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AVIATION SECURITY ADVISORY COMMITTEE

* * *

Doubletree Hotel Crystal City National Airport
300 Army Navy Drive
Arlington, Virginia

1 p.m., Thursday, September 10, 2009

Reported by:

Daniel W. Hawkins

1 ASAC COMMITTEE MEMBERS

2 Aircraft Manufacturer

3 Aerospace Industries Association

4 Airline Labor

5 Coalition of Airline Pilot Associations MaryAnn DeMarco

6 Association of Flight Attendants Christopher Witkowski

7 Air Line Pilots Association James Andresakes

8 Airline Management

9 National Air Carrier Association

10 Regional Airline Association Liam Connolly

11 International Air Transport Association Kenneth Dunlap

12 Airport Operators

13 Airport Consultants Council Paula Hochstetler

14 Airports Council International-North America Chris Bidwell

15 American Association of Airport Executives Carter Morris

16 Airport Tenant and General Aviation

17 National Business Aviation Association Doug Carr

18 National Air Transport Association Michael Frantz

19 Aircraft Owners and Pilots Association Craig Spence

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ASAC COMMITTEE MEMBERS

Aviation Consumer Advocates

National Business Travel Association William Connors

International Airline Passengers Association Michael Cintron

National Industrial Transportation League Richard Macomber

Air Cargo

Airforwarders Association Brandon Fried

Regional Air Cargo Carriers Association John Hazlet, Jr.

Cargo Airline Association Steve Alterman

Law Enforcement and Security Experts

Airport Law Enforcement Agencies Network Duane McGray

Victims of Terrorist Acts Against Aviation

Victims of Pan Am Flight 103 Glenn Johnson

National Air Disaster Alliance Rosemary Dillard

Families of September 11, Inc. Carrie Lemack

ASAC COMMITTEE MEMBERS

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Government Organization Representative
Central Intelligence Agency
Department of State
Department of Justice, Bureau of Alcohol, Tobacco and Firearms
Department of Homeland Security, Customs and Border Protection
Department of Homeland Security, Secret Service
Department of Defense
Department of Transportation, Secretary
Department of Transportation, FAA
Department of Justice, FBI
United States Postal Inspection Service Mark Applewhaite

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P R O C E E D I N G S

MR. WALTER: My name is Dean Walter, and I'm the Designated Federal Official for this meeting, responsible for compliance with the Federal Advisory Committee Act. I need to quickly cover some administrative issues before we can begin today.

This meeting of ASAC is being convened pursuant to a notice that appeared in the Federal Register. It is my duty to see to it that we adhere to the agenda, and accurately keep minutes. I also have the duty to adjourn the meeting if I feel it's necessary to do so in the public interest.

Members of the Committee, general public and media, please be sure you've signed in in the back of the room. Placards are on the member table for organizational representatives. Only one representative from each member organization may sit at the table, participate in discussions, or vote when the chairman puts an issue to a vote.

Other representatives should channel their remarks through the representative, except as requested to do so by the chair. Member representatives and any other persons who may speak today, please state your name and your organization for the court reporter that's over here on you right.

1 This meeting is open to the public. For anyone from
2 the public or the media that would like to discuss or address an
3 issue to the Committee, we ask that you please sign up in the back
4 of the room for a speaking slot. The chair reserves the right to
5 limit the number of speakers and their type of comments, depending
6 on the demand to speak. If you are unable to speak or unable to
7 complete your comments in the time allotted, you will have an
8 opportunity to submit your comments in writing to the chair, and
9 they will become part of the official record.

10 Ladies and gentlemen with that I think we are ready to
11 begin. I'd like to introduce your chair for this meeting, Mr.
12 Doug Hofsass.

13 MR. HOFSSASS: Thank you, Dean. Just from a sound
14 perspective, can everyone hear okay?

15 All right, thank you.

16 Lots of familiar faces in the room, a few that I don't
17 know; thank you all for coming today. As Dean indicated, my name
18 is Doug Hofsass, I'm the General Manager for Commercial Aviation
19 within the Transportation Sector Network Management Office of TSA.

20 As you know, it's been a number of years since we've
21 had our most recent ASAC meeting; we're excited to get things back
22 on track today. Thank you, Dean, for covering the administrative

23

1 requirements this morning.

2 We're extremely honored today, our Acting
3 Administrator, Gale Rossides is here; she'll be coming up in just
4 a moment. And before I bring her up and formally introduce her, I
5 want to let you know that it's because of Gale leaning forward and
6 asking for this ASAC meeting today that we're all here. Gale is a
7 supporter of ASAC, and she wanted to ensure that we got this forum
8 back together and that we continue to engage with this community
9 from a stakeholder and collaborative approach.

10 So it's my pleasure and honor to introduce the Acting
11 Administrator for TSA, Ms. Gale Rossides.

12 ADMINISTRATOR ROSSIDES: Good afternoon, and I want to
13 welcome all of you to this meeting. It is a pleasure to have you
14 here, and as Doug mentioned, I am very, very interested in
15 ensuring that the ASAC is restructured and that we have a
16 continuing dialogue with all of you.

17 Even though we haven't met for about three years, we've
18 been engaged with many of you on individual levels and on
19 individual organizational levels; and we have used the basic
20 concepts of ASAC to leverage our partnerships and have absolutely
21 some great results as a result of that.

22 For example, out of the 2006 ASAC-sponsored Baggage
23

1 Screening Investment Study came the recommendations to improve the
2 design submittal process for the new in-line EDS systems and to
3 bring transparency to this process. And because GSA put that
4 process in place, we had very viable EDS projects ready to go in
5 the queue in 2009, and as a result when TSA was very fortunate to
6 receive substantial funds, to the tune of a billion dollars, from
7 the American Recovery and Reinvestment Act, nearly \$700 million of
8 that is going to EDS Optimal In-Line Systems.

9 We have had outstanding engagement with many of you
10 here, as we continue to improve all of our processes across all of
11 TSA. And today's ASAC subcommittees will provide us with the
12 appropriate vehicles to move forward with such key initiatives
13 such as updating the airport terminal design guidelines and
14 framing out a path forward for Airport Biometrics Access and
15 Control Systems. And we're looking forward to future
16 contributions with all of you.

17 We have a huge stake in TSA in keeping our aviation
18 systems safe, and we have a huge stake in TSA in making sure that
19 we have as a core competency our ability to manage our
20 relationships with our stakeholders. I thank each and every one
21 of you for your leadership and for your support to TSA in our many
22 initiatives.

23

1 You have my personal commitment and you have the
2 commitment of the entire TSA senior leadership team to continue to
3 engage and build strong relationships with all of you as we move
4 forward in the years to come. Since we have not met for about
5 three years, I would like to tell you of some really quite
6 remarkable initiatives, and TSA's journey over the last three
7 years, and our progress that we have made.

8 Two and a half years ago we launched what we called our
9 security evolution; and that brought focus to the core elements of
10 our security strategy, which is our people, our processes, our
11 technology and our partnerships. The security evolution brings
12 together the latest from intelligence, the latest in explosives
13 detection, and the latest in training and human factors that can
14 affect security. And it gives us and our workforce the tools they
15 need to make the security smarter and harder to beat.

16 We have spent a tremendous amount of time in the last
17 year in training our entire security officer workforce and those
18 front line managers in learning methods to calm the checkpoint
19 down, to apply discretion in what they are doing at the
20 checkpoint, and to make sure that they're looking for anomalies
21 that may occur.

22 From a security point of view, having a calmer
23

1 checkpoint means that those who intend to do harm are more likely
2 to be more visible to us.

3 As we continue our security evolution, our officers
4 have done a remarkable job and have learned additional skills. In
5 the last three years, we have trained behavior detection officers
6 who can identify someone who can pose a threat well before that
7 person even gets to the checkpoint, let alone on board on
8 aircraft. We have added travel document checkers to look for
9 fraudulent documents at the head of the queue, and we have added
10 bomb appraisal officers to provide IED expertise. These BAOs
11 have been a tremendous advantage to TSA as well as to our
12 stakeholders in reducing the number of security breaches that
13 occur, and calls to shut down lanes because of issues that have
14 occurred in the checkpoint.

15 We are an evolving organization, we have to be an
16 evolving organization, and we are evolving to a culture where our
17 employees are engaged, they are switched on, and they are using
18 their critical thinking skills. They are a much more intel-driven
19 organization today with standard operating procedures and new
20 training that provides them with the latest information that we
21 can give to them on the front line about the known and unknown
22 threats facing us.

23

1 Before we got the stimulus funding, we had already
2 underway the first major widespread technology upgrade in
3 checkpoint redesign in over 30 years. And thank you to all of you
4 for the tremendous leadership and support from all of the airports
5 and the airlines involved. You can see many of the components of
6 this new technology at checkpoints all across the country.

7 I'll talk in a few minutes about that technology, but
8 I'd first like to revisit some of the major initiatives that we
9 have managed to put across the system in the last few years.
10 First let me talk about Secure Flight.

11 Secure Flight began operations in January of 2009, and
12 as we continue to bring more airlines onboard, it will improve our
13 ability to ensure that people on the No Fly List do not get on a
14 plane. It will ensure that the selectees get additional screening
15 before being allowed on the plane. And the purpose of the program
16 is to increase the accuracy of watch list matching by asking
17 passengers for additional information, specifically the name that
18 they are using on the government-issued ID, their date of birth,
19 their gender, and a redress number if they have it.

20 We have set very aggressive goals for the spring of
21 2010 to cut over all domestic carriers to Secure Flight, and the
22 end of 2010 to cut over all international flights. That is,

23

1 flights to and within the United States.

2 Perhaps most importantly, Secure Flight will help
3 reduce the hassle to the passengers who have names similar to
4 those on watch lists, and it is a major milestone in the history
5 of GSA, and it is a credit to all of you that we have made this
6 program a reality.

7 I'd also like to talk for a minute about air cargo and
8 the Certified Cargo Shipper Program. In February, the industry
9 achieved the goal of screening 50 percent of air cargo transported
10 on domestic passenger aircraft. Just as importantly, 100 percent
11 of air cargo is now screened on more than 90 percent of all the
12 flights originating in the U.S.

