having a recording of the meeting from which the minutes will be made.

At the lectern here, there are two microphones; one for

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1 MR. HENDERSON: Duncan Henderson, Baltimore  
2 Washington International Airport, representing ACI.

3 MR. DUNN: Bill Dunn, Aircraft Owners and Pilots  
4 Association.

5 MR. DRISCOLL: Ed Driscoll, National Air Carrier  
6 Association.

7 MR. SCHAAR: Dennis Schaar, Chairman of Flight  
8 Security Committee, Air Line Pilots Association.

9 MR. CUMMINGS: Kevin Cummings, U.S. Customs  
10 Headquarters.

11 MR. HILL: Jerry Hill, FBI Headquarters.

12 MR. STEMLER: David Stempler, Executive Director,  
13 International Airline Passengers Association.

14 MR. MONETTI: Bob Monetti from the Victims of  
15 Pan Am Flight 103.

16 MS. LEITH: Meg Leith, Association of Flight  
17 Attendants in the Air Safety and Health Department.

18 MR. ALDRICH: David Aldrich, Allied Pilots  
19 Association, Security Coordinator.

20 MR. DODSON: Alvy Dodson, Dallas/Fort Worth  
21 International Airport Police, President of the Airport Law  
22 Enforcement Agencies Network.

23 MR. FAITH: Jim Faith, U.S. Postal Service,  
24 Inspection Service.

25 MR. BUSICK: I'm Paul Busick. I'm the Director of  
26 Intelligence Security for the Department of Transportation.

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1 MR. RODER: Fred Roder, Intercontinental  
2 Assistance --

3 ADMIRAL FLYNN: Those of you in the back, if you  
4 wouldn't mind, when you just come up here to the -- stay at  
5 the nearest microphone.

6 MR. RODER: Fred Roder, Imatron Federal Systems,  
7 and I'm the prime contractor to the developer of the CTX-5000  
8 Explosive Detection System.

9 MS. SHARP: Sharan Sharp, DOT's Office of  
10 Intelligence and Security.

11 MR. ROBERTS: Griffin Roberts, Delta Air Lines,  
12 Corporate Security.

13 MR. HEAD: John Head, Delta Air Lines, Personnel.

14 MR. GUARINI: Tom Guarini, FAA Technical Center.

15 MR. WINN: Glen Winn, Director of Security, United  
16 Airlines.

17 MR. MARTIN: Bob Martin, Security Group, Postal  
18 Inspection Service.

19 MS. VALENCIA: Linda Valencia, staff member, Office  
20 of Policy and Planning, FAA.

21 MS. TITSWORTH: Maureen Titsworth, Information  
22 Technology, Office of Civil Aviation Security.

23 MR. WOJTOWICZ: John Wojtowicz, Department of  
24 Transportation, Volpe Center.

25 MR. COPPELL: Fred Coppel, Volpe Center.

26 MR. TUCKER: Courtney Tucker, Civil Aviation

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1 Security Policy and Planning.

2 MS. WALKER: Arlene Walker, Manager of Technical  
3 Services, Counter Technology, Inc.

4 MR. KOSATKA: Art Kosatka, Counter Technology.

5 MR. KERR: Alex Kerr, Federal Express Corporation.

6 MR. O'NEIL: Peter O'Neil, UPS Airlines, Chair of  
7 the ATA Security Committee.

8 MS. BROOKS: Paulette Brooks, USAir Corporate  
9 Security.

10 MR. WOOD: Leonard Wood, Counter Technology.

11 MR. ANDERSON: Lloyd Anderson, Air Line Pilots  
12 Association.

13 MR. WRIGHT: Jerry Wright, ALPA.

14 MR. PRIDDY: Ron Priddy, National Air Carrier  
15 Association.

16 MR. WILKENING: Bill Wilkening, FAA Security.

17 MS. COUTU: Theresa Coutu, American Association of  
18 Airport Executives.

19 MR. LOUGHEED: Wayne Lougheed, Director of  
20 Corporate Security, America West Airlines.

21 MR. POLSKI: Paul Polski, FAA Technical Center,  
22 Program Director, Security R&D.

23 MR. SHRUM: Karl Shrum, FAA Security Policy and  
24 Planning.

25 MR. BULLARD: Jack Bullard, American Airlines  
26 Corporate Security.

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1                    ~~REVIEW OF MINUTES FROM JANUARY 18, 1995~~

2                    ADMIRAL FLYNN: Thank you all very much, and again,  
3 thank you for coming. I recognize that it's a burden,  
4 financial and otherwise, for particularly people coming from  
5 out of town. And I particularly note the presence of  
6 consumer groups, and Bob Monetti, representing the victims of  
7 Pan Am 103, who continue to play such a valuable role in  
8 being the -- our conscience of what ought to be done in  
9 security.

10                   I want to review the minutes from the January 18,  
11 1995 meeting. Those minutes were mailed to the ASAC members  
12 on February 15th, 1995. And I will now open the minutes for  
13 any suggestions for changes or comments on the minutes from  
14 the last meeting.

15                   Yes, Dennis?

16                   MR. SCHAAR: Dennis Schaar, ALPA. On page 44 --

17                   ADMIRAL FLYNN: Please go ahead.

18                   MR. SCHAAR: -- line 22, the word "managed" should  
19 be "match," as in profiling passenger bag match. On page 45,  
20 line 4, Mr. Butterworth's quote, also the word "managed"  
21 should be "match," -- m-a-t-c-h. This was a discussion that  
22 Bruce and I had back and forth on the CTX-5000.

23                   ADMIRAL FLYNN: Anything further, Dennis?

24                   MR. SCHAAR: Yes, sir. On page 53, Mr. Lally of  
25 the Aviation Security Contractors Association queried the  
26 Chair concerning an item that was supposed to have been on

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1 the agenda concerning the screener efficiency evaluation at  
2 the last meeting, and it was not on the agenda.

3 Mr. Butterworth told him that it would be on the agenda for  
4 this meeting, yet I fail to see it on the agenda.

5 MR. BUTTERWORTH: Dennis, would you restate the  
6 last correction, please?

7 MR. SCHAAR: Starting on page 53, Bruce, at the  
8 bottom, line 23.

9 MR. BUTTERWORTH: This is the meeting of January  
10 18th? All right, Dennis, could you go back and just restate  
11 again the issue in the terms of what was supposed to be on  
12 the agenda?

13 MR. SCHAAR: Sure.

14 MR. BUTTERWORTH: We'll have to track this later.  
15 The pages that we have are different from the pages that you  
16 have in terms of numbers.

17 MR. SCHAAR: This was a question to the Chair from  
18 Dick Lally. It says, "Mr. Chairman, the draft agenda that  
19 was distributed to potential attendees included a fourth  
20 agenda item for an update on screener efficiency evaluation  
21 and reporting systems. I wonder if that's been deleted, or  
22 can we expect a discussion of the topic?"

23 Mr. Butterworth replies, "We're going to try it at  
24 the next session." And Mr. Lally said, "Then that can be  
25 expected at the next meeting, then?" And Mr. Butterworth  
26 replies, "Yes."

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1 But I fail to see that on the agenda for this  
2 meeting.

3 MR. BUTTERWORTH: Dennis, that's correct. It's an  
4 oversight on our part. We might be able to provide some  
5 informal update of the SPEARS project and demonstration. But  
6 if you will give us some time to try and collect our thoughts  
7 on that.

8 MR. SCHAAR: Thank you.

9 ADMIRAL FLYNN: We will come to that before the end  
10 of the meeting. Thank you, Dennis, for that. We'll note  
11 that the exchange as reported in the minutes between  
12 Mr. Butterworth and Mr. Lally is correct in its substance and  
13 its words, and that doesn't require a change. Your point as  
14 to what ought to be in today's agenda is noted.

15 And as far as the changing of "manage" to "match,"  
16 we will pause and ask all of you now to -- those of you have  
17 the minutes -- to please take that as a change. I don't  
18 think that we will send out new pages unless you particularly  
19 want that. But note that that is a change to the minutes,  
20 which we will keep in the master copy of the minutes.

21 Are there any further changes to the minutes of the  
22 last meeting?

23 (No audible response.)

24 ADMIRAL FLYNN: With thanks to the Air Line Pilots  
25 Association for suggesting those changes and reminding us of  
26 what turns out to be an oversight, which we'll try to correct

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1 by the end of this meeting. I would like someone to propose  
2 the adoption of the minutes.

3 MR. STEPLER: I so propose.

4 MR. ALDRICH: I second it.

5 ADMIRAL FLYNN: Any opposed?

6 (No audible response.)

7 ADMIRAL FLYNN: The minutes are adopted.

8 Our agenda today has on it a report on progress of  
9 the rewrites of the Regulations 107/108, a report on the  
10 Universal Access System prototype test, a review of cargo  
11 measures by Ms. Susan Rork of ATA, an update on Airport  
12 Demonstration of a certified Explosive Detection System from  
13 Tom Guarini of the FAA Technical Center, and Ms. Maureen  
14 Titsworth of FAA ACS will give a pre-presentation on our plan  
15 for implementation for Internet and allowance for  
16 communication with us by Internet.

17 And then, following that, we will -- that's Item 4  
18 on the agenda -- we will come back to the screener  
19 performance, and endeavor on that short notice to -- which is  
20 our fault -- to give you a report, which I hope will be of  
21 some use to you.

22 If it isn't, Dennis, or if others find that more  
23 needs to be done, then we will certainly put it into the  
24 agenda of the next meeting and have it on the agenda of the  
25 next meeting. Again, my apologies.

26 MR. SCHAAR: Thank you, Mr. Chairman.

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1 UPDATE ON ASIA PACIFIC REGION CONCERNS

2 ADMIRAL FLYNN: Before we go into the reports, I  
3 want to hearken back to January 18th. And at that meeting,  
4 we mentioned that we were in the beginning of a particularly  
5 severe condition of threat to U.S. civil aviation in the  
6 Asian Pacific region. That elevated threat that we faced  
7 then has diminished appreciably, but not entirely gone away.

8 One of the things that has happened since January  
9 18th is the arrest of the person alleged to be the ringleader  
10 of that conspiracy that was attempting to attack our aircraft  
11 in the Asian Pacific region, and one of his co-conspirators  
12 has also been arrested. They are both now in custody in the  
13 United States, presumably awaiting trial.

14 The threat in the Asian Pacific region posed a very  
15 considerable challenge to all of us who are involved in  
16 security, and I think it's appropriate to note in the minutes  
17 that the airlines concerned did a very fine job of ensuring  
18 security of their operations. They had to take a very  
19 considerable number of measures on short notice.

20 The flying public responded to it quite  
21 magnificently with understanding and with a minimum of  
22 complaint. And some of the complaint was justified, but  
23 tended to go away once the situation was explained.

24 All of those who are involved, from the airlines at  
25 their stations and those providing security, the foreign  
26 governments concerned, the aviation authorities of the other

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1 nations that were involved, and the law enforcement  
2 intelligence services of the United States and the country  
3 teams in the nations affected, all -- as far as I saw it, and  
4 I saw it in some considerable detail -- did their jobs with  
5 exceptional dedication and effectiveness.

6           The threat, though much diminished, continues. We  
7 need to maintain our vigilance and our security. And without  
8 tempting the fates, I want to congratulate people for having  
9 come through a particularly challenging time and having done  
10 it well.

11           The first item on the agenda for a report is a  
12 progress report on the rewrites of Regulations 107/108. And  
13 Karl Shrum of FAA will give that.

14                           PROGRESS REPORT ON THE REWRITES  
15                           OF REGULATIONS 107/108

16           MR. SHRUM: When last we met, we were working on a  
17 survey to gain additional data from airports for our  
18 economists to use in cost/benefit analysis, what we call  
19 regulatory evaluation, for the proposed rule. We've  
20 completed that survey. We had responses from over 100  
21 airports -- 109, I believe -- and that data has proved most  
22 useful. We now have the most complete and extensive  
23 regulatory evaluation that's ever been done on a security  
24 rule.

25           All well and good, but you still ask, when? Well,  
26 after 5-1/2 years, we're getting really close. In fact,

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1 we're briefing the Administrator tomorrow. With his approval  
2 and concurrence, we would be down to the final drafting,  
3 tweaking the document, which is quite a large package by now;  
4 between the two NPRMs and the extensive regulatory  
5 evaluations, we're talking well over 300 pages of material.

6           At that point, once it's signed out of the  
7 building, we get it over to the Department. We've been  
8 working hand in hand with the folks in S-60, that's Admiral  
9 Busick's shop, to make sure that there are no last minute  
10 glitches or issues. At that point, it would be up to the  
11 Secretary to approve it, and then go on to the Office of  
12 Management and Budget for their ultimate approval for  
13 publication.

14           I also want to give you the status of a couple of  
15 other rules we've been working on, first of which we have,  
16 unfortunately, been required to give numerous status reports,  
17 that being Unescorted Access Privilege, a.k.a. Criminal  
18 Background Checks. That one also is getting very close.  
19 It's in the Office of the Secretary of Transportation for the  
20 Secretary's approval. Again, it would go to OMB for final  
21 approval for publication.

22           The other rule we have working is Sensitive  
23 Security Information, which has been out as a proposed rule.

24           We are now in the process of analyzing and responding to the  
25 comments to develop the final rule. Any questions on the  
26 status of the rules?

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1 MR. GRASER: On the 107/108 --

2 MR. SHRUM: This is Mr. Graser. Go ahead.

3 MR. GRASER: Okay; Al Graser for AAAE. Karl, a  
4 question. You went through the -- when do you think the  
5 107/108 might be out?

6 MR. SHRUM: Out of this building, hopefully this  
7 month. Out of the Department and to OMB would take a lot  
8 longer. I -- most optimistic would probably be in another  
9 couple of months.

10 MR. GRASER: All right. The reason I ask, AAAE and  
11 ACI have talked about a joint meeting as a working meeting  
12 towards the end of August. Probably, it would then be  
13 somewhat like we did with other documents, and also probably  
14 have other associations maybe joining in.

15 But we're just trying to get a feel before we try  
16 to set up that meeting, because one of the prime reasons  
17 would be for 107/108. So if the mid- to end of August  
18 doesn't look realistic, please give us that feedback along  
19 the way, so we don't want to establish something and then not  
20 have the document there. We'd rather save that for a later  
21 time.

22 MR. SHRUM: I understand.

23 ADMIRAL FLYNN: Bruce Butterworth?

24 MR. BUTTERWORTH: I think that's probably  
25 unrealistic, given the time conscientious people take to  
26 review rules, both at OST and OMB. I would not want to stake

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1 a meeting on that.

2 MR. GRASER: We appreciate that, because then we  
3 would rather save that meeting for the appropriate time. So  
4 we'll just try to keep in touch as it goes forward through  
5 the summer months and see how it goes.

6 ADMIRAL FLYNN: I think so. I think that we could  
7 probably tell you, with confidence, six weeks out, when we  
8 really think that that thing is going to come out.

9 MR. GRASER: Okay.

10 ADMIRAL FLYNN: And if you can schedule your  
11 meeting on, shall we say, six weeks' notice, we would be able  
12 to say with some confidence that it should be published  
13 within six weeks.

14 MR. GRASER: Okay. One --

15 ADMIRAL FLYNN: And we're not able to say that at  
16 this time, and that's pretty close to the first of August.

17 MR. GRASER: One other question. I know the  
18 airports would be interested in some vehicle of getting the  
19 results of the survey of the 109 airports, and I think we  
20 have asked it informally. I was just wanting for you to  
21 consider the possibility, in one venue or other, of getting  
22 the results of that survey, because it would be very good for  
23 the airports to also have.

24 MR. BUTTERWORTH: I'm not sure what the -- don't  
25 know what the legalities are of providing that. It's a  
26 survey resulting -- it rendered a rulemaking now.

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1 MR. SHRUM: I would distinguish -- again, I'd have  
2 to check with a lawyer with this -- between the actual data  
3 that we gathered, which was supplied by the airports, which  
4 you could, somewhat laboriously, accumulate yourself, as  
5 opposed to the actual analysis that our folks have done that  
6 would appear in the regulatory evaluation itself.

7 ADMIRAL FLYNN: What do you mean, somewhat  
8 laboriously acquired themselves? Can't we give that to them  
9 instead of --

10 MR. GRASER: Well, if we went out and did it all  
11 over again ourselves, it would laborious. I mean, that's why  
12 it's -- it's been put together. So if there's a way and a  
13 mechanism that it can be shared with us --

14 ADMIRAL FLYNN: We will strive to do that, to make  
15 that available to you. And I don't know what legal or  
16 regulatory objections there would be to do that, but failing  
17 some strong objection on those grounds, we'll make it  
18 available to you.

19 MR. GRASER: Thank you.

20 ADMIRAL FLYNN: Yes.

21 MR. SCHAAR: Dennis Schaar, ALPA. Karl, good  
22 morning. Was the issue of one level of security for all  
23 carriers, regional as well as majors, identified in this  
24 NPRM, or proposed rewrite?

25 MR. SHRUM: Okay, let me track -- I think you're  
26 referring to the commuter rule. In other words, 135 carriers

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1 would now have to adopt the safety standards of 121 carriers.

2 MR. SCHAAR: Correct.

3 PARTICIPANT: Can't hear you at all up there. Can  
4 you get close to the microphone?

5 MR. SHRUM: Okay, how's that?

6 PARTICIPANT: All right.

7 MR. SHRUM: I'll just turn up the volume. Okay,  
8 I've got more volume now, does that help? We have to be  
9 careful we don't get feedback.

10 As I was saying, I think Dennis is referring to the  
11 commuter rule, which is an attempt to have one standard of  
12 safety for both 135 carriers and for 121 carriers. We made  
13 sure in that effort that nothing arose from those proceedings  
14 which would affect the security requirements under Part 108,  
15 which have uniform applicability depending on the type of  
16 operation and the size of the aircraft. So there's nothing  
17 in the commuter rule that's going to change anything in  
18 security rules by design.

19 ADMIRAL FLYNN: Dennis, I think you look puzzled.  
20 Do you want to ask another question?

21 MR. SCHAAR: Yes. I'm thinking in two different  
22 veins here. The 121 rules that we talked about for the one  
23 level of safety -- I was under the impression that some of  
24 those rules would also carry over to security, as far as the  
25 number of seats of the airplane, would require the same level  
26 of screening as the major carriers do -- greater than 10

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1 seats, does that ring a bell?

2 MR. SHRUM: Yes, the commuter rule basically is  
3 10 seats and up, with some special exceptions, you know,  
4 operations in Alaska and that kind of thing.

5 Security rules are based on the threat, which is  
6 primarily to large passenger aircraft. However, if, for  
7 example, because it deplanes in sterile areas, a small  
8 aircraft has to be screened, the standards for screening are  
9 the same regardless.

10 MR. SCHAAR: Okay, that's what I'm getting at.

11 MR. SHRUM: Yes. You either do security or you  
12 don't do it. But if you do it, it's all to the same  
13 standard.

14 MR. SCHAAR: Yes. That's why you bring a commuter  
15 airplane to a major hub, with unscreened passengers on board,  
16 and dump them on the AOA, and then screen them once they get  
17 in the building. That's what we were trying to focus on.

18 MR. BUTTERWORTH: Dennis, if I may call upon me. I  
19 think you're asking -- the question you asked sounded  
20 different than the question you're asking now. You're asking  
21 us, did we address the issue of how to improve the integrity  
22 of the sterile area.

23 MR. SCHAAR: That would be a good point for the  
24 record.

25 MR. BUTTERWORTH: Yes, absolutely.

26 MR. SCHAAR: Okay, thank you. Sorry I got it

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1 wrapped around the axle.