13 By working with the air carriers and members of the air
14 cargo community, the industry achieved screening 100 percent of
15 cargo transported on the narrow body aircraft, two years before
16 the legislative mandate to do so. These flights carry more than
17 85 percent of all passengers on flights originating in the U.S.,
18 which means that TSA is effectively protecting the vast majority
19 of the flying public today.

20 To achieve this milestone, TSA and our industry
21 partners have put in a great deal of effort to creatively rethink
22 the logistics of air cargo security. Through our Certified Cargo

23

1 Screening Program, we have enabled the vetting, the validation and
2 the certifying supply chain facilities to screen cargo before it's
3 delivered to transport carriers.

4 To date, almost 500 facilities have been certified to
5 act as screening points in the supply chain, and we are on track
6 to achieve 100 percent screening requirements for domestic flights
7 by August 2010. As I and Ed Kelly have both testified to
8 Congress, the other challenge, to develop the screening
9 requirements for air cargo inbound from foreign countries and to
10 meet 100 percent of that challenge is going to be a challenge, and
11 we are working diligently to achieve that goal, but it will be a
12 challenge to do so.

13 I'd like to also talk for a minute about the stimulus
14 money. Now during the transition of the administration, my job as
15 the Deputy, as the career Deputy of TSA, was to ensure that TSA
16 supported the new administration in the transition and to make
17 sure that we continued to meet the goals that the Congress had set
18 for us, like Secure Flight and Air Cargo.

19 And my boss, who put me in the job as Deputy, had said
20 to me, "And during this transition, don't worry, you'll probably
21 have to be Acting Administrator for two or three months and then
22 they'll have a new assistant secretary in, and your job is to keep
23

1 the lights on, keep it going, keep it moving forward, but you
2 won't have probably a lot of new things to deal with in that short
3 period of time."

4 Well, by March TSA had received \$1 billion in the
5 president's new stimulus funding, and we were on our way to
6 executing the largest percentage of funds given to DHS. So much
7 for my former boss's advice that things would just be quiet; we
8 actually have been on quite a journey in the last eight months,
9 and it has been a remarkable transition; and I have to say
10 publicly that the support that Secretary Napolitano and Deputy
11 Secretary Lute have given the TSA, to the whole senior leadership
12 team, to the whole senior leadership team to have the confidence
13 in us to effectively provide and ensure that TSA would have a
14 billion dollars in this program to invest is just fantastic.

15 So with a billion dollars, we are putting \$700 million
16 in In-Line Baggage System projects at several airports in eleven
17 states, and \$300 million of it is going to checkpoint technology.
18 The real benefit is, not only does it give us a real security
19 benefit and improve operations with screening, it also helps to
20 stimulate jobs at the airports under construction in the fields of
21 construction and engineering.

22 The advanced technology X-ray equipment gives a better
23

1 image for the officer to view and to detect threat items in carry-
2 on baggage with a clearer and more detailed display. Upgraded
3 with new algorithms for emerging threats, this AT X-ray being
4 deployed at checkpoints is critical to future advances we can make
5 across the entire system, and we believe it is the technology that
6 will be the key to harmonizing procedures for liquids, aerosols
7 and gels with the rest of the world in they year to come.

8 The use in primary screening of advanced imaging
9 technology, which you may know as millimeter wave and backscatter,
10 greatly increases TSA's ability to detect concealed items on the
11 person.

12 The advanced imaging technologies inspect the person's
13 whole being for concealed weapons and explosives, which is much
14 more effective than the metal detection warning and physical pat-
15 down. The technology has been very well received by the public,
16 and the majority of the traveling public. Many different
17 organizations have worked with us to address the privacy concerns,
18 and we will continue to collaborate with stakeholders throughout
19 the community as we continue to deploy this technology.

20 We are also deploying bottle liquid scanners for our
21 offices to test certain kinds of liquids that we see coming
22 through the checkpoint. And we have a very aggressive plan to get

1 the money out to the airports to construct new In-Line systems.
2 And, I am very pleased to say, the acquisition strategy for this
3 is very, very sound. All of this enables us to improve security
4 screening and give our officers improved ability to look for the
5 explosives components and bombs.

6 One of the things that is very key to Secretary
7 Napolitano and to all of us in TSA is our being transparent. We
8 know that security is a serious business, and in reality, this is
9 what we're up against. I don't know to tell you the threat is as
10 real today as it was on 9/11. We are so focused on what the intel
11 will tell us on each and every day so that we can assure the safe
12 travel of 2 million people each and every day.

13 There are several other initiatives, thanks to guidance
14 after stepping up in the last several years, the TSA has been very
15 successful in launching. One is the request for information we
16 put out for the laptop bags. We have kiosks in several airports
17 now that ask for feedback. We have been able to use social media,
18 like our blog, to get feedback from the traveling public; and as a
19 direct result of focus groups, we held the traveling public of the
20 country over the last several years we have seen initiatives like
21 Black Diamond and Family Friendly lanes take off in virtually all
22 airports.

23

1 The whole strategy of engaging and reaching out and
2 making our communications with the traveling public effective is
3 critical to TSA's performance as an organization. Our challenge
4 today, consistent with support for our security strategy, is: How
5 do we engage the public in participating in security and not scare
6 them? Our approach is to explain the why we do what we do. Our
7 focus groups tell us that if people know why and understand the
8 reasons behind the security, they are much more likely to comply.

9 I mentioned our blog. Our blog team is made up of real
10 people who communicate why we do what we do in very simple
11 language. Most of the blog team are officers who for several
12 years worked in checkpoints around the country. They have made a
13 real connection with the public, and those who are in the blog
14 communities. And it is a terrific way for us to reach the
15 traveling public.

16 Internal to TSA, we have also used the benefit of
17 social media in launching a program to get real recommendations
18 from our front line workers who now, despite a lot of press
19 reporting to the contrary, 50 percent of our officers who stood
20 the organization up in 2002 are still with TSA. Some have moved
21 into supervisory management positions, but our ability to leverage
22 upon the experience of people who have now been in those jobs

23

1 since 2002 is a huge advantage to us. And these employees, they're
2 not only so dedicated, but they have great ideas, often from their
3 communications with the public as they pass through the checkpoint
4 on how to improve security.

5 Lastly, I want to mention this vigilance. Tomorrow is
6 a very important day to all of us in TSA, it is a very special day
7 for me personally and for all of us in this room. We recently
8 launched a historian project in TSA, and it has had a remarkable
9 response from hundreds of our employees who wanted to tell the
10 story of where they were on 9/11 and why they came to TSA. You
11 would be surprised to know how many of our 50,000 officers
12 actually were in the Twin Towers or were working in the Pentagon
13 or were in Pennsylvania on that day. Today some still wear and
14 carry photographs of friends and loved ones as a constant reminder
15 of our mission.

16 To the representatives from the Victims of Pan Am 103,
17 the Families of September 11, and the National Air Disaster
18 Alliance who are here today, I want you to know that we in TSA
19 will never forget. We remain vigilant, and all of our workforce
20 remains focused and engaged.

21 What I would ask of everyone here, because you
22 understand our mission so well and you know that there are people

1 out there who still wish to do us harm, I would ask you to join us
2 in continuing to educate the public about the importance of
3 security. We know the threats, we know that we have to stay ahead
4 of them; that means putting liquids in a plastic bag, it means
5 installing machines to find nonmetallic threats that might be
6 hidden on a person's body, and it even includes the new kits to
7 detect potentially harmful powders that we have just deployed.

8 I am reminded all of the time that passengers do have
9 complaints about our procedures. And we try to be constructive
10 and deal with those complaints and figure out ways that we can
11 make this process simpler for the passenger, and evermore
12 effective from a security standpoint.

13 I recently heard Carrie Lemack, who was one of the
14 founders of the Families of 9/11 give a lecture to a bunch of our
15 officers about where she was on September 11th and how she learned
16 of her mother's being on one of those first planes that went into
17 the World Trade Center. And her comment to our officers was:
18 Yes, we understand that the public sometimes gets impatient, and
19 it is our job to figure out and continuously improve our
20 processes. "But," she says, "if only on September 11, 2001 my mom
21 had to take her shoes off. If only my mom had had to wait in a
22 long line."

23

1 My message to all of you is: We know so well in TSA
2 that we cannot do this alone; we also know of the tremendous
3 support and commitment we have, and all of you are stakeholders.
4 And I want you to know that our commitment to you is to
5 continuously improve what we do, how well we do it, the competency
6 and the professionalism of our workforce, and our commitment to
7 all of you.

8 On the eve of September 11th, this is a very powerful
9 moment for us to have assembled all of you again and to say thank
10 you, and to know that for us in TSA, we will never forget. Thank
11 you.

12 MR. HOFSSASS: Excellent. Thank you again, Gale, for
13 making yourself available today for the meeting. Gale is actually
14 leaving here for another engagement with DHS regarding H1N1, and
15 she actually modified her schedule for us today. So again, I want
16 to thank Gale for speaking with us today.

17 What I'd like to do now, we changed the order just a
18 little bit; I wanted to take some time and recognize a few folks
19 that are here.

20 First of all, John Sammon, sitting over here, the
21 Assistant Administrator for TSNM, who is the official chair for
22 ASAC. John actually has another function going on simultaneously

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1 today with TSA and the Department, and so I am acting chair today.
2 So between John and myself, as we move forward with ASAC, you will
3 get to see much more of us.

4 What I'd like to do now is kind of go around the table
5 here to do the official Committee Member introductions, and so if
6 we can start over on this side, please, and go all the way around,
7 and please use your microphone and identify yourself.

8 MR. ANDRESAKES: Jim Andresakes, Supervisor of Aviation
9 Security for the Airline Pilots Association. It's good to see a
10 lot of familiar faces here today, too.