2 ADMIRAL FLYNN: No problem. Any other questions?  
3 Yes, Susan Rork of ATA.

4 MS. RORK: Karl, Susan Rork of ATA. My question  
5 would be the same as my counterparts over here, in terms of  
6 the other two rulemakings, when we would expect to see them,  
7 the Criminal History Unescorted Access, and the Security  
8 Sensitive Information. Can you give us any feeling for the  
9 times?

10 MR. SHRUM: Assuming that we have the Secretary's  
11 approval, which we hope is imminent, OMB has a maximum, by  
12 executive order, of 60 days to process it and either approve  
13 it or reject it, so within two months seems pretty  
14 reasonable.

15 As far as what we call SSI, Sensitive Security  
16 Information, sometime this fall, perhaps.

17 MS. RORK: Thank you.

18 ADMIRAL FLYNN: Any other questions, comments,  
19 comments from around the back of the room, maybe outside the  
20 room?

21 (No audible response.)

22 ADMIRAL FLYNN: All right, thank you, Karl.

23 COMMITTEE REPORTS

24 UNIVERSAL ACCESS SYSTEM (UAS)

25 PROTOTYPE TEST/RTCA UPDATE

26 ADMIRAL FLYNN: Your next report is on the

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1 Universal Access System Prototype test. Karl?

2 MR. SHRUM: Briefly, to review, the original intent  
3 of the test program that was approved last September would  
4 have involved three airports, three air carriers, Detroit,  
5 Atlanta, and Chicago; Northwest, Delta, and USAir. Since  
6 that time, as I reported at the last meeting, Chicago has  
7 reconfigured its access control system from a central  
8 database to a distributed database and thereby dropped out of  
9 the test.

10 USAir would like to participate. Northwest and  
11 Delta have begun the process of rebadging their employees.  
12 The status at present is that Detroit is up and running --  
13 systems have been installed. We projected May. We did, in  
14 fact, meet that target.

15 However, due to some internal miscommunications,  
16 Northwest did not begin its rebadging program until a few  
17 weeks ago. They're now going to need until probably  
18 September to complete the rebadging program so they'll be  
19 fully up and operational in Detroit.

20 We also had some difficulties at Atlanta. The  
21 primary contractor for Atlanta's access control system is  
22 UNISYS. We have a signed contract with UNISYS at the agreed  
23 terms that were set up before the working group.

24 However, the subcontractor, Infographics, would not  
25 agree to those terms; in fact, would not agree to any  
26 reasonable terms and asked for a "hold harmless" clause; no

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1 matter how long or overbudget the project ran, and they would  
2 not give us a warranty on their work.

3           At that point, Atlanta did not seem feasible. We  
4 began considering alternatives, one of which was an offer  
5 from Miami, also in conjunction with West Palm Beach, to  
6 essentially transfer the Atlanta phase of the test program to  
7 Miami. The Volpe folks did a site survey. Prospects for  
8 Miami from a technical point of view are excellent.

9           We still need some additional information to  
10 include West Palm, but it would certainly be advantageous to  
11 have a second airport, a smaller airport, representative of  
12 other smaller airports, and all within easy driving distance  
13 to cut down costs. We have addressed some concerns that  
14 Miami expressed regarding the test procedures, and certainly  
15 some of the enforcement aspects during the operational part  
16 of the test.

17           However, in talking to folks recently, in fact,  
18 last night, Atlanta has now -- well, previously, we proposed  
19 as an alternative that in the process of renovating its  
20 access control system, that we would leave the existing card  
21 readers on the door, the Matrix readers; use those for the  
22 Universal Access System test; then the newer equipment  
23 installed under the contract with UNISYS would be a separate  
24 system -- there would be no conflict with the subcontractor.

25           That was initially rejected by Atlanta, is now,  
26 again, on the table for our consideration, and it may, in

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1 fact, be possible to do all of these things, depending on the  
2 funding. But we do not have a commitment in writing from  
3 either Atlanta or Miami to actually participate in the test.

4           There are some other possibilities. Chicago -- in  
5 the event that neither Atlanta or Miami comes through,  
6 Chicago is nearing completion of its reconfiguration of its  
7 Access Control System. We might be able to return to that  
8 airport, different alternatives, different options out of the  
9 test program, but at least the airport is being considered as  
10 a site.

11           If USAir does, in fact, participate, that would  
12 bring in Charlotte, one of their hubs. And we've also got  
13 keen interest from America West and United Parcel Service, as  
14 far as their folks participating.

15           The most optimistic estimate for getting the test  
16 program up and running, in either Atlanta or Miami, at this  
17 stage would probably be August. So we've incurred some  
18 delays because of an unreasonable subcontractor and some  
19 problems in getting Northwest rebadged. Any questions?

20           MR. SCHAAR: Schaar, ALPA. You mentioned America  
21 West. Is Phoenix going to participate then, you think?

22           MR. SHRUM: We're not sure if the airport in  
23 Phoenix is all that interested or not. Right now it's just  
24 an option.

25           MR. GRASER: Al Graser again. A question then, if  
26 the two airports, Atlanta, Miami, potentially are coming

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1 on-line in August, what does that do for the end date?

2 Because the end date was going to be October, and that was  
3 tied in as one of the timelines for the RTCA efforts. So I  
4 don't think October holds. But again, what would your  
5 estimate now be of when the test will be over?

6 MR. SHRUM: The plan was for the test to continue  
7 for six months. We might have preliminary data before the  
8 end of that six-month period.

9 MR. GRASER: That will be first quarter, '96.

10 MR. SHRUM: That's correct. The final report would  
11 take some time after that.

12 ADMIRAL FLYNN: Further questions? Yes?

13 MR. WRIGHT: Jerry Wright, ALPA. Karl, can you  
14 clarify as to whether the Northwest employees will begin  
15 using the UAS system at Detroit as they're being badged, or  
16 will they wait until all the employees at Northwest get the  
17 badges before they start using it?

18 MR. SHRUM: The date I gave you was for all  
19 employees to be badged. Fred, do we have any plans for  
20 processing people before badging is complete?

21 MR. COPPELL: No, we don't have any plans at the  
22 present time. We're going to wait for the company to badge.  
23 That can be entertained, those areas, so it's a question we  
24 can pose to the airline.

25 ADMIRAL FLYNN: Yes, Jack?

26 MR. BULLARD: Jack Bullard, American Airlines.

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1 Karl, can you tell us what the status of the budget is? I  
2 know that was a concern early on. Has this had any effect on  
3 the budget, these problems?

4 MR. SHRUM: Not a major effect.

5 ADMIRAL FLYNN: How about commenting on the  
6 adequacy of funding to complete the program?

7 MR. SHRUM: There are sufficient funds to complete  
8 the program. The question is, which options would we be able  
9 to accommodate?

10 Now, as far as the basic options, Miami, Atlanta,  
11 and Detroit, no question we could fund those. Some of the  
12 peripheral options that we might try to include, I'd have to  
13 defer to Fred on that.

14 MR. COPPELL: Well, I'd to state -- regarding the  
15 program itself, it would be counterproductive to move forward  
16 with an airport now and not have another counterpart airport  
17 to be able to work the test program with, because we'd be  
18 essentially spending dollars and adding costs to the program.

19 So essentially, the program, we're trying to keep  
20 in a slowed down mode right now, in order to be able to start  
21 all airports that can come on-line in the September time  
22 frame. We'll have the implementation complete then. Does  
23 that answer the question?

24 ADMIRAL FLYNN: Yes, and you've given an  
25 interesting change from August to September while you were at  
26 it, but that's okay.

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1 MR. COPPELL: September is when Northwest will be  
2 complete, so that will allow us all to start the program in  
3 earnest.

4 ADMIRAL FLYNN: Okay. I think earlier references  
5 to August should be revised to September.

6 MR. COPPELL: Thank you.

7 ADMIRAL FLYNN: Thank you.

8 MR. SHRUM: I also want to give you a status report  
9 on the work of RTCA Special Committee 183, which is working  
10 on a set of standards for Automated Access Control Systems.  
11 We've advanced considerably since January. There's been a  
12 great deal of discussion on what the standards should look  
13 like, what should be included as a standard as opposed to  
14 guidance, and so on and so forth.

15 We now have a document that we're whipping into  
16 shape. It is a Minimum Aviation Safety Performance Standard.

17 It's now in its third iteration. We'll be meeting again  
18 Monday to review the draft. So far, there have been no major  
19 issues that have divided the committee, producing what in  
20 RTCA parlance would be a minority opinion.

21 A concern that I had initially had to do with the  
22 compatibility with UAS and card-reader technologies or, I  
23 should say, user-interface technologies. However, I believe  
24 we've come to a solution that all parties can accept. And  
25 the committee has specifically decided not to select any  
26 particular technology at this time for the user interface --

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1 couple of reasons, one being UAS compatibility, and the other  
2 being the technology is in a transitional state.

3           It may be possible, for example, to accommodate  
4 more than one technology in an access media; for example, a  
5 mag-stripped card would also have a smart chip and can work in  
6 different readers. Rather than lock in a standard now that  
7 we want to revise later, we're going to leave the standards  
8 as functional requirements, rather than select any particular  
9 technology.

10           The compatibility with UAS is going to be what the  
11 engineers call upward compatibility. In other words, the  
12 information data stream from the user-interface would be  
13 comparable in all systems. However, if at some point the  
14 airport operator wanted to convert to Universal Access  
15 System, it would only be necessary to modify the user  
16 interface. In other words, change one type of card reader to  
17 another type of card reader, or possibly a reader that could  
18 accommodate multiple technologies.

19           So these standards will in no way preclude or  
20 prevent an airport operator that initially declines to  
21 configure their system as a Universal System from doing so  
22 later.

23           And of course, we've always maintained that the UAS  
24 should be adopted voluntarily by the airports; however, this  
25 standard will ensure that the airport is not influenced, or  
26 does not decide against UAS simply because it will require

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1 ~~ripping out the whole system.~~

2           We're trying to -- by creating a standard that is  
3 upwardly compatible, the cost and expense would be minimized,  
4 and this affords the greater opportunity for an airport  
5 operator to adopt or configure access points as Universal  
6 Access points.

7           Another key point that was raised at the last  
8 meeting -- we are developing a set of standards specifically  
9 for automated access controls, which is not the full spectrum  
10 of access controls, and it's certainly not the full spectrum  
11 of people that need access to secured areas of airports.

12           We're going to put some specific guidance into the  
13 standards to the airport operator that they should consider  
14 the needs of all users, even persons, for example,  
15 transients, who many not have the appropriate access media,  
16 in configuring their system. In other words, simply  
17 developing standards for an automated system and designing an  
18 automated system isn't completing the design for an Access  
19 Control System. It's a key point.

20           As far as the road ahead, as I mentioned, we're  
21 going to meet on June 12th. And depending on the work that's  
22 accomplished next Monday, the draft may or may not be ready  
23 for the associations, for example, to review with their  
24 membership.

25           The next meeting would not be until July 25th. And  
26 we've deliberately scheduled a long interim period here to

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1 allow for comments outside of the committee, either through  
2 the associations or whomever else. By July 25th, we will  
3 either be meeting to come up with a final draft based on  
4 comments received or finalizing a draft for comments. As I  
5 say, it depends on the progress made Monday.

6 At that point, we're looking for a -- either way --  
7 a final draft at the meeting on August 23rd, to be reviewed  
8 and approved at a meeting on September 27th. We still have  
9 to take up the issue of whether we might want to extend these  
10 dates based on the schedule that we now have for UAS.

11 One of the -- in fact, the first term of reference  
12 which is, again, RTCA parlance for goal or objective, of the  
13 committee was to incorporate the UAS data to the maximum  
14 extent practical.

15 ADMIRAL FLYNN: Questions? Yes, Mr. Graser?

16 MR. GRASER: Again, Al Graser. Just the comment, I  
17 think from both of the airport associations and the port  
18 authority who has a member on the RTCA subgroup, I think  
19 we've all seen a monumental amount of work done since  
20 January. I think the two associations and the other subgroup  
21 members may want to compliment all of the participants on the  
22 amount of work that they've done and how good the product  
23 looks so far.

24 MR. SHRUM: I want to second that. There have been  
25 a number of people that have worked quite strenuously and  
26 diligently to meet deadlines, get material in on time. That

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1 is much appreciated.

2 ADMIRAL FLYNN: Any further questions, comments?

3 (No audible response.)

4 ADMIRAL FLYNN: Thank you, Karl.

5 REVIEW OF CARGO MEASURES

6 ADMIRAL FLYNN: I now call on Ms. Susan Rork of the  
7 Air Transport Association to -- and her topic is Measures for  
8 Security of Cargo.

9 MS. RORK: Good morning. Thank you, Irish, and  
10 hello, ladies and gentlemen. Very briefly, I would like to  
11 talk to you about some actions that were taken by the Air  
12 Transport Association after the threats that we experienced  
13 in the Asia Pacific region.

14 The ATA reinstituted the Cargo Security Working  
15 Group. And that group's mission is, very simply, to review  
16 all cargo security measures and to develop an international  
17 cargo security contingency plan that would be used in  
18 accordance with the level of threat as it would be determined  
19 by the FAA.

20 An ancillary goal, and what we feel to be a very,  
21 very important goal at the same time, is that we hope to  
22 educate the FAA and foster a better understanding of what I  
23 describe as the "nuts and bolts" of how cargo is accepted and  
24 how it is processed.

25 Cargo is that enigma out there in the airline  
26 industry. It generates a tremendous amount of revenue for

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1 the airline industry. However, it occupies a very small  
2 number of people, compared to the passenger-service side of  
3 the air carrier industry.

4 So what we're trying to do, is bring in the  
5 expertise of the air carrier cargo folks, and hopefully  
6 educate the FAA folks on cargo security, as we feel that  
7 cargo security will be very, very important in the days and  
8 years to come.

9 The very first thing that we did was to try to  
10 address the bottom line, redefining and clarifying the  
11 definitions that are used by all folks out there,  
12 internationally in particular, and come up with very, very  
13 simple, user-friendly definitions.

14 We are still in the process of developing those  
15 definitions. And these will be definitions -- you all have  
16 heard these terms -- for shipper, for indirect air carrier,  
17 for unknown shipper. These are very, very, very important  
18 points that you must have clarified prior to developing your  
19 security plan.

20 The second thing that we're going to do, and we  
21 have done -- it is in the draft stage at this point, and I  
22 would prefer not to discuss the language in the draft  
23 stages -- is that we are developing a cargo security  
24 contingency plan.

25 As you recall, industry worked with the FAA in  
26 developing the AVSEC Security Plan and the threat levels that

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1 we all have today and the security countermeasures. We are  
2 doing the same thing; we have the same objective, only we're  
3 going to apply those contingency measures to cargo. We are  
4 in the process of developing that.

5 We have identified a working matrix. We have  
6 identified scenarios where we might apply a particular cargo  
7 security measure. I might add, at this time, that we have  
8 had two meetings. We have another meeting scheduled in July.

9 And this is an ongoing process. We're very pleased so far  
10 with the results of this working group.

11 The other thing I would like to mention very  
12 quickly one more time, is that the airline industry ATA  
13 members have extended an invitation to the FAA, to members of  
14 your staff, to come out and see our cargo operations, whether  
15 it be a passenger carrier or it be an all-cargo carrier. We  
16 would certainly like to have your people out in the field so  
17 that we can all work together and better understand these  
18 measures.

19 If you all have any questions, I'd be happy to  
20 answer them. I would be hesitant to address any specifics at  
21 this time, as this working group has not completed their  
22 project.

23 MR. DRISCOLL: Since ATA has an internal working  
24 group, what is the responsibility of FAA so that others that  
25 are not members of ATA but are involved in cargo, both on  
26 passenger airplanes and all cargo, can participate? Isn't

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1 this an FAA function to take over, from the invitation ATA  
2 has given you, so that you can bring all of the air carriers  
3 into the system?

4 MR. BUTTERWORTH: Yes, Ed. Eventually, anything  
5 that we do in terms of changes to the security program has  
6 got to be the subject of consultation with all the carriers.

7 Now I'm going to ask Bill Wilkening, who I think has been  
8 most intimately involved in this, to give us an idea of when  
9 we might expand out our consideration to other carriers.  
10 Bill?

11 MR. WILKENING: Thank you very much, Bruce.  
12 Bill Wilkening from FAA. As Ms. Rork points out, this  
13 working group has been reactivated, based primarily upon some  
14 of the experience we had in the Far East threat situation.  
15 We have been looking at the possibility of developing some  
16 sort of contingency plan along the line of the current AVSEC  
17 plan.

18 However, at the meeting I attended, the last two  
19 meetings, we are serving, at this point, in a support  
20 capacity, more -- insofar as providing guidance on  
21 definitions, experience we've had, and taking the offer from  
22 the industry to look at their cargo operations, both  
23 domestically and internationally. There has not been any  
24 move yet to turn this into some sort of regulatory  
25 obligation. It's very preliminary. It's in a planning  
26 stage.

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1 As Bruce points out, if we change the SSP, or  
2 propose to change the SSP, or if we propose anything in the  
3 Indirect Air Carrier Standard Security Program, or in the  
4 Domestic Security Integration Program that we have available  
5 for cargo carriers, all cargo carriers, any one of those  
6 three standards, or in the regulations themselves, we would  
7 have to go through the standard notice and comment.

8 There was a group associated with the ASAC several  
9 years ago. We had a task force which provided a lot of  
10 guidance on the cargo issue. Most of the guidance provided  
11 by ASAC is now in the regulations, both the Standard Security  
12 program and the 109 program. The effort, I understand, on  
13 the part of ATA, is to add to that and look at possibilities  
14 on contingencies. But I don't think it is working towards a  
15 regulatory purpose at this point, if that answers the  
16 question.

17 ADMIRAL FLYNN: Mr. Driscoll?

18 MR. DRISCOLL: We had several sessions dealing with  
19 the cargo, and the entire industry was involved -- I think it  
20 was prior to your time, Irish -- and in which all rules and  
21 regulations were considered and adopted.

22 And the FAA was taking on the responsibility of  
23 identifying, worldwide, all freight forwarders who were  
24 involved in the cargo operation, requiring the freight  
25 forwarders to get into the screening of the cargo, and I  
26 think it was the one big issue as to whether the post office

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1 department was going to do the screening of the mail and so  
2 forth which also goes aboard airplanes. And I'm not familiar  
3 with where that one ended up.

4 But it seems to me, if we're going to have anything  
5 to do on a regulatory basis -- and I put it regulatory -- on  
6 cargo, then all the carriers should be considered. I can  
7 only applaud ATA for taking on their own carriers and  
8 discussing what they're going to do. But if that is leading  
9 to the coordination with FAA to regulatory process, then I  
10 think the rest of the industry has to be brought into it.

11 MR. BUTTERWORTH: May I?

12 ADMIRAL FLYNN: Yes.

13 MR. BUTTERWORTH: Okay. Ed, I think what people  
14 didn't formulate was -- surely, in their minds -- that when  
15 ATA develops a proposal, it's going to be put into another  
16 ASAC coordination process with the rest of the industry. I  
17 can't -- if ATA wants to invite NACA into what they're  
18 doing --

19 MR. DRISCOLL: I'm not suggesting that.

20 MR. BUTTERWORTH: Okay, but I understand what  
21 you're saying.

22 MR. DRISCOLL: I am getting the impression here  
23 that this is an FAA-endorsed activity. And I'll make my  
24 point very clear.

25 If it's an FAA-endorsed activity, then it should be  
26 an industry activity, and not one association. I can't make

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1 myself any clearer than that.

2 MR. BUTTERWORTH: Right. But the only thing --

3 MR. DRISCOLL: Because if you are endorsing it,  
4 blessing it, or anything else, it has to turn into an  
5 industry; otherwise, you are discriminating between  
6 organizations and carriers.