11 MR. CONNOLLY: Liam Connolly, Director of Industry and
12 Regulatory Affairs for the Regional Airline Association.

13 MR. JOHNSON: Glenn Johnson, Victims of Pan Am 103.

14 MR. HAZEL: John Hazel, Regional Air Cargo Carriers
15 Association.

16 MR. MACOMBER: Richard Macomber, National Industrial
17 Transportation League.

18 MR. DUNLAP: Ken Dunlap, International Air Transport
19 Association.

20 MR. CARR: Doug Carr, National Business Aviation
21 Association.

22 MR. McGRAY; Duane McGray, Executive Director, Airport
23

1 Law Enforcement Agencies Network.

2 MR. FRIED: Brandon Fried, Executive Director of the
3 Airforwarders Association.

4 MR. FRANTZ: Michael Frantz with the National Air
5 Transportation Association.

6 MS. DETIER: Barbara Detier, {ph} Air Transport
7 Association.

8 MR. MORRIS: Carter Morris, American Association of
9 Airport Executives.

10 MR. BIDWELL: Chris Bidwell, Airports Council
11 International - North American.

12 MS. HOCHSTETLER: Paula Hotchstetler, President of the
13 Airport Consultants Council.

14 MR. WITKOWSKI: Chris Witkowski, Association of Flight
15 Attendants, CWA.

16 MR. ALTERMAN: Steve Alterman, President of the Cargo
17 Airline Association.

18 MS. DeMARCO: MaryAnn DeMarco on behalf of the
19 Coalition of Airline Pilot Associations.

20 MR. SPENCE: Craig Spence, Aircraft Owners and Pilots
21 Association.

22 MR. CINTRON: Michael Cintron, International Airline
23

1 Passengers Association.

2 MR. APPLEWHAITE: Mark Applewhaite, U.S. Postal
3 Inspector Service.

4 MR. HOFSSASS: Excellent. I'm actually going to mix it
5 up here a little bit, because we have others in the room who are
6 speakers; just to identify our speakers and have them quickly
7 just stand up and raise their hand for later in the presentation.

8 Up first here today will be Paul Leyh, from Secure
9 Flight. Paul, if you would identify yourself?

10 (Standing)

11 MR. HOFSSASS: Thank you.

12 We'll then have Scott Cooper from TSNM for the TS SSP.

13 (Standing)

14 MR. HOFSSASS: Brian Delauter in the back of the room
15 there for General Aviation Update.

16 (Standing)

17 MR. HOFSSASS: Mike Duffy from TSNM Aviation for Airport
18 Security Design Guidelines.

19 (Standing)

20 MR. HOFSSASS: Ed Kelly from Air Cargo TSNM in the back
21 of the room.

22 (Standing)

23

1 MR. HOFSSASS: Thank you. Craig Lynes from
2 International for a foreign countries update.

3 (Standing)

4 MR. HOFSSASS: And then of course the Committee Members
5 at the table.

6 So thank you for that and for the introductions. Allow
7 me to call up Mr. Paul Leyh for the Secure Flight update.

8 MR. LEYH: Thank you, Doug. While we're pulling up the
9 slides, let me just outline that several of us will be here today
10 to talk to you about Secure Flight. Secure Flight, as you know,
11 is one of TSA's multilayers of security. What I plan to do over
12 the next 15 minutes or so is go through a series of slides with
13 you.

14 So if we can, the first slide: Why identity matters.
15 It's really why identify and Secure Flight really matters. The
16 essence of this is travelers and the public wants to ensure that
17 everyone traveling on an airplane is truly vetted and they're
18 identity-verified.

19 What we want to do is we want to ensure that we
20 mitigate this, and as we ensure that, we're going to be doing that
21 by implementing the Secure Flight program, which is a behind-the-
22 scenes program. We'll talk a little bit more about behind-the-

23

1 scenes and what it means and how it works. But once it's fully
2 implemented, Secure Flight is going to make the process a lot more
3 efficient, and it's going to make it a lot more safer and
4 consistent.

5 You're going to hear me talk a lot about consistency
6 today. Today, airlines are doing the watch list matching process,
7 and each airline has their own process. And as you go across each
8 airline, it's a little bit inconsistent from airline to airline.
9 So I'll talk a little bit more about that.

10 The next item is Missions and Goals.

11 (Slide)

12 Missions and Goals. As I talk about the mission and
13 the goal is to enhance security of domestic and international
14 travel, and through the use of watch list matching.

15 As Gale had talked about, we want to ensure that we
16 identify the known and suspected terrorists; anybody who is on the
17 No Fly List, we want to ensure they do not get on an airplane;
18 anybody that's a selectee, we want to also ensure they have
19 enhanced screening; we want to also ensure that we facilitate
20 passenger air travel; and finally, in doing so, protect the
21 passenger's and the traveler's rights.

22 (Slide)

23

1 The benefits of this. Really, the benefits are multi-
2 benefits. It is going to enhance security. It's going to raise
3 the baseline standard. As I talked before about the consistency
4 of it. Each airline today does it their own way, and it isn't
5 consistent. As well as that the watch list is shared by airlines
6 throughout the world.

7 Once Secure Flight is fully operational, we take back
8 the watch list from the carriers so that there is less chance of
9 that watch list being compromised throughout the world.

10 Law enforcement notification. Today, as airlines do
11 this, there's almost a reactive response versus a proactive
12 response when Secure Flight is fully implemented. We are going to
13 start getting that at 72 hours with Secure Flight, which means
14 that we can have a proactive response if we find that somebody is
15 on the No-Fly and/or Selectee list; and today it's closer to
16 departure time when we find out that information.

17 Gale talked a little bit before about redress as well;
18 because once Secure Flight is fully implemented, that we ask for a
19 redress number, and those people that feel that they have been
20 mis-identified, that they can apply for a redress number, and then
21 that redress number will be applied for all carriers, for all
22 travelers who provide it. And in doing so, we wanted to make sure

23

1 that we looked at what the airline operational needs were so that
2 we can develop a system that works with the processes that they
3 have in place today.

4 (Slide)

5 The background of the program is really a key
6 recognition of the 9/11 Commission as well as the Intelligence
7 Reform and Terrorism Prevention Act in 2004, and as a result of
8 both of these, we develop the program; and in October of 2008 we
9 issued a rule, and that's the current rule that we're working with
10 today.

11 (Slide)

12 Let me also talk to the scope of the program. The
13 scope of the program is, as applies to passengers covering in
14 covered airlines. So what that means is anybody that's traveling
15 into, out of, or within the United States and its territories. It
16 also means over the Continental United States, and it means
17 between two international points that are covered by a U.S.
18 carrier. So you could have a U.S. carrier that is flying between
19 Tokyo and Singapore. Because it's a U.S. carrier, Secure Flight
20 is also part of that. And anybody who seeks to get through the
21 security, if they went to a sterile area within the U.S., anybody
22 that tries to go through a security process like that, we required

23

1 that they go through Secure Flight as well.

2 When it's fully implemented, there's going to be about
3 two and a half million travelers a day that are going to be part
4 of the Secure Flight Program.

5 (Slide)

6 So the next slide is a process flow. And some of you
7 have seen this before; but at a very high level. Let me walk you
8 through this so you can understand a little bit better how the
9 system works.

10 If you look, it's a left-to-right, top-to-bottom type
11 of process flow. So the public's going to make a reservation,
12 however they want to make the reservation; through the airline,
13 on-line, on-line agencies, through a travel agency; it really
14 makes no difference how they get it. Ultimately what it's going
15 to do is it's going to go through that aircraft operator, and that
16 data from the aircraft operator. And what we asked for is that 72
17 hours, if the reservation is made, anything before 72 hours, at 72
18 hours then they sent us that data.

19 That data is then going to flow through the system,
20 through a DHS router. That router is then going to take the data
21 that we want and need and send it up to TSA, which is on the top
22 right hand side. The top right hand side is going to then go

23

1 through the engine, it's going to do the watch list matching in
2 the engine, and by combining the data that we asked for, that data
3 is: full name, date of birth, gender and a redress number if they
4 have one.

5 By providing that data, more than 99.9 percent of
6 travelers will be cleared to get a boarding pass. So then the
7 boarding pass printing result is going to go back to the carrier,
8 and then the carrier is going to have the ability, then, to issue
9 the boarding pass. As we all know, most travelers want to have
10 their boarding pass at 24 hours or in.

11 Now, from 72 hours to 0 hours, it becomes dynamic,
12 which means that as soon as a transaction is completed at the
13 airline, the requirement is that the airline provide us this data
14 so we can ensure that we can do watch list matching for everybody
15 from 72 hours to 0 hours. At the same time, if it's an
16 international trip, that the information is provided to secure
17 flight and DHS, CBP for their AQP process, it's also going to sent
18 to us, the router is going to separate the AQQ, the information
19 they need, give Secure Flight the information we need. And this
20 is all done in a matter of seconds.

21 So even though this is a lot of lines and a lot of
22 arrows and so on; but there really is, this is a fairly quick

23

1 process.

2 (Slide)

3 The timeline is that on October 28th, the rules were
4 published in the Federal Register and went into effect on the end
5 of December. In January 2009, we began implementation with a
6 number of volunteer airlines; and since January we've had a number
7 of other airlines to implementation of Secure Flight; as Gale had
8 pointed out a little bit earlier, we have a very aggressive
9 timeline. Very aggressive timeline is by the end of first quarter
10 2010 is that all the domestic, U.S. flight carriers will be
11 implemented, and by the end of 2010, all of the international
12 flight carriers will be implemented. So a pretty aggressive
13 timeline.

14 A couple of other dates on this. In May, we asked for
15 the carriers to start requiring the full name, as it would appear
16 on a government-issued ID. August 15th is the next, where the
17 domestic carriers are required to request Secure Flight passenger
18 data, which again is the full name, gender, date of birth and
19 redress number if available; and the same holds true then on
20 October 31st, we're asking the international carriers, that
21 they're required to collect this information from their travelers.
22 And we talked about the deployment piece of this.

23

1 (Slide)

2 We're also looking at aggressive compliance on this, is
3 the next page, is that we're going to measure the airlines for
4 compliance on this, you know through the number of regulatory
5 pieces we have, through AORP, Aircraft Operator Implementation
6 Plan, and we're also going to keep looking at the data to ensure
7 that we needed full compliance on this, as directed, in the rule.

8 (Slide)

9 Now what the airlines are required to do, as we talked
10 about it, they're to collect full name, date of birth and gender,
11 like I said for the domestic carriers it was 8/15 and beyond.
12 They have to change their systems to support what the operational
13 needs are for Secure Flight. They have to make a privacy notice
14 available on their website and the self-serve kiosks when
15 collecting this data. At certain times, if there's not enough
16 data to support making a decision for this passenger to get a
17 boarding pass, it may require that that traveler go to the ticket
18 counter, and at that point that they may be verifying a document
19 that they have to present. And if there's an issue then, as we
20 have a full resolution center at Secure Flight in order to support
21 the need to work with the carriers to get that person cleared.