7 ADMIRAL FLYNN: When it comes to improving  
8 security, in consultation, to the extent that people wish to  
9 volunteer associations or, indeed, individuals, with ideas  
10 about how things might be defined, there are indeed steps and  
11 lines that are there, with regard to when is one into any  
12 notion of a regulatory process. And of course, there are  
13 requirements for notification and consultation at that time.

14 At this point, we have an association that had  
15 learned from the experience of the crisis of security earlier  
16 this year that there are questions of definition and others  
17 that they want to approach themselves. We would want to  
18 support that. And if others are of a mind, we would want to  
19 support that also.

20 And if we are coming at any stage to something that  
21 goes beyond the kind of consultation that we ought to have  
22 with people to an endorsed activity, well, then indeed, yes,  
23 we will formally do it as a subset of this ASAC or otherwise.

24 MR. DRISCOLL: Irish, going back to the situation  
25 in the Pacific, when those situations arose, NACA and some of  
26 its member carriers were not even clued in on the initial

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1 information that was sent out to all carriers. We had to  
2 call and be invited in, and then the procedure was set up so  
3 we are also kept advised.

4 That's my concern, that the FAA is dealing with one  
5 segment and not the other.

6 ADMIRAL FLYNN: Your point is well made. And we  
7 will ensure that you are informed, and we can arrive with  
8 you, and any others who are here present, who wish to be  
9 informed as to what's going on; and then that, of course, was  
10 the intent of Ms. Rork's report, was to so inform you.  
11 That's one of the reasons that we have the ASAC.

12 MR. DRISCOLL: We appreciate that, and we're not  
13 trying and take anything away from ATA.

14 ADMIRAL FLYNN: Yes.

15 MR. DRISCOLL: Only when it becomes -- into the  
16 FAA, do I think, at that point, that you have a duty then to  
17 advise all people that are air carriers, involved in the  
18 process, which we did find that you didn't at one time. We  
19 weren't on the list. Some of our carriers weren't on the  
20 list. We had to get Bruce and others into it. We are now on  
21 the list. We now get called.

22 So I only raise this as a word of caution that,  
23 certainly, ATA does represent the majority of the carriers.  
24 However, there are carriers that are not members of that,  
25 that are involved in the cargo, and fairly large-size  
26 carriers. And that's my only point, to make sure that

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1 somebody doesn't go on the misapprehension that when you deal  
2 with ATA, you deal with the entire industry, because you  
3 don't.

4 ADMIRAL FLYNN: We accept your point fully. Any  
5 other questions?

6 (No audible response.)

7 ADMIRAL FLYNN: Susan, I want to thank you for your  
8 report and to thank you for what ATA is doing with regard to  
9 seeking to improve the effectiveness of security for cargo.  
10 And we will certainly ensure that others that are affected  
11 may be involved to the full extent that they wish and will  
12 certainly be consulted appropriately.

13 The next Item Number, Item Number 3, is the update  
14 on the airport demonstration of the CTX Explosive Detection  
15 System. You will recall -- and that will be given by  
16 Tom Guarini of the FAA Tech Center.

17 Before Tom gives his report, I think that it's  
18 worthwhile to review the language and intent of the Aviation  
19 Security Improvement Act of 1990, as it applied to explosive  
20 detection systems. The Act required the FAA to establish  
21 criteria for certification of explosive detection systems, to  
22 develop protocols for testing them, and to have an  
23 independent means of testing them for certification.

24 The performance that was -- and those standards  
25 that are developed had to do with probability of detection of  
26 certain explosives, a wide range of explosives, of the

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1 minimum amount we believed to and estimated to be capable of  
2 causing lethal damage to large aircraft, and the probability  
3 of detecting them, and the associated alarm rate and  
4 through-put rate.

5           The Act also requires the FAA, prior to taking  
6 action to mandate the use of EDS, to demonstrate the  
7 effectiveness in an operational setting of the EDS. In  
8 December of last year, the CTX-5000 passed its certification  
9 tests at the FAA Tech Center. Those tests are performed with  
10 live explosives; a detection is of live explosives.

11           And the next step of the procedure leading to  
12 decisions on mandatory use of EDS is to take them into  
13 airports, integrate them fully to deal with such questions of  
14 resolution of alarms, through-put, and how best they can be  
15 integrated into the operations of airlines in airports.

16           We have developed a considerably detailed plan for  
17 doing that, and that has required us to enter into  
18 cooperative agreements with airlines. To report on that, I  
19 now call on Tom Guarini.

20                           UPDATE ON AIRPORT DEMONSTRATION

21                           CERTIFIED EXPLOSIVE DETECTION SYSTEM

22           MR. GUARINI: Good morning. If I could, I'd like  
23 to direct your attention to the far end of the room, because  
24 I have several viewgraphs I would like to use in describing  
25 the status of the program.

26           ADMIRAL FLYNN: Could you crank up the volume a bit

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1 there.

2 MR. GUARINI: How's that, better?

3 ADMIRAL FLYNN: A bit better.

4 MR. GUARINI: Back when I reported to you back in  
5 January, I described at that time the goals of the program  
6 and what we were trying to accomplish, and I also told you  
7 that we were in the process of putting a notice in the  
8 Federal Register.

9 Since that time, I'm happy to report that we had a  
10 notice placed in the Federal Register. We received proposals  
11 to do this work. And on May the 12th, we signed three  
12 cooperative agreements with three carriers. The three  
13 carriers are Delta Airlines at Hartsfield/Atlanta  
14 International Airport, Northwest will do a demonstration at  
15 Manila in the Philippines, and United Air Lines will have a  
16 demonstration at San Francisco International Airport.

17 What I would like to do is now just briefly  
18 describe the approach that we're going to take to do this  
19 demonstration. First, I'd like to cover Delta, which is the  
20 next viewgraph.

21 Remember last time I spoke to you, I described  
22 that, in terms of trying to accomplish this demonstration, we  
23 were looking at the various approaches for where you would  
24 place this equipment. As it turns out, in the case of the  
25 Delta demonstration, the CTX-5000 equipments -- and they will  
26 be using two systems -- will be an in-line system down in the

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1 baggage room area.

2           We anticipate that a single operator will be able  
3 to operate both systems. Now, of course, this is one of the  
4 purposes of the demonstration, to determine what are the  
5 demands on the system from a manpower point of view. But you  
6 also understand that the EDS is an automatic equipment, so  
7 you don't need an operator standing there, constantly looking  
8 at the cathode ray tube. So in this case, we anticipate that  
9 the single operator would be used for the purpose of  
10 resolving alarms with the equipment.

11           Some of the interesting things that Delta proposed,  
12 they are going to procure both computer and software mods for  
13 the equipment, such that they can automatically collect data  
14 on the baggage. And also, they would like to record the  
15 image data itself that they get from the baggage, such that  
16 they can do post analysis, and also, I guess, we can use that  
17 data in training operators on the system. Because of how the  
18 flights are scheduled, we anticipate that the system will be  
19 in operation eight hours every day, approximately one shift.

20       Next please, Paul.

21           For Northwest, they also will be using two with the  
22 CTX-5000 systems. And again, it will be installed in the bag  
23 room area. They do anticipate, rather than having it fully  
24 integrated, they have carrousel, such that when the bags  
25 come down the carrousel, they will manually move the bags  
26 from the carrousel to the CTX equipment.

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1                   Because of the environmental constraints and our  
2 concern about the temperature and humidity in an open area in  
3 the Philippines, we are going to have to build an  
4 environmental enclosure around the two systems.

5                   United Airlines, which also flies out of the  
6 Philippines, will be invited to participate as part of  
7 Northwest, at least for that flight that they fly on a daily  
8 basis.

9                   ADMIRAL FLYNN: Let me say, too, that any other  
10 carriers that are there -- Continental Micronesia -- I've  
11 asked Tom to look into that with Northwest. And any others  
12 that are there, intermittently or otherwise, should be  
13 afforded the opportunity to have bags screened by those  
14 machines. The bags tend to all come down to the same very  
15 large carousel with CTX-5000 at each end of the racetrack.  
16 Thank you.

17                   MR. GUARINI: You're welcome. Next, Paul.

18                   For United and their demonstration at San Francisco  
19 International, they plan to take a single CTX-5000 equipment,  
20 and it will be placed upstairs in the terminal behind the  
21 ticket positions. They have 46 windows in the international  
22 terminal for ticket positions, but this particular equipment  
23 will be set up such that it serves seven of these ticket  
24 windows.

25                   To ensure that at least the bags of interest,  
26 particularly the ones that are going to extraordinary

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1 destinations, are not bypassing the system, United has said  
2 that they will do something like putting signs up, such that  
3 people bound for those destinations will have to go to those  
4 seven ticket windows, such that will ensure that the baggage  
5 will get checked going through the CTX-5000 system. And  
6 again, similar to the other two airports, we anticipate that  
7 the system will actually be in operation eight hours per day.

8 Next, please.

9 Now, all the time from when we signed the  
10 agreements on May 12th up until when we finally get going  
11 here, what we call the operational demonstration, will be  
12 spent in making changes to the airport to accommodate  
13 conveyor belt systems, to accommodate the installation of the  
14 CTX-5000. What you're looking at there on the bottom line is  
15 the actual time of the demonstration.

16 In the case of United, you're looking at the late  
17 fall of this year is when we hope to have the system up and  
18 running, and the demonstration would last for approximately  
19 one year. In the case of Delta Airlines, which is the top  
20 line, you can see that they want to be in position such that  
21 they're operating the equipment in February of next year  
22 because, of course, they have the Olympics coming up in the  
23 summer. So we show that as running from February through the  
24 following February. And Northeast starts about the middle of  
25 next year.

26 ADMIRAL FLYNN: Northwest.

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1 MR. GUARINI: Northwest, I'm sorry. And you can  
2 see that they'll be running into the middle of the next year.

3 So I'm happy to report that we are able to actually  
4 accommodate three of the proposals. When I spoke to you, we  
5 said that we were going to do at least two demonstrations,  
6 but fortunately, we're able to do all three. If you have any  
7 questions, I'd be glad to answer them.