22 Airlines are also responsible, on the next page to

23

1 communicate the system changes and requirements to GDS, which is
2 the Global Distribution System, and their reservation partners;
3 and as well to frequent fliers and passengers.

4 (Slide)

5 On the travel agency side, third parties; the airlines
6 are required by the rule to ensure that third parties collect and
7 send Secure Flight passenger data. And that the airlines and the
8 GDSs have made the third party travel agency require the same data
9 that Secure Flight does; and we're going to continue to work with
10 the airlines, who will continue to work with the third parties to
11 ensure that we have this data and it's fully implemented in 2010.

12 (Slide)

13 The traveler impact on this, as I said, is that as of
14 8/15, a special year in the U.S., the aircraft operators-travel
15 agencies began requesting this information. We recognize that
16 there's reservations in the system that were made prior to 8/15,
17 and they're going to have to age out of the system.

18 When we talk about clearing the numbers, you know, the
19 99.9 percent that I talked about earlier, that's with full Secure
20 Flight passenger data. Obviously the number goes down with the
21 less information that you have. And we also talked about that
22 there are small differences that are built into the system; if the

23

1 passenger's ID doesn't exactly match what their name is, but
2 again, there are small differences on that.

3 (Slide)

4 Moving on to the next, ensuring privacy. We've
5 developed a comprehensive privacy plan that incorporates privacy
6 laws and practices into all areas of Secure Flight. We built this
7 based on the least amount of data we need in order to complete the
8 mission. The way that this works, as we outlined in our PIA and
9 SORN is that there's in essence three dates that Secure Flight, we
10 talk about privacy and retention of data.

11 If a passenger is cleared and the passenger's name and
12 information is cleared, we're only going to keep that data for
13 seven days and it's destroyed. We have no other history of that.
14 If there is a potential match to the watch list, we're then going
15 to keep that data for seven years; and if there's a concurrent
16 match against the list, we keep that data for 99 years, which is
17 standard within the government.

18 (Slide)

19 And finally, for the public awareness campaign, we've
20 gone out and, with the Ad Council, we've had very aggressive
21 campaigns to ensure that the public is aware of Secure Flight,
22 what the issues are and what we're trying to do with it, as well

23

1 as we partner with the airlines and a number of organizations;
2 ASFA, IATA, ARC to name a few, that we provided information to
3 them, that they could then give out to their constituents, which
4 include brochures, articles for in-flight magazines, website
5 banners, et cetera.

6 The message that went out with this, it's a three part
7 message. We wanted to ensure that we described what the date of
8 birth and gender collection means; we want to also ensure that the
9 recognition, as behind-the-scenes watch list match in process, and
10 finally we want to, with Secure Flight, help prevent mis-
11 identification of passengers who feel their name has been the same
12 as somebody on the list.

13 So through all those, that's the message that we've
14 been trying to get out to the public. And my understanding as of
15 last week, that message has been gotten out to a number of
16 airlines, a number of airline travelers, travel agencies; and by
17 the Ad Council, they estimate it's going to be about 60 million
18 travelers have gotten this message.

19 So that's a little overview of Secure Flight.

20 Now a couple questions, if anybody has any questions?

21 (No response.)

22 All right, well, if there's no questions, thanks very

23

1 much for your time.

2 AUDIENCE: I have a question.

3 MR. LEYH: Yes, sir.

4 MR. SCOTT: My name is Abraham Scott, and I
5 unfortunately lost my wife in Pan Am Flight 103; and I was working
6 in the building at the time, so they can show that something like
7 this was a perfect incident doesn't occur again.

8 You talk about coordination within TSA. You didn't
9 mention anything about a list, that you coordinate a list with
10 CIA, BIA, and NSA? Or just a list that's generated specifically
11 by TSA?

12 MR. LEYH: So the watch list that we use is a watch
13 list that's a government watch list, the names that are on the
14 watch list, the No-Fly and Selectee list is what we use, is
15 coordinated with a number of agencies. And all the agencies
16 nominate names for that, and the it comes out of one area, which
17 then leaves that one list.

18 So there's multiple government agencies that put
19 passenger -- not passengers, but names on that list.

20 Did I answer your question?

21 MR. SCOTT: Yes, you did.

22 MR. LEYH: All right. No other questions?

23

1 I appreciate your time. Thank you.

2 MR. HOFSSASS: Before I introduce Scott Cooper, we had
3 another committee member join us. And Rosemary, if you can use
4 the microphone there, introduce yourself.

5 Good afternoon, I'm sorry I'm late, but I just got off
6 the highway, and we got a ticket coming in --

7 (Laughter)

8 -- it wasn't me. I was keeping the road safe because I
9 wasn't driving.

10 Anyway, I'm Rosemary Dillard, and I'm representing the
11 Natural Airline Disaster Association. I'm a member of this
12 committee because my husband was murdered on 9/11. And in
13 addition to that, I have 29 years of experience with the airline I
14 worked for, American Airlines, from 1975 through 2008, as a mid-
15 level manager with flight service. So I'm glad to be here and
16 hope we get busy and get some committees going here. Thank you.

17 MR. HOFSSASS: Great. Thank you, Rosemary, and thank
18 you for being here.

19 Now I'd like to introduce Scott Cooper from TSNM; he's
20 in our Plans Division. He'll be updating us on the
21 TS SSP and also have some updates related to the aviation subset
22 plan as well.

23

1 Scott?

2 MR. COOPER: Thank you, Doug. I am the Project Lead
3 for the Transport System Sector Specific Plan and the Aviation
4 Modal Plan Revision projects that are underway at present. And I
5 thought I'd take just a few minutes to mention those two projects
6 to you.

7 (Slide)

8 We'll talk a little bit about the history of how we
9 came to be where we are with these two plans, what's covered in
10 the plans, who's responsible for them, some of the content and
11 expectations, and then a little bit about the timeline in the
12 Aviation Modal Plan in specific.

13 (Slide)

14 While the infrastructure protection mission was
15 identified by previous administrations, the real genesis of the
16 current infrastructure protection program was HSPD7, that's
17 Homeland Security Presidential Directive 7, titled: Critical
18 Infrastructure identification, Prioritization and Protection.

19 DHS was designated to lead infrastructure protection
20 across the nation, and other departments and agencies were
21 designated as sector-specific agencies to lead particular planning
22 remains for 17 sectors at the time, and now that number has been

23

1 increased by one, to 18.

2 DHS issued the National Infrastructure Protection Plan
3 in 2006, establishing the processes by which those other sectors
4 would identify, assess and manage security risks and implement and
5 measure protection and resilience of programs.

6 As I mentioned before, each of the sectors is led by
7 the sector-specific agency. TSA is the designated lead for the
8 transportation sector; and TSA, along with its stakeholders,
9 developed a Transport System Sector Specific Plan that was issued
10 in May of 2007.

11 The plans were rewritten on a three year cycle, and we
12 are engaged in that process at this very moment. And they are to
13 be developed collaboratively with government and private sector
14 stakeholders.

15 (Slide)

16 The sector-specific plans cover critical infrastructure
17 protection from all hazards, terrorist attacks, natural disasters,
18 and health emergencies. They describe risk management processes
19 for protecting the physical, the human, and the cyber aspects of
20 the critical transportation infrastructure.

21 One of the primary goals for this sector, and
22 particularly for the aviation mode, is to prevent and deter acts

23

1 of terrorism against the transportation system and to prevent
2 terrorists from using transportation assets in their attacks.

3 Our sector plan includes annexes for each of our modes,
4 that explain how the risks have to be identified, and to determine
5 how to manage those risks that are deemed to be too high.

6 (Slide)

7 As I mentioned previously, we are rewriting the base
8 plan and the modal plans for release in 2010. The aviation modal
9 annex will explain how the sector goals are to be implemented for
10 the unique threats, vulnerabilities and consequences within the
11 national aviation system.

12 It's important to engage in a collaborative process
13 that makes the best use of all the resources of government and
14 industry to reduce those unacceptable risks. The modal annex will
15 establish the aviation security vision, mission and goals, and it
16 will explain the processes as you see for identifying critical
17 aviation infrastructure, assessing the risks, setting risk
18 reduction goals and priorities, selecting and implementing risk
19 management activities and measuring their effectiveness.

20 In addition, the plans should also explain the
21 mechanisms; that is, the working groups and the committees. They
22 will perform those processes, and that would include such things

23

1 as the information sharing process, processes for implementing and
2 measuring risk reduction programs, and a decision making process:
3 how do you make the decisions about the priorities that you're
4 going to pursue?

5 (Slide)

6 So just a brief moment on the timeline for the Aviation
7 Modal Plan project. We're going to have a kickoff meeting on the
8 15th of September, Tuesday of next week, with the key stakeholders
9 and government and industry will be invited. That meeting will
10 decide just how we're going to proceed to meet the final deadline
11 set by DHS, which is on the right hand side of the screen, the
12 31st of December. So the plan at this point, at least the
13 proposal is to be in the drafting window in September and October,
14 and to have the first draft in review during November, and then
15 the final draft in clearance, and for final signature in the month
16 of December.

17 Have any questions?

18 MR. McGRAY: Duane McGray from ALEAN.

19 The question that I have is, all of these things sound
20 nice with the Homeland Security presidential directives and all of
21 that, but at the end of the day it requires appropriations. And
22 the question I have is, once you get the committee work done, then

23

1 what? In terms of, when you identify the areas that need critical
2 infrastructure, that would identify the risk, what then?

3 MR. COOPER: Did everyone hear the question?

4 Once we've identified what the goals and priorities are
5 for reducing risk, what then?

6 So that gets us into the decision making process that I
7 mentioned briefly. There needs to be a means of including all the
8 different factors in the decision process, which would include
9 budgeting issues, to determine what you can do with the resources
10 that you have, and how best and most cost-effectively to achieve
11 those goals that you've identified.

12 So I want to emphasize that the plan that we're working
13 on is a sector plan; it's not an agency plan. So we would hope
14 that we would have the contributions of all the stakeholders in
15 the process of determining how to go about making decisions about
16 our priorities and how to resource those positions. So it should
17 be a collaborative effort and a recommendation that goes forward,
18 not necessarily a final answer, because you're right,
19 appropriations have a lot to do with it.