8 (No audible response.)

9 ADMIRAL FLYNN: Questions? Comments?

10 (No audible response.)

11 Thank you, Tom.

12 MR. GUARINI: You're welcome.

13 ADMIRAL FLYNN: The next item is Maureen Titsworth  
14 will give a presentation on our use of Internet and how you  
15 can call us.

16 PLANS FOR IMPLEMENTATION OF INTERNET

17 MS. TITSWORTH: Thank you, Admiral Flynn. Good  
18 morning everyone, I'm Maureen Titsworth. I'm a member of the  
19 IRM, Information Resource Management, otherwise known as  
20 Information Technology staff, in the Civil Aviation Security  
21 Office at the FAA.

22 I was asked to come here today to just give you a  
23 brief explanation of what the Agency is doing, namely, the  
24 Security Office, with regards to helping out the National  
25 Performance Review. As we all probably realize, one of the  
26 things in that large effort that this Administration has

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1 begun, is taking advantage of technology as it exists today.

2           One of the things that we here at the FAA have  
3 instituted is we -- all Agency employees have access to  
4 electronic mail. The product here at the Agency that we use  
5 is Lotus Corporation CC Mail. We do have a link and  
6 interconnectivity with the Internet, which gives us an  
7 opportunity to communicate with anyone else who has access or  
8 availability to the Internet for electronic messaging.

9           Now, I start off with this slide, which is just a  
10 simple presentation of what our E-mail addressing format is  
11 for any Agency here in the FAA, including all staff members  
12 and Civil Aviation Security. That includes both  
13 headquarters, our regional offices, and our field facilities.

14           As you will note, the first part of this address  
15 format is the individual's name that you're attempting to  
16 contact. The second half of the address format, on the  
17 right-hand side of the "at" symbol, is a common address  
18 scheme for all Agency employees, no matter what organization  
19 they are in.

20           I will speak just briefly in the next few slides  
21 about our use of this opportunity for electronic  
22 telecommunications between ourselves and anyone else  
23 interested in contacting us through this medium.

24           We have, over the last several weeks, as a matter  
25 of fact, been communicating with Susan Rork from the ATA, so  
26 we know that this method does work. We did that as sort of a

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1 test environment. As a matter of fact, some of us have had  
2 the opportunity to communicate with other people outside of  
3 the Agency, including our children at colleges and  
4 universities.

5 One of the things that we do encourage --

6 ADMIRAL FLYNN: Okay, I want to know who is going  
7 to jail here. Does the Bureau want to read us our rights?

8 (Laughter.)

9 MS. TITSWORTH: From our home computers.

10 (Laughter.)

11 MS. TITSWORTH: I'm not going to give you a quick  
12 lesson in Internet; I'm going to trust that the majority of  
13 you know what it is and how it works. I am going to give you  
14 some assurance to know that this is not the only medium that  
15 we do intend using with regards to communicating with you or  
16 other people outside of this room.

17 With regards to learning how to communicate with  
18 someone here in the Agency, we encourage you to please call  
19 that person first to verify what their address name is to the  
20 left of that "at" sign, as we saw on the previous slide.  
21 That's very important because some of our people have middle  
22 initials, or use nicknames, in terms of our attempts to set  
23 them up in the E-mail system itself.

24 So you can't just guess that the person you know as  
25 "Richard Jones" might be in our E-mail system as that,  
26 because we have a lot of Richard Jones. So they may be Dick,

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1 or there may be a middle initial associated with that person.

2 So we suggest to you that you communicate voice-wise with  
3 the party you'd like to electronically send a message to  
4 before you attempt to do so.

5 If you'll notice in the addressing scheme itself,  
6 the format, the underscore does take care of all blanks to  
7 the left of the "at" sign. We do have a telephone number  
8 here. This is our organization, the IT staff, that will be  
9 more than glad to help you out if you run into any problems,  
10 or even give you a general idea of what you need to do in  
11 order to take advantage of this medium and this opportunity  
12 to electronically communicate.

13 One of the things that I have been asked to stress  
14 very strongly, is at this time, this particular effort is in  
15 the early stages. We don't plan on using this as our single  
16 method for communicating with any of you. We will not be  
17 transmitting sensitive information, nor will be using this  
18 medium for document transfer.

19 We expect that some time down the road, there could  
20 be a possibility, and I would expect that that sign-in sheet  
21 that's being passed around this room would eventually include  
22 a column that would ask you to put down your Internet E-mail  
23 address, along with your fax telephone. I expect that we  
24 will see the day where the fax phone number will go away, and  
25 it will only be your E-mail address. But for this time, all  
26 our methods for communicating with you now will continue.

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1 This is just an additional opportunity.

2           With that in mind, one of the other things that we  
3 are exploring with regards to opportunities for maybe posting  
4 documents and information of a nonsensitive nature is using  
5 the FAA's new corporate bulletin board. This corporate  
6 bulletin board was established by the Agency's large  
7 Information Technology office some time ago, and other  
8 organizations throughout the Agency have taken advantage of  
9 this.

10           The Airways Facilities and Air Traffic people have  
11 areas on this bulletin board, and we are taking a hard look  
12 at those opportunities that this particular form and platform  
13 provides to us.

14           So one of the things that our Policy office is  
15 exploring with regards to taking advantage of this medium is,  
16 what is the interest out there with regards to, is it an  
17 advantage, will people actually use it, will it be an  
18 additional help, those sorts of things, to gain that kind of  
19 information to determine whether it is within the public  
20 interest.

21           The other thing, naturally, is by nature of our  
22 business itself, we have to be somewhat careful about what we  
23 do and how we do it, in terms of the kinds of information and  
24 the types of data to be stored out there. Again, fire walls  
25 are in place, and so on and so forth, but security is an  
26 important aspect, and we have to keep that in our minds at

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1 all times.

2           The other things is, with regards to anyone who has  
3 used bulletin boards -- which I'm sure there is a number of  
4 you who do and have -- bulletin boards offer you also an  
5 electronic messaging capability, user forums, and  
6 opportunities to post information and respond to questions  
7 from other people who access to the bulletin board itself.

8           That's another initiative that we're having to take  
9 a close look at, and that is, what are the resources involved  
10 with regards to our making this part of our daily routine, in  
11 terms of monitoring the bulletin board, responding to  
12 questions and E-mail that is sent back and forth between the  
13 bulletin board members.

14           On this slide, we do offer you the telephone number  
15 and a general idea of access to the bulletin board itself.  
16 Right now, there are several areas on the bulletin board.  
17 There is not one for Civil Aviation Security. Airways  
18 Facilities does have one, and Public Affairs has an area on  
19 the bulletin board.

20           So those of you who do not already have access but  
21 do have the facilities to do so, I would encourage you to  
22 sign into the bulletin board, take a look at it, explore it a  
23 little bit, see how it works, and then perhaps someday when  
24 it's decided that Security may use it, then you will already  
25 have that experience and be able to take advantage of it.

26           We are not monitoring the bulletin board with

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1 regards to electronic messaging at this time. So I do ask  
2 you that if you do sign on and send out an E-mail message  
3 for, just in one of the forms or so forth, or even to the  
4 system's operator, that no employees in Security are  
5 monitoring that to respond to your questions at this time.  
6 So I do want to caution you.

7           This here is just a quick picture. I'm sorry; it  
8 may be difficult to read. But it is the first page on the  
9 corporate bulletin board that gives you an idea of what is  
10 out there and available right now. It's somewhat limited.  
11 Again, it's in the early stages. So the Agency has not built  
12 this to level that the opportunity provides it to do so. But  
13 it does give you an idea and an opportunity to sign into a  
14 place where at least information is posted that may be of  
15 interest to you and others.

16           MR. WINN: Could you read that to us?  
17 Unfortunately, my age has got my eyes.

18           MS. TITSWORTH: I did want to mention also that in  
19 the chair over there are copies of this briefing that you're  
20 more than welcome to take a copy.

21           Yes, it's the Skynet bulletin board; Public Affairs  
22 bulletin board; Flight Standards bulletin board; our OATS  
23 bulletin board, which is the Agency's Office Automation  
24 Technology and Services area; a CC mail bulletin board,  
25 again, that's more for internal Agency use only; and then the  
26 Airway Facilities Special Interest group.

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1 For the heck of it, before I came down here today,  
2 I signed in and took a look at a few of them, and there's a  
3 lot of information out there. Naturally, there's nothing  
4 that relates to security now, but maybe some time in the  
5 future. Any questions?

6 MR. STEPLER: What's the Skynet?

7 MS. TITSWORTH: I'm sorry, I'm unable to answer  
8 that question to you directly, because I'm not sure. I'm not  
9 the system's operator, and that's managed by someone else. I  
10 can find out for you.

11 MR. STEPLER: All right.

12 MS. TITSWORTH: Okay. Thanks very much.

13 ADMIRAL FLYNN: Thank you very much, Maureen.

14 In addition to the agenda, I want to call on  
15 Dave Smith to give us a presentation on the Screener  
16 Performance Evaluation and Reporting System, or the means to  
17 evaluate screener performance. Dave?

18 MR. SMITH: Good morning, everybody. It's a little  
19 bit of short notice, but I'm going to spend a little bit of  
20 time. I'd like to do three things. First off, I'd like to  
21 give you a little bit of a background of what SPEARS Screener  
22 Proficiency Evaluation Reporting System is, where we are  
23 today with it, and then what we are looking at down the road  
24 a little bit.

25 SPEARS is really a concept that we've developed  
26 here over the years, primarily to make the screening job

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1 easier and better on the screeners at the checkpoints, so  
2 that we're now looking at applications also for check  
3 baggage.

4           SPEARS really consists of two distinct functions;  
5 one of them is a training function which is done off-line,  
6 and the other one is an on-line monitoring and testing and  
7 evaluation system which actually takes threat images  
8 electronically out of a library and inserts them into a  
9 passenger's bag as that bag is being screened. And in  
10 addition, we can also insert entire bags into the system,  
11 which we can use as a gauge of how well the system is  
12 performing.