20 Yes, sir.

21 AUDIENCE: Question for you. You say that the
22 September 15th initial kickoff meeting --

23

1 MR. COOPER: It is.?

2 AUDIENCE: I take it if we didn't receive an
3 invitation, we're not invited?

4 MR. COOPER: Sorry.

5 AUDIENCE: Can you go over real quickly the industry
6 stakeholder, how you decided which stakeholders would participate
7 and which were not invited to participate?

8 MR. COOPER: Our invitation is now to Chris Bidwell.

9 The partnership framework, let me explain that for just
10 a second, is the partnership framework that is provided by DHS, to
11 include Government Coordinating Council members and Sector
12 Coordinating Council members. I'm not sure if you're familiar
13 with those constructs, but those are committees that are set up
14 under the Critical Infrastructure Partnership Advisory Committee
15 to work with the different sectors on developing their security
16 plans and implementing their programs.

17 We will be using that partnership construct to get our
18 stakeholder input to this planning process. So Chris Bidwell is
19 our point of contact for the Aviation Sector Coordinating Council.

20 Yes, sir?

21 MR. BIDWELL: Chris Bidwell, Airports Council
22 International, North American.

23

1 Just a quick question, because one of the things that I
2 noticed in here, and I know that the TS SSP is kind of more
3 general than some of the other planning initiatives, but there is
4 a linkage between TS SSP and some of the things that have been
5 done previously under the work of the Sector Coordinating Council,
6 in our case specifically the Aviation Sector Coordinating Council.
7 And since you've listed on here a couple of emergencies and
8 specifically pandemic flu, you know, one of the things that we did
9 under the ASAC several years ago now is we created a pandemic
10 planning working group.

11 And this working group put together a plan for aviation
12 that was submitted to the Department, and it's been so long I
13 can't even remember, probably as long ago as we've had one of
14 these meetings; but as the chair, I had to sign that we approved
15 this document, send it in, thus far I've gotten no response from
16 the Department and interestingly enough, it went in as a draft but
17 the Department of Transportation has posted it on its website with
18 the 'draft' removed as the Aviation Sector Pandemic Planning
19 Guidelines.

20 So what I'm wondering is, what is the linkage between
21 what is being done under TS SSP and the pandemic planning efforts
22 and those that have been done previously?

23

1 MR. COOPER: That is an excellent question, and that
2 probably could apply to a number of different specific issues that
3 will come up as we address some of the priorities that need
4 attention. And I'm going to speculate just a very little bit
5 here, that the H1N1 or the pandemic influenza issue is part of the
6 all hazards approach that we are directed to embrace within our
7 sector planning effort.

8 So health emergencies, as it says there, natural
9 disasters and terrorist attacks are probably part of that domain.
10 And also the pandemic influenza scenario was one of the natural
11 planning scenarios that we're all supposed to be prepared for.

12 The sector-specific plan is somewhat of a process-
13 oriented plan that deals with the way we're going to look at the
14 different problems that we have and determine what priorities that
15 we're going to be able to face and address; so it's less specific
16 in terms of dealing with a particular response to a particular
17 hazard, as in the case of H1N1.

18 But I'm not familiar with that particular plan; we
19 should definitely have that at the table as we do our work next
20 week and decide how we want to incorporate those all hazards
21 events in the plan. I would speculate that we need to address
22 that and other specific issues through appendices to the Aviation

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1 Modal Plan. But the group will decide that in the coming weeks.

2 Thank you very much.

3 MR. HOFSSASS: Great. Thank you, Scott.

4 For those of you who have not met our next speaker,
5 Brian Delauter, he recently became our permanent General Manager
6 for General Aviation. Brian comes to that position with an
7 extensive background in aviation; he's also a pilot, GA ATP Flight
8 Instructor, so he's an aviation guy and GA. So good news.

9 Brian? GA update.

10 MR. DELAUTER: Good afternoon. I'd like to thank you
11 all for having me here today. Like most of you, my life was
12 changed dramatically after 9/11. As an airline pilot, I had
13 friends that were pilots for both of those airlines; had a lot of
14 people calling me, me calling other people, being out on the road,
15 you know, people not knowing where you are. And then as the
16 airline shrunk, as a brand new pilot for Northwest Airlines, my
17 job shrunk with it.

18 So I began my career in early 2002 training the initial
19 mobile screening force out on Oklahoma City; so as TSA has grown,
20 I've grown. I was recently a federal security director down in
21 Savannah, Georgia. Where now I've now come to Washington with a
22 little bit of experience in general aviation to try to help shape

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1 where we go forward here with General Aviation Security.

2 As you know, the general aviation environment is a very
3 large environment; it represents about 77 percent of all flying in
4 the U.S. every year, operating in and out of over 19,000 airports.
5 So compared to the airlines, which were operating in 400-plus
6 airports, it's a pretty large lift and a pretty large footprint.

7 (Slide)

8 So last October, TSA submitted a Notice of Proposed
9 Rulemaking on October 30, 2008, which would impact all aircraft
10 over 12,500 pounds. They took a little bit of opposition, to say
11 the least, with over 10,000 comments from the general aviation
12 community, with over five public hearings. TSA decided to extend
13 the public comment period through February 27th of 2009.

14 After taking these 10,000 comments and using these five
15 meetings, TSA has taken those comments and listened to industry.

16 (Slide)

17 Going forward, we will be announcing that we will be
18 doing a supplemental Notice of Proposed Rulemaking. This will be
19 based on best practices that the GA community has brought to us.
20 It's been based on risk studies that TSA has taken in, and to use
21 the strengths of the general aviation operations and their
22 internal security to place that within the larger community to

23

1 strengthen general aviation.

2 Once the supplemental Notice of Proposed Rulemaking,
3 we're hoping at some time in the fall to have that put out with a
4 60-day public comment period, and then sometime next year of
5 getting into the actual new rule.

6 (Slide)

7 One of the things besides the LASP that we tried to do
8 is we've really tried to open up our outreach. The biggest
9 complaint from our stakeholders is the lack of accessibility to
10 us. So one of the things that we've done is to try to get out
11 there and listen. By listening, some of the things that we've
12 found, we've found that a lot of our stakeholders, including AOPA,
13 EAA, NHEA, some of the other larger operators of GA aircraft, came
14 to us with complaints on the duplication of paperwork and policies
15 between ourselves and our sister agency, CBP.

16 So what we've done is we've actually, we've tried to
17 take a big step by getting together as one governmental
18 organization. Right now TSA has a waiver process for any aircraft
19 that operates within -- coming from outside the United States, has
20 to fill out a waiver. Initially this was a great idea, but since
21 that time CBP has developed technology which is called eAPIS,
22 which is the advanced aircraft notification, which allows to know

23

1 who is on that aircraft. So the complaint by our stakeholders
2 were the paperwork was pretty much the exact same thing, so what
3 we've tried to do is, we're working internally to have the eAPIS
4 data brought to TSA, which we hope sometime later this fall, which
5 will get rid of the waivers process altogether. This will reduce
6 our internal waivers by over 60 percent, and during that time
7 we'll be bringing the GA waivers office into the GA department and
8 out of 7.

9 (Slide)

10 One of the last things that I wanted to do is, one of
11 my first jobs at TSA was the stakeholder manager. I was the one
12 at my airport that dealt with the airlines, dealt with the airport
13 authority. I was their favorite person to see as the new security
14 rep for the roll-out one day, and then they got to speak to me the
15 next.

16 One thing that I want to be able to do in general
17 aviation, because it is such a large footprint, we've expanded
18 staff and if any of you read the Internet, everyone knows that
19 we've expanded staff. So that immediately causes everyone to
20 worry. One of the biggest reasons we're expanding staff is for
21 outreach; and what our next step is to divide the nation up in our
22 regions and actually have a primary and a secondary contact that

23

1 all of our stakeholders and general aviation and people with
2 general aviation concerns can contact us about. That can be
3 included in security issues; we already have the general aviation
4 watch that they can contact our TSOC with immediate security
5 concerns, but this can be other concerns that they'd like to have
6 addressed within the GA community. This isn't going to help us if
7 someone calls and asks why their toothpaste was taken at Savannah
8 Airport, I can't answer that; but I will be able to hopefully give
9 people knowledge on some of these smaller airports that represent
10 one of the 19,000 -- to at least strengthen that community. One
11 of the biggest ways to strengthen it is through communication.

12 So I'd like to thank you, and I'll take any questions,
13 if you have any.

14 Yes, sir.

15 MR. HAZLET: John Hayes of the Regional Air Cargo
16 Carriers.

17 Would you care to comment on any action that might be
18 taken with respect to the current security directive requirement
19 for airport operations area badges and smaller airports that have
20 commercial airline service?

21 MR. DELAUTER: Are you talking about zero AG?

22 MR. HAZLET: I'm not sure what zero AG is.

23

1 MR. DELAUTER: I'm assuming he's talking about zero AG.
2 The gentleman that's in charge of that is going to be coming up
3 next, so I don't want to speak for airports; I think that would be
4 unfair of me to speak to that. I understand the concerns of it as
5 a pilot and as a federal security director glad to enforce it, at
6 nine airports, which eight of them in Georgia were very small
7 airports with commercial service. I can understand your concern,
8 and I think that as we've educated a lot of the FBO population,
9 that I think some of the fears that a lot of the general aviation
10 community and pilot community has had has eased a little bit. I
11 think at first it was an enormous lift, caused a lot of anxiety;
12 but at least at my nine airports, I know I met with my air clubs
13 on a monthly basis, and it had calmed down quite a bit.

14 MR. HAZLET: I'll wait for the next speaker.

15 MR. DELAUTER: Okay.

16 MR. WALTER: Also, a lot of the security directives are
17 SSI, and this is a public meeting; so we need to be careful about
18 how we talk about those documents.

19 MR. DELAUTER: Yes, sir.

20 MR. CARR: Hi, Brian. Doug Carr with NBAA.

21 I have to commend you in your efforts to work with CBP
22 to use that data coming in from eAPIS to streamline the process

23

1 which I think has caused a lot of international frustration in
2 coming tot he United States. I think will be a tremendous relief
3 for many of those operators who do want to do business in the
4 U.S., but we do offer up some rather substantial challenges for
5 their access to our country.

6 Your slide indicates that you expect about 60 percent
7 of those waivers to go away. If I could ask, what remains in the
8 40 percent? Do you still expect there to be waivers --

9 MR. DELAUTER: Well, you still have special events, you
10 still have some air space and so forth that require waivers, that
11 will make up that additional 40 percent.

12 MR. CARR: But in terms of the international
13 operations, you would --

14 MR. DELAUTER: That is all of those. We're just
15 considering, of our footprint, 60 percent of it will go away by
16 doing this and combining our efforts with CBP. I can't take
17 credit for that; these were actually meetings that, unlike some of
18 the websites that said I was going on a free vacation to Oshkosh,
19 I actually get some business done with AOPA and EAA while we were
20 there; and this was a lot of their idea. And we're piggybacking
21 on it.

22 Any other questions?

23

1 Thanks again for having me.

2 MR. HOFSSASS: I guess I'm the next guy coming up, so I
3 guess that's me.

4 So, John and I spent lots of time talking; e-mails and
5 phone calls from AF and AG, and sent it to Craig Spence and I and
6 Carter and Chris, and about 15 other people in the room.

7 So before Mike Duffy comes up, a quick piece on that,
8 and to Dean's point because we are in a public forum, we've got to
9 be kind of careful with the language on the SD. But what I can
10 tell you is, the biggest clarification between AF and AG was the
11 carve-out for the transient pilots, and I think that that helped a
12 lot in the GA community.

13 And then to your point about some of the smaller
14 operations, John, the partial security program holder airports
15 versus the full programs was also another category in there that
16 needed some clarification. There are a number of airports in the
17 country that do not have full programs, and read to the sections
18 of ESD would clarify now that the partial programs, this does not
19 require full compliance on the full program holder.

20 So do we anticipate changing the scope and the audience
21 of AF and AG? No, not at this time, but we're still interested in
22 that. So transient pilots and partial security program airports

23

1 are the two things that have got clarified.

2 Now I'd like to introduce Mike Duffy. Mike's our
3 Deputy General Manager for Commercial Airports. He oversees our
4 Airport Policies, Programs and Plans Division. Mike's going to
5 update us on the Airport Security Guidelines and the path forward.
6 Mike?

7 MR. DUFFY: Thank you, Doug.

8 (Slide)

9 It was my pleasure several years ago to represent TSA
10 at this group and talk about a revision of the FAA document and
11 the security guidelines that was published in '01. We were
12 successful in '04 in terms of getting a working group together
13 from this group, and we published in '06 the guidelines, which
14 ended up to be about a 350-electronic page document that was very
15 successful.

16 It applied security design and best practices. It was
17 available, it was not SSI; it was available to airports, air
18 carriers and airport consultants as the primary audience. The
19 current version is listed with a website, should you want to look
20 at it.

21 (Slide)

22 The guidelines is not a template for individual
23

1 airports; it's more a set of best practices. It's an advisory,
2 but must recognize security requirements. It will refer to the
3 TSA Guidelines for In-line Checked Baggage Screening Systems and
4 Passenger Security Checkpoints. Since the initiation of the
5 document the first time, the agency has really matured, and we
6 have guidelines for checked baggage and also for passenger
7 screening checkpoints, and we will refer to those guideline sets
8 that we didn't have in the past, with a new set of guidelines for
9 airport security design. The intent is not to rewrite these, too.

10 We'll also build upon guidance offered in RTCADO 230 B,
11 which talks about the Integrated Security Standards for Airport
12 Access Control, which is basically biometrics. Biometrics is the
13 access control method of the future at airports; it's extremely
14 effective, it proves identity, it looks like the way of the
15 future. It will take a while.

16 (Slide)

17 We would propose to establish a working group to revise
18 the guidelines. Airports Consultants Council has volunteered to
19 cochair the working group with TSA. I'm soliciting members to
20 participate. If interested, there's my contact information.

21 Our goal is to advise future trends in airport
22 construction and capacity facilitation and identify benchmarks for

23

1 engineering security into future airport design. The deliverables
2 are a revised electronic package in 2010, with a goal of having it
3 packaged by July of 2010 or August of 2010.

4 Thank you. I'll be available during the roundtable
5 discussion to field any questions, or I can field them now.

6 Thank you.

7 MR. HOFSSASS: Thank you, Mike. We're going to go ahead
8 and take a 15-minute break, so I'm going to plan to start back up
9 at 2:30. Thank you.

10 (Recess.)

11 MR. HOFSSASS: Thank you, everyone. Many of you know Ed
12 Kelly. He's our General Manager for Air Cargo within TSNM. Many
13 of you deal with Ed on a regular basis, and he's briefed several
14 folks in the audience before. He's here today to give us an
15 update on where we are with Air Cargo Screening. Ed Kelly.

16 MR. KELLY: Thank you, Doug, and thanks for inviting
17 me. We haven't met like this in a long time, and it's long
18 overdue. So hopefully I can give you an update of what we're
19 doing and where we are so far.

20 (Slide)

21 What I'm going to talk about is our Certified Cargo
22 Screening Program which Gale mentioned earlier, the

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1 accomplishments of the program, the issues and challenges we still
2 see ahead of us, the request for an ASAC air cargo working group-
3 - which will probably exclude Brandon, but that's --

4 (Laughter)

5 And the various links we have to the TSA website.

6 (Slide)

7 A lot of you have seen this slide before; it's the
8 mandate that we have from our friends in Congress. President Bush
9 approved the implement and recommendations of the 9/11 Act on
10 August 3rd of 2007. The legislation mandates that 100 percent
11 screening of cargo moving on passenger aircraft by August of 2010.
12 And TSA is required to establish a system to screen 100 percent of
13 the cargo transported on passenger aircraft, provide a level of
14 security which is commensurate with that of baggage screening, and
15 of course there was no funding provided by Congress for this
16 program; industry is expected to bear the cost.

17 Now we did get some funding from Congress to kind of
18 jump start the certified program with our indirect air carriers,
19 but it was not a lot of money; it was enough to get us started on
20 the thing.

21 The mandates were, obviously the act was passed in
22 August of 2007. The first mandate, which was 50 percent

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1 screening, had to be done by February of this year. In September
2 of this year, we eliminated the number of commodities that were
3 subject to alternate means of screening, and in August of 2010 we
4 have to be at 100 percent.

5 (Slide)

6 TSA's approach to this issue was, the first thing we
7 did is we amended our programs to require the airlines to screen
8 100 percent of the cargo moving on narrow body aircraft. And
9 again, Gale mentioned that this morning, too. That was almost two
10 years ahead of the scheduled, 100 percent mandate, and it required
11 all the narrow bodied flights originating in the United States,
12 the freight that was moving on those flights had to be screened at
13 100 percent.

14 We also created a Certified Cargo Screening Program
15 which is a supply chain approach to screening of cargo, trying to
16 keep as much of the cargo, the unscreened cargo away from the
17 airports than having it done where it is more efficient and
18 effective to do it; at shippers, at indirect air carriers, and
19 independent screening facilities along the supply chain.

20 (Slide)

21 If you look at the volume of traffic in the air cargo
22 industry, it's 18 airports handle 65 percent of all the cargo

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1 originating in the United States. And also they handle 94 percent
2 of the cargo moving on wide bodied aircraft. So when we put the
3 amendment in for the narrow bodied aircraft, we kind of took away
4 the issue related to the smaller airports, and a lot of the volume
5 that moves through these large gateway cities; and we were left
6 with the wide body issue, which is really what the Certified Cargo
7 Screening Program is primarily focused on, although the CCSF
8 facilities can screen cargo for narrow bodied aircraft; in fact,
9 it's required that if an IAC has freight that he knows is going to
10 move on a narrow bodied aircraft, he has to screen it before he
11 tenders it.

12 In conjunction with this, we also started an initiative
13 to talk to shippers themselves about joining the program, and we
14 focused on 9 of the 18 cities at the outset of this program, and
15 we've really expanded out to anyplace in the United States now;
16 we'll talk to shippers about joining the program.

17 The program accomplishments -- and this is just a quick
18 timeline because I don't want to spend a lot of time on this.

19 (Slide)

20 August of 2007, that was when the mandate came through.
21 September, we started our outreach to industry about the Certified
22 Cargo Screening Program, and the introduction of it, and also

23

1 trying to get ideas on how best to organize and create this
2 program.

3 In February of 2008, we issued our first BAA for a
4 technology pilot for the indirect air carriers. In May we
5 published a list of acceptable technologies. In July the
6 certified program received Safety Act approval. In October of
7 2008 the narrow bodied amendment went in. In December of 2008, we
8 released a number of our security programs in which really
9 reflected some of the changes that were required for the certified
10 program.

11 In February, 50 percent requirement kicked in, and we
12 were able -- 'we' being the industry, not TSA -- were able to
13 accomplish that; and March, we allowed the carriers to accept
14 screened cargo at any airport. When we initially started the
15 program, we only -- limited it to the 18 airports that we were
16 focusing on, but we opened that up to all airports in March of
17 this year.

18 In August we changed the Known Shipper requirement for
19 the transport of human remains. Before, it wasn't required that
20 the funeral directors had to be known shippers, but we changed
21 that requirement in August of this year. And in September, we
22 eliminated a number of commodities from the alternate means of

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1 screening program. And obviously, August of 2010 we have to get
2 100 percent.

3 (Slide)

4 The program itself, the current status is, basically we
5 have 451, I think it is -- I didn't add this up, I should have --
6 but certified facilities right now, there's 349 IACs, 35
7 Independent Facilities, and 78 Shippers in the program.

8 This was fully rolled out in March of this year, and we
9 had a lot of activity in signing up for it initially; but it has
10 slowed down, and our pace is not as robust as we'd like it to be.

11 (Slide)

12 The supply chain, when you look at how we see the
13 freight being screened in the supply chain. Today, TSA handles
14 very little in the Cat 2 to 4 airports in K9 screen for a portion
15 of the cargo. The air carriers handle the bulk of the screening
16 that's required right now.

17 IACs and shippers, the Certified Cargo Screening
18 Program is kicking in, and as that kicks in, the IACs and shippers
19 will participate more heavily in the screening than they are
20 today.