13           One of the advantages of this is the fact that when  
14 we take our special agents and go through and evaluate the  
15 system, because of the manpower involved -- and the carriers  
16 do this same identical program, and they understand this --  
17 it's a lot of manpower involved in taking a bag and walking  
18 through a screening point, so the day would get very limited.

19           With SPEARS, we can do that electronically and we can  
20 control that. We could do that every minute, if we wanted  
21 to; obviously, that's a little bit high.

22           But we're looking at trying to optimize the  
23 frequency to do that, to get the best performance out of  
24 screeners. And obviously, if the screeners are always aware  
25 that there may be a test coming through, then they're going  
26 to be looking more intently at each bag.

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1 We have currently just finished at the Technical  
2 Center an operational test and evaluation of the off-line  
3 training portion of SPEARS, and that is a multimedia training  
4 system that currently is being produced by Safe Passage.  
5 It's a public computer systems up in Rochester, New York.

6 That's a multimedia training system that is being  
7 used currently in the United States and also outside of the  
8 United States. I can't really address right now what the  
9 results of that are. The test has just ended, and we're not  
10 really in position yet to -- we haven't really analyzed all  
11 the data.

12 The second part, the on-line portion, is currently  
13 scheduled to start undergoing an operational test out in  
14 Los Angeles this month. That system is TNT made by EG&G  
15 Astro Physics, and that's the part that actually puts the  
16 images into the system.

17 Our plans for the future are, when we complete  
18 these tests, there are a few upgrades that we are initiating  
19 into the systems. We plan then in '96, to take these out at,  
20 hopefully, all the category airports -- and also the three  
21 locations where the CTX that Tom Guarini just mentioned is  
22 going to be located -- and go through an operational test and  
23 evaluation for about a year, in which time we'll pin down all  
24 the benefits and all the costs and so forth, so that it will  
25 allow us to then make some smart regulatory decisions, if  
26 they're needed.

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1 One additional thing that we're looking at, in  
2 conjunction with SPEARS, is under a contract, we're looking  
3 at a selection methodology. One of the things that we have  
4 found in some of our previous tests is that there are certain  
5 people out there that make very good screeners; there are  
6 certain people out there that, no matter what you do in the  
7 line of training, will never make good screeners.

8 And we would like to be able to identify those  
9 people before they're actually hired and put on-line. That  
10 will be used in conjunction with SPEARS, and we'll be doing  
11 some evaluations of that during the year also.

12 The functional requirements have already been  
13 developed in draft form and provided to the manufacturers,  
14 and we're still working to meet those requirements. Those  
15 requirements will be refined after the operational test and  
16 evaluation is complete, and a deployment decision will be  
17 made probably the latter part of '96, after we complete the  
18 data analysis from the demonstrations that we're currently  
19 scheduling.

20 I think that's probably it in a nutshell. I'd like  
21 to entertain any questions, if there are any.

22 ADMIRAL FLYNN: Dennis?

23 MR. SCHAAR: Schaar, ALPA. Thank you for the  
24 briefing on that. I didn't mean to embarrass the Chair by  
25 bringing up that point, but I was looking forward to hearing  
26 where this -- I had just gotten this flyer on Human Factors

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1 program from Aviation Security -- and I wanted to hear where  
2 we were with the SPEARS program.

3           If I may, through the Chair, I'd like to have  
4 Glen Winn tell us about an award that was presented yesterday  
5 to a Screener of the Year. Would that be appropriate?

6           ADMIRAL FLYNN: Let me begin on that, if I may, and  
7 then I would like Glen to chime in on it. I'd like to come  
8 to that a little later. Are there any other questions about  
9 the SPEARS system and our program for it?

10           (No audible response.)

11           ADMIRAL FLYNN: Well, I want to thank Captain  
12 Schaar for reminding us of that obligation to brief that.  
13 It's a very appropriate one. You did not cause me  
14 embarrassment. I'm embarrassed that we didn't have it on the  
15 agenda, but I'm very glad that you reminded us of it.

16           MR. BULLARD: Admiral Flynn?

17           ADMIRAL FLYNN: Yes.

18           MR. BULLARD: This is Jack Bullard again. I did  
19 have a question about this SPEARS. You may recall, I think  
20 it was shortly after you came on board with the Agency, that  
21 we had a meeting out in Chicago, spent about three days out  
22 there. This was a topic of the discussion there.

23           One of the recommendations that was made at that  
24 time was that the FAA consider purchasing this on-line  
25 testing equipment as a way to improve the efficiency of the  
26 FAA testing and upgrade the whole system.

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1 We thought that it was cost effective, considering  
2 the -- as Dave mentioned in his report, it's very expensive  
3 to conduct these tests, and you could conduct tests remotely  
4 as frequently as deemed appropriate and get a much better  
5 view of how well they were doing on any particular  
6 checkpoint.

7 I never heard back whether or not there was any  
8 follow-up to whether or not the FAA would fund that  
9 themselves, or if -- it seemed to be inferred by David's  
10 report that they're more on a track to pass that cost on to  
11 the airports and/or carriers.

12 ADMIRAL FLYNN: Ms. Rork? Did you want to speak?

13 MS. RORK: No, go ahead, Admiral.

14 ADMIRAL FLYNN: It has been the intention of ACS,  
15 since I have been the associate administrator, that we would  
16 validate the effectiveness of various means of improving  
17 screener proficiency performance, and SPEARS is a very  
18 important aspect of that, these automated systems.

19 It seems almost intuitively obvious that when  
20 you're dealing with people who must discern things that are  
21 difficult to discern on the screens of X-rays, that the best  
22 way of improving their mental library of images that might  
23 indicate a threat is to give as many threat indications as  
24 possibly can be done and to achieve what that efficient rate  
25 of presentation to people would be.

26 We have acquired some of those systems in order to

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1 conduct our operational test and evaluation. We have a  
2 proposal within the administration that we should get some  
3 more of them in order to accelerate their introduction. But  
4 it is not our intention that we would provide those wholesale  
5 to the system overall, to all the screening points in the  
6 system.

7           We appreciate the keen interest that we have seen  
8 on the part of the carriers and their screening companies in,  
9 as one screening company official mentioned, raising the  
10 crossbar of performance and of availing themselves of this  
11 new technology that looks so promising in order to be able to  
12 achieve that, so that they, who are acutely conscious of  
13 their responsibility and their desire to do a very good job  
14 on that, can use that technology in order to have better,  
15 more reliable data on how screening is, in fact, working; on  
16 how it is performed; and how one selects, trains, and  
17 maintains the mental libraries and alertness of the people  
18 who are actually doing the screening.

19           Ms. Rork?

20           MS. RORK: I'd like to bring up one further point  
21 regarding the meeting that I did attend -- and I was in  
22 another position at that time. When I attended that meeting  
23 in Chicago, and I believe Mr. Bullard's question was also  
24 raised, if I'm not mistaken -- and I would appreciate if  
25 someone in your organization could check -- we were promised  
26 a report of the results of that meeting of what the

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1 intentions were of the FAA regarding the SPEARS' training  
2 program.

3           One of my concerns since I've been in my present  
4 position at ATA is the direction of this effort and the  
5 unavailability of information, because I would like to be  
6 able to provide that to the other carriers that are not  
7 actively participating through my security committee.

8           I don't know if that report was not published, or  
9 maybe inadvertently, I was left off the list. So if you  
10 could help us out in that way, I would very much appreciate  
11 that.

12           ADMIRAL FLYNN: Well, I do not wish to go back to  
13 an event of September 1993 and try to reconstitute a report  
14 from that. I think as far as screener proficiency is  
15 concerned, to my knowledge -- memory becomes problematical at  
16 my advance age -- but it does seem to me that, as part of the  
17 briefing for security directors, that the SPEARS program was  
18 covered and that the human factors was covered in some detail  
19 by Jim Fobes.

20           We will make available to all carriers and all  
21 interested persons, and those who have an interest and would  
22 be subject, quite possibly, to security restrictions on the  
23 dissemination of it, but certainly all carriers would have  
24 the appropriate interest in it, that we would want to make  
25 available the copies of the reports from the test and  
26 evaluation.

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1 And I recall that we have briefed on the initial  
2 tests that were done in San Francisco, with regard to  
3 performance and what might be achievable by the application  
4 of SPEARS so far. I mean, I should not get out ahead of what  
5 is actually being found in the operational test and  
6 evaluation.

7 But it seems to me that the opportunities for  
8 improved performance are dramatic, and almost certainly the  
9 industry will want to avail -- the carriers will want to  
10 avail themselves of that in the interest of better security,  
11 far before we approach the question of regulation. It would  
12 seem to me that that would be practically a no-brainer.

13 SCREENER OF THE YEAR AWARD

14 ADMIRAL FLYNN: With regard to the importance that  
15 the carriers put on screener performance, we had yesterday,  
16 in this room, the Administrator, David Hinson, presented on  
17 behalf of the FAA the ATA and RAA, the Screener of the Year  
18 award to Mr. Renzoni, who's an employee of Argenbright and  
19 screens for United, among some other airlines, at Dulles  
20 Airport -- a very fine man who has worked very hard and  
21 diligently to do his job well, and to supervise others in  
22 doing it.

23 And so, we were very glad to join in that, and  
24 we're very glad to see the resources that were dedicated to  
25 that by the Air Transport Association and the Regional  
26 Airlines Association.

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1 We appreciate their help in that, in selecting  
2 initially 90 screeners nationwide, then 8 regional winners,  
3 and then the national winner from among those 8. United was  
4 there and present, and I would like to ask Glen to give his  
5 view of yesterday's event.

6 MR. WINN: I'll try and shorten this presentation  
7 as much as possible. As the admiral said, Mr. Renzoni was  
8 present yesterday with a room full of dignitaries from within  
9 the FAA, the Air Transport Association, the RAA, and the  
10 Department of Transportation, and the administrator.  
11 Mr. Renzoni had his wife with him here, and was presented  
12 with a plaque from the three organizations mentioned.