21 So what we see in August of '10 is probably, the bulk
22 of the freight should be screened, or it will be screened by

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1 shippers. And the idea behind that is that the shipper will, in
2 his manufacturing process or in his process, he will inspect the
3 goods before he closes the box or the container that it's in, to
4 make sure that there's nothing foreign in that box or container.
5 He'll put some kind of a tamper evident seal on that box, and then
6 ensure chain of custody of that freight as it moves down the
7 supply chain.

8 The IACs, again as they come up to speed in screening,
9 will pick up a heavier piece of this screening. And the air
10 carriers probably, if this thing comes to fruition the way we
11 think it will, will probably not change dramatically what they're
12 screening from what they are doing today. And again, TSA will
13 still do the Cat 2 to 4s and some K9 screening.

14 (Slide)

15 The issue and challenges. The 50 percent milestone,
16 which was February of this year, was -- and this is in quotes, and
17 there's a reason for that -- it was "seemingly easy." It was
18 seemingly easy because I think we did a lot of work ahead of it,
19 and the airlines and the IACs stepped up to the plate and were
20 able to get their screening in place to be able to do this.

21 The airlines and the IACs invested heavily in
22 technology, and we also -- we gave the screening facilities the

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1 flexibility in what they had to screen to get to the 50 percent.
2 So that helped them, and also the narrow body helped them, where
3 we allowed them to count all of the freight that they moved on
4 narrow bodies as part of their 50 percent requirement for a given
5 airport. And the 50 percent is not based on flights; it's based
6 on per airport per day by carrier. So anything that they were
7 moving on narrow body airports helped offset what the requirement
8 was for the wide bodies. And again, certain commodities were
9 excluded, but those exclusions went away at the beginning of this
10 month.

11 (Slide)

12 The challenges ahead of us are (1) the deadline is
13 rapidly approaching; it's a little over 10 months away. All
14 commodities will be required to be screened at the piece level
15 prior to transport as of August. Alternate means of screening of
16 certain commodities, as I said, were eliminated in September.
17 Most air cargo is still tendered on skids and shrink wrapped or
18 banded to skids. So it's easier for a shipper to screen that
19 cargo before he tenders it to an IAC or to an airline, and that's
20 why we are pushing to get the shipper community involved in this
21 program.

22 Limited screening technology is available to meet

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1 industry's needs. Most of the research that's been done,
2 technology has been done for checked baggage, and we're
3 piggybacking off of that for the cargo environment, and we're also
4 looking at different technologies that can be used but are not
5 available right now; and so there's a lot of work that needs to be
6 done, and research for technologies. And there's not one single
7 technology that's going to work for all types of cargo. Cargo is
8 a lot different from airport to airport and from airline to
9 airline, and so what one airline needs or one IAC needs will be
10 completely different than somebody down the street might be.

11 Skid screening is limited by types of cargo; we are
12 working in our pilot programs to test screening of skids and see
13 the efficacy of that, and we're also looking at different types of
14 screening technology that can be used in testing or in screening
15 skidded frame. For example, a simple one is metal detectors,
16 we're looking at metal detectors to screen perishables there. And
17 clothing, and things that are nonmetallic. Printed matter. So we
18 think there's a lot of commodities that can be screened using
19 metal detectors, and we think that could be very effective.

20 I have my anecdotal story that I tell all the time
21 about this; Doug Britten was out in the Central Valley of
22 California last summer, and he was at a blueberry packing shed,

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1 and they were sending these blueberries down a belt, and on the
2 belt there was a machine. And Doug asked what the machine was,
3 and the gentleman told him that it was a metal detector, and they
4 were looking for buckshot in a blueberry.

5 So if you can find buckshot in a blueberry, you should
6 be able to find a bomb in a box. So that's kind of our logic
7 behind the metal detectors. But we think it's a very promising
8 technology for this environment that we're dealing with.

9 Eighty-five percent of the entities that are screening
10 are using ETD equipment today, and the alarm resolution on ETD is
11 challenging, because you've got to open the box to inspect the
12 contents of it.

13 High risk physical inspection, resolution as a result
14 of contamination while a forwarder or an airline works -- while
15 the freight is moving in a forwarder or an airline's vehicle.
16 The example we have is, we had an alarm on a box of venetian
17 blinds, and a K9 alarmed it and an ETD alarmed on it. And what it
18 was was the truck had been used to move fertilizer or something
19 like that beforehand, and it contaminated the boxes that the
20 venetian blinds were in. There was nothing wrong with the
21 contents of the venetian blinds, but the residual contamination of
22 the transport vehicle is what caused the alarm.

23

1 So TSA's concerns towards the 100 percent screening are
2 -- the reception of reaching 50 percent was easy; thus a similar
3 result at 100 percent. And that's not true, the hardest part of
4 it is still ahead of us. If you look at the freight that's not
5 being screened today, a lot of it is shrink wrapped and a lot of
6 it is on skids; and if we don't have technology to screen that at
7 the skid level, then each one of those skids is going to have to
8 be broken down and screened. And so that's a big effort on
9 everybody's part here.

10 The other thing I fear is that industry thinks that TSA
11 is going to blink on this thing and extend the dates of the
12 deadline. And I can tell you right now, we don't have the
13 authority to extend the deadlines. So these deadlines are hard
14 and fast as far as we're concerned, and they will not be extended.
15 So we're not going to blink. We can blink all we want but it's
16 not going to make any difference.

17 The complex cargo is what remains. As I said, if you
18 look at it at a cargo dock, you'll just see the complexity of all
19 the different cargos that are still out there that has to be
20 screened.

21 The airlines have very limited space at the airports,
22 so they don't have the ability to do this, and there would be a

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1 huge bottleneck if the industry does not get together and get the
2 shippers to join into this program.

3 The economic recovery could lead to an increase in the
4 volumes. One of the things that helped, I think, in the 50
5 percent is that the volume of cargo moving through by air was down
6 significantly over, year-over-year, and we have estimates as high
7 as 35 percent reduction in volumes in the beginning of this year.

8 So if you just bring us back to the level we were
9 before the economic downturn and try to screen 100 percent, it's
10 really more like screening 75 percent. It would be an increase of
11 about 75 percent of the screening volume, or the volume that has
12 to be screened. So it's pretty significant. So it could have a
13 profound effect on what's going to happen.

14 The availability of technology to meet industry
15 demands, as we approve technologies, one of the big problems with
16 them is a backlog of manufacturing of that technology, and the
17 demand for it as we approve them.

18 So in some instances we saw five to six month delays in
19 the actual -- from order to implementation of certain technologies
20 because manufacturing had a backlog.

21 The high risk of physical inspection due to potential
22 contamination in transit, again a lot of companies, a lot of

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1 shippers don't want anyone touching their freight and opening it.
2 In a lot of instances, if the freight is either broken down from a
3 pallet or a skid or open, the IAC has to return it to the -- or
4 the processing center has to return it to the shipper. The
5 shippers do not want, if somebody tampers with their freight, they
6 want it back; they don't want to send it to their own customers.

7 We want to be able to maintain the integrity of skids.
8 So if the shippers join the program and they're building the
9 skids, then we should be able to maintain the integrity of those
10 skids as long as there is a valid chain of custody with the
11 freight.

12 (Slide)

13 In summary, 50 percent was reached thanks to the hard
14 work of the carriers in existing CCSF freight forwarders.
15 Reaching 100 percent requires a large community effort to overcome
16 the industry challenges and concerns, and the opportunities for
17 independent screening facilities and certified cargo screening
18 facilities.

19 CCSP is the solution for the industry to meet the 100
20 percent screening mandate, and is fully supported by the air
21 freight and air carrier industries. Only CCS shippers can ensure
22 the integrity of their shipments, so if they screen their own

23

1 freight and they were able to maintain chain of custody of it, the
2 chances are it's not going to be tampered with down the line.

3 Most shippers can readily incorporate the physical
4 search into their manufacturing or packaging process, and the
5 alternative is, Plan B is, only the freight that's screened gets
6 on an airplane as of August of 2010. So you screen 100 pounds of
7 freight, 100 pounds of freight gets on the flight. And there's
8 324 days from today, until August 1st of 2010. So that's a blink
9 away.

10 So we don't have a lot of time, we've got a lot of work
11 ahead of us, and we hope to, if we do get our ASAC together, this
12 is one of the things we want to tackle in it, is -- oh, I didn't
13 even have that on the slide.

14 (Slide)

15 One of the things we want to do is look at this thing
16 and look at the technology, look at all the various commodities
17 that are not as sensitive to screening -- pharmaceuticals is a
18 good example. Some pharmaceuticals can't be X-rayed because of
19 changes to the molecular structure of the product, and it can't be
20 used; so there's a lot of different things that have to be taken
21 into consideration on these things.

22 The agriculture is a big one. In the spring of this

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1 year we handled -- the cherry growers of the Northwest handled
2 some 30 million pounds of cherries, and we assisted in the
3 screening of that cargo; and it went off virtually without a
4 hitch. So those are the kind of volumes that you're talking
5 about. We're dealing with, asparagus is now from Chile, I think--
6 - there's a whole slew of that stuff coming into the United States
7 right now. And how do you screen that?

8 So there's a lot of issues we think that the ASAC group
9 can help us with in trying to solve, the problems that we see
10 ahead of us, that the industry faces ahead of them.

11 And then on the international side, Gale mentioned that
12 we, myself and -- John Sammon and myself, Gale, we've talked to
13 Congress about this; we've said we're not going to be able to
14 achieve 100 percent of screening on inbound international cargo
15 inbound to the United States as of August of 2010. But we have a
16 number of initiatives we're working on that are going to help us
17 to get there, and there's a couple of primary ones:

18 One is, we're working with CBP to use their targeting
19 data to assess the risk involved in inbound freight to the United
20 States flying on passenger airplanes. And this will be a big
21 step, and we're very actively progressing along this line; we're
22 about ready to start a pilot with them to see if this will work.

23

1 And we're confident, we think this will work, and it will be a
2 good risk-based approach to the analysis of the evaluation of
3 inbound cargo.