13 We, United Airlines, are very proud of that fact,  
14 that this man has performed some of the functions that he  
15 had. Examples were -- the amount of contestants involved  
16 were several thousand, as the admiral said, and then it came  
17 down to a regional situation. In the citation for  
18 Mr. Renzoni, it was stated that nominees for the award had to  
19 display specific and sustained superior performance in  
20 aviation security.

21 Over the past four years, Mr. Renzoni's  
22 contributions to aviation security have included  
23 reconfiguring checkpoints to enhance security; creating test  
24 objects to help screeners to better detect potentially  
25 dangerous materials; and in that matter, he had, in fact, put  
26 together several demonstrative bomb devices of his own for

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1 testing his own people.

2           And we thought that was quite ingenious. And he  
3 had done it specifically with the training of the personnel  
4 that worked for him in mind, and of course, the protection of  
5 all of you, and the public and, in general, the 1.5 billion  
6 people that are checked yearly in the systems of the United  
7 States security.

8           Going on with the citation, states that he had  
9 performed working extreme shifts, in one case, several cases,  
10 16-hour shifts, and making sure that the checkpoints were  
11 adequately staffed in all kinds of weather. And, in fact, he  
12 was responsible over a four-year period of time of personally  
13 detecting 105 actual weapons.

14           We consider that an extremely qualified person for  
15 the job. And as a result of that reward he received  
16 yesterday, and his wife being present, et cetera, we, as an  
17 airline are flying him to Chicago for a special presentation  
18 from our senior staff in the next two weeks.

19           I don't have any other comments on it. I just  
20 thought it was a real mark for all of us in this room  
21 because, as you know, we've worked on this over a 10-year  
22 period of time to get it to the level that it came to  
23 yesterday with a national award. And with that, I think  
24 everybody in this room deserves credit to themselves for what  
25 they've done to bring it to that level finally. Thank you.

26           ADMIRAL FLYNN: I'm very glad that Mr. Renzoni will

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1 be mentioned in the minutes of this meeting, and it's  
2 important to note that award. Security comes to a matter of  
3 performance by people, and we need the kind of dedication  
4 that he has shown.

5 Okay. Any other matters? Yes, Bob?

6 OTHER BUSINESS

7 MR. MONETTI: What about the -- Bob Monetti, from  
8 Pan Am 103. Dave Smith said that the testing for the  
9 training part of SPEARS is completed, but the report wasn't  
10 done. Can we put on the agenda for the next meeting that a  
11 report will be given on that for the next meeting?

12 ADMIRAL FLYNN: Yes. I think what he was saying  
13 was that the evaluation had been done. And that report -- I  
14 don't know the sensitivity and the availability of it, so I  
15 can't really undertake to distribute it to all participants  
16 at the meeting, but certainly those with an interest, we will  
17 make it available. And we can provide a presentation,  
18 however, appropriately modulated, on it. I note your  
19 request, and we will follow on it. And let's see if we can't  
20 actually get it into the agenda next time.

21 MR. MONETTI: I'll be watching.

22 ADMIRAL FLYNN: Okay. Yes, Mr. Graser?

23 MR. GRASER: Al Graser again. Can a representative  
24 of the FAA give us an update on the Group Access project?

25 MR. BUTTERWORTH: Let me try an ad lib version, Al.  
26 A Group Access pilot was ready to be launched, and we were

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1 setting baseline performances, performance required in the  
2 area of ID display, challenge, et cetera. I think we are  
3 trying to now validate that those baseline measures are being  
4 met at airports before the Group Access pilot projects take  
5 place.

6 MR. GRASER: It's still a little while yet?

7 MR. BUTTERWORTH: Yes. I think the decision to do  
8 it is there, but it's a questions of making sure that the  
9 baseline measures that we need to ensure --

10 ADMIRAL FLYNN: Baseline performance is there.

11 MR. BUTTERWORTH: -- performance is there.

12 MS. RORK: Do you want to elaborate on the baseline  
13 measures?

14 MR. BUTTERWORTH: No, not in this forum.

15 ADMIRAL FLYNN: No, no. No, we do not.

16 MS. RORK: Thank you.

17 ADMIRAL FLYNN: Yes, Dave?

18 MR. STEMLER: David Stempler, Executive Director  
19 of the International Airline Passengers Association.

20 I would just make a request in the future to the  
21 FAA, as well as to United, that whenever you're having any of  
22 these ceremonies for these screeners, we'd certainly like to  
23 be present. Too often, the screeners get a lot of abuse from  
24 passengers and don't get the accolades. And we want them to  
25 know how much we appreciate their fine work.

26 And as representing airline passengers, we'd like

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1 them to know that we really appreciate all that they do, and  
2 especially for a gentleman like this who has found so many  
3 weapons and done such an exemplary job. We'd like to give  
4 them an "atta boy," at least from the passengers.

5 ADMIRAL FLYNN: Let me express regret that you  
6 weren't invited for that. We should have invited you. Let  
7 me undertake to pass on, on your behalf, to Mr. Renzoni the  
8 appreciation of the International Airline Passengers  
9 Association.

10 MR. STEPLER: Thank you very much. I hope United,  
11 the same.

12 ADMIRAL FLYNN: Yes?

13 MR. SCHAAR: That goes for ALPA as well.

14 ADMIRAL FLYNN: Yes?

15 MS. RORK: Susan Rork of the ATA. As Irish  
16 mentioned, the ATA and RAA joined with FAA to present this  
17 award. And we did give a monetary reward, a joint award from  
18 the ATA and the RAA.

19 And just informally, I'd like to say, in our  
20 discussions and as we reviewed this whole process, our  
21 thinking was that this was a first year. This was a start.  
22 We got it together, and we made the first step. And we would  
23 hope that in the second year and in future years that we  
24 could further expand this program, and maybe even expand the  
25 recognition. I mean, this was a national award.

26 The nominees came from the 9 FAA regions into

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1 headquarters, and then those 9 nominees were reviewed from  
2 the original 90 that came nationwide. So I believe that we  
3 should look at this, and I'd like to recommend that we look  
4 at even making this award a more expanded type of award,  
5 involving more people. I think it would be a win/win for  
6 everyone.

7 ADMIRAL FLYNN: I agree. And again, my apologies  
8 for not inviting you. We'll get better at it as time goes  
9 on. Next year's will be bigger, better, as Susan suggests.  
10 And we'll even have our invitation list up to the point of so  
11 finely tuned that we'll have members of the ASAC invited.  
12 How about that?

13 MR. STEMLER: Mr. Chair, I didn't mean this to  
14 elicit -- in the sense of complaint, but I just, you know,  
15 very well done; just for the future, we just would like to  
16 participate.

17 ADMIRAL FLYNN: Got it. I would say, not to  
18 forgive myself, but those who work for me, and the RAA and  
19 the ATA, that to get it done was a considerable thing.

20 It's amazing how modest people are that they don't  
21 come forward to pat themselves on their backs, and they're a  
22 little reluctant sometimes to make nominations. So we kept  
23 working on that, too, and indeed, got very fine nominees,  
24 after some time.

25 Anything else from particularly the people here at  
26 the round table, or in the first instance? Yes, Mr. Dodson?

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1 ~~MR. DODSON: Mr. Chairman, Alvy Dodson from ALEAN.~~

2 I just want to commend the FAA and I suppose yourself on the  
3 joint meeting between the category "X" airport security  
4 coordinators and the federal security managers that was held  
5 in Orlando.

6 I know that we found it personally, from an  
7 operational point of view, an excellent meeting for the FSMs  
8 and the airport security coordinators from around the country  
9 to get together and discuss some issues. And I would  
10 certainly encourage the continued involvement of those two  
11 groups on a yearly basis. We thought it was very productive.

12 And I'd like to compliment Pete Falcone and his  
13 folks that put that together. I assume it was his staff.  
14 But it was very productive, and we just want to encourage  
15 that to continue.

16 ADMIRAL FLYNN: Thank you very much. Yes? Around  
17 the outside, Admiral Busick?

18 ADMIRAL BUSICK: No.

19 ADMIRAL FLYNN: Mr. Butterworth, did you?

20 MR. BUTTERWORTH: Yes, a small housekeeping task.  
21 We have about 25 copies of the '93 annual report to Congress  
22 on Aviation Security, which is a publicly available document.  
23 Frederica, they will be down --

24 MS. DUNN: I'll put them on the table.

25 MR. BUTTERWORTH: They'll be on the table. It  
26 takes some time to get reports to Congress. The '94 report

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1 is on its way up there soon. But that's the most currently  
2 available public report on security that's been given to the  
3 Congress.

4 MR. STEPLER: When was this issued?

5 MR. BUTTERWORTH: In December, I think. It could  
6 have been available for the last ASAC meeting, but we didn't  
7 have copies.

8 ADMIRAL FLYNN: Anything else?

9 MR. BUTTERWORTH: Next meeting?

10 ADMIRAL FLYNN: The next meeting will be September,  
11 and we will be providing notice of it in due course.

12 MR. GRASER: Another question. Al Graser. UAS  
13 working group is a subgroup of ASAC, and it's been quite a  
14 while since we've had a meeting of that group. Now, it may  
15 be because if we're coming on-line in September, one of the  
16 things you may suggest is have that working group the  
17 afternoon of, or maybe have this in the afternoon, and that  
18 in the morning of the same day.

19 ADMIRAL FLYNN: We'll try to schedule them for that  
20 coordination, for that convenience.

21 MR. GRASER: Okay.

22 ADMIRAL FLYNN: Any other questions?

23 (No audible response.)

24 CLOSING REMARKS

25 ADMIRAL FLYNN: Again, I want to thank you all very  
26 much for attending, and thank you for your devotion to

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1 security.

2 (Whereupon, at 11:00 a.m. the meeting of the  
3 AVIATION SECURITY ADVISORY COMMITTEE was concluded.)

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