4 We're also working with the ICAO, which is the
5 International Civil Avionics or Aviation Organization, and we've
6 introduced into their -- we've proposed a change in their process
7 or their procedures, their standards, and they have a thing called
8 Annex 17, which is their aviation standards, to include supply
9 chain security as part of their standards. And they've accepted
10 this concept, and we've had a lot of support from people like IATA
11 in this, and a lot of other countries in trying to develop this
12 type of an approach to it.

13 And if this is successful, the 98 countries that import
14 freight into the United States by passenger airplanes all are
15 members of this ICAO organization and would have to comply with
16 those rules.

17 So that's a long term approach to this 100 percent
18 screening of inbound freight, but it's a world ramp, which is
19 really the right way to do it. So we're optimistic that those two
20 things are going to help us a lot, in addition to the normal -- we
21 have bilateral agreements and quadrilateral agreements with a
22 number of countries and states, and we are working with them to

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1 harmonize our programs with theirs and so forth.

2 So we have a lot going on in international, but the
3 bottom line is we don't think by August of 2010 all of the things
4 we have going are going to be completed. So it's going to take
5 more time for that.

6 Yes, Steve.

7 MR. ALTERMAN: Steve Alterman from the Cargo Airline
8 Association.

9 One of the ways of obviously screening freight is the
10 dogs, and you've alluded to that. There has been the issue in the
11 past of whether there was the possibility of expanding the K9
12 program to employ non-TSA dogs or private dogs who were trained
13 under TSA auspices. Is anything moving on that? Can you make any
14 comment on that?

15 MR. KELLY: The answer is yes. We are actively looking
16 at an approach to doing that, and I have a fellow, Rob Hite, he's
17 here someplace. Where is he?

18 There he is. He's kind of our champion of that effort,
19 and so we are working -- we're looking at it and we hope that we
20 can bring that to fruition.

21 Yes?

22 MR. MACOMBER: Could you comment on any plans with
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1 respect to both international and domestic shipments of high TI
2 radioactives, particularly since a lot of the radiopharmaceutical
3 stuff coming in is coming in from Australia and Europe right now,
4 and then it comes from there to Canada, from there to the United
5 States, and then it is distributed all over the U.S. It's so hot
6 that there are special procedures have to be involved even in the
7 screeners to keep them from getting excessive doses.

8 MR. KELLY: Well, I'm not sure I understand your
9 question, but that would be considered a hazmat, I would think;
10 and so there are all kinds of separate procedures related to
11 hazmat, and the handling of hazmat within the supply chain.

12 MR. MACOMBER: I'm speaking specifically of the ability
13 to screen that material, because it's dangerous.

14 MR. KELLY: Well, the idea of the certified program is
15 that the pharmaceutical company will screen it before, as he's
16 packaging it. And the he'll secure the frame from the time that
17 he closes the box. That's the idea behind what we're doing.

18 Does that answer your question?

19 MR. MACOMBER: To some extent, but there's a lot of
20 complication involved.

21 MR. KELLY: I'm not trying to belittle the
22 complications, there's a lot of it. I understand that.

23

1 Thank you.

2 MR. HOFSSASS: Great. Thank you, Ed Kelly.

3 Up next, from our Office of Global Strategies, our
4 International Division, is Craig Lynes. Craig is here to give us
5 an update on New Air Service to Foreign Countries.

6 Craig.

7 (Slide)

8 MR. LYNES: Good afternoon. My name is Craig Lynes,
9 I'm currently in the position of the Branch Manager of the
10 International Air Carrier Program in the Office of Global
11 Strategies. Prior to coming to Headquarters, I was stationed
12 overseas in Frankfurt and in Belgium for four years as an
13 international industry representative, formally known as an
14 international principal security inspector. I covered
15 approximately 40 carriers in Europe, Africa and the Middle East.

16 Right now our branch covers approximately 200 foreign
17 air carriers and foreign all-cargo air carriers that serve the
18 United States. My goal today is to provide you with an overview
19 of the process for beginning new air service to foreign countries.

20 (Slide)

21 The key element here is timely notification to federal
22 agencies of proposed new service. The marketing and commercial

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1 departments of air carriers a lot of time do research, and getting
2 that message to the security offices to communicate to TSA is a
3 vital aspect of ensuring the new service.

4 Essentially, the aircraft operator notifies the
5 Department of Transportation, the Federal Aviation Administration,
6 the Transportation Security Administration and in some cases the
7 Department of State. The TSA then will coordinate internal
8 notifications within the TSA as well as interagency notifications.
9 We will also conduct a threat assessment.

10 (Slide)

11 Here is pictorial process, if you could go through here.
12 The aircraft operator will apply to the Department of
13 Transportation, at which time the DOT will look at different air
14 services' agreements or any bilaterals that are applicable,
15 whether or not there's an Open Skies agreement; and at the same
16 time the aircraft operator will notify the TSA so we can begin the
17 security review, and the FAA so that they can conduct a safety
18 review.

19 (Slide)

20 To further outline the details of the process, once the
21 TSA is notified of the proposed new service, we will begin some
22 initial notifications with relevant agencies, any aircraft

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1 operator, to identify the likelihood of being able to conduct this
2 service, given the security environment.

3 Those relevant agencies consist of DHS, the Department
4 of Homeland Security, the Department of State, the Department of
5 Transportation, and of course the FAA. We will begin our security
6 approval process where -- and I'll go into a little bit more
7 detail on this, but the TSA visits the location under the Foreign
8 Airport Assessment Program, which is mandated by law under 490
9 U.S. Code 44907.

10 We will also begin communications regarding a federal
11 air marshal memorandum of understanding or agreement, and that is
12 dependent on certain locations.

13 Concurrently, as you saw from the pictorial, the FAA
14 will begin the safety approval process if it's not already
15 conducted, which is the International Aviation Safety Assessment,
16 the IASA.

17 (Slide)

18 Throughout the start-up process, several questions are
19 asked, and these are internal as well as external. First of all,
20 is it a new or existing aircraft operator? Is this a new or
21 existing location? That means, is there currently air service to
22 the U.S.? During the threat assessment, can an aircraft operator

23

1 safely fly into and out of the specified flight location? Are
2 there acceptable security measures taken? Most importantly, does
3 the airport meet ICAO's security standards under Annex 17?

4 We will also look at the National Aviation Security
5 program; we'll find out if there's FAM operations. We look at the
6 intelligence and look at ongoing and emerging threats in the
7 region. As I said before, I mentioned some of the agencies that
8 we coordinate with; DHS, FAA, the Department of State, at the
9 embassy where the aircraft operator intends to serve, Customs and
10 Border Protection on the inbound flight, on the return flight, as
11 well as the host nation, and that's the Civil Aviation
12 Administration; we will work with them as well, very closely.

13 The detailed process that the TSA takes once the
14 principal security inspector receives the notification and
15 confirmation of the intent to begin operations from an aircraft
16 operator -- again, like I said, we will begin the coordination
17 process and conduct an airport assessment under our Foreign
18 Airport Assessment Program. We will then conduct a detailed
19 review of the national level program information, but we have
20 rules, requirements, laws in place to govern our civil aviation
21 security program. We also want to see what the foreign government
22 has in place, where that aircraft operator will serve.

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1 We will then begin the process, if not already
2 established, to identify a Federal Air Marshal Memorandum of
3 Agreement or Understanding, depending on the different location.
4 And we will offer to conduct a Man-Portable Air Defense Systems
5 assist visit. This is not actually an assessment, but it is a
6 service that we provide to the host government so they can
7 identify and correct any identified vulnerabilities to counter a
8 MANPADS.

9 (Slide)

10 The final decision on whether the U.S. Government will
11 allow or deny service is based on security considerations. The
12 TSA and the Department do coordinate among the various departments
13 and agencies. TSA, upon reviewing the information from the
14 airport assessment, any other visits and coordination with the
15 host nation and all the different departments will inform
16 intergovernmental, the different agencies and departments.

17 If it's a new aircraft operator serving a foreign
18 location, we will coordinate with the FAA on the issuance of their
19 operations specifications. The Office of Global Strategies, along
20 with the principal security inspector, will communicate the final
21 decision directly to the aircraft operator.

22 The process I've described is very, very similar to
23

1 what a foreign air carrier must undergo when they want to serve
2 the United States.

3 First of all, the foreign air carrier must agree to
4 meet TSA standards through the acceptance of a security program,
5 and then meeting our regulatory requirements. That foreign air
6 carrier then must also apply to the Department of Transportation
7 for economic authority or exemption authority. Once that is
8 approved, they can apply to the FAA for operations specifications
9 under Part 129. Then once the TSA is satisfied that the carrier
10 has the ability to meet and comply with the applicable
11 requirements, the TSA will work with the FAA for their issuance of
12 the OP specs and we will then go ahead and proceed with conducting
13 an airport assessment of that proposed last point of departure to
14 the United States.

15 So again, the process is very similar on the inbound
16 with the foreign air carrier to the U.S., much like a U.S.
17 aircraft operator to a foreign location.

18 (Slide)

19 For compliance at any non-U.S. location, TSA expects
20 that the aircraft operators will ensure full compliance with our
21 requirements. The aircraft operators must coordinate with host
22 nations most times on some additional requirements who we may

23

1 impose. They must immediately communicate and notify their
2 principal security inspector if the national law hinders or
3 prevents the implementation of TSA requirements.

4 At times, TSA will accept an alternate means of meeting
5 our requirements; however, first of all our requirements must be
6 met until those other measures are considered and approved.

7 (Slide)

8 In summary, when the TSA does learn of new service, it
9 is paramount that the aircraft operator begin those notifications
10 to the TSA as soon as practical. Other U.S. Government agencies
11 and departments such as the DOT and FAA requirements must begin as
12 well. The FAA process must occur first, before ours can truly
13 begin; theirs is on the safety side, ours is on the security.

14 And then our process does kick in, where we will
15 conduct an airport assessment, a national level review, and when
16 applicable, upon reviewing that national level information as well
17 as the airport itself, we may impose additional measures where
18 required for those last points of departure to the United States.

19 That concludes the presentation, and I'll be available
20 to answer any questions.

21 Thank you.

22 MR. HOFSSASS: Thank you, Craig.

23

1 FACA, and the purpose of SC221 is to develop guidelines for
2 installed physical secondary barriers onboard aircraft and also to
3 develop guidelines for alternate methods of complying with current
4 regulations related to security of a flight.

5 The final report on SC221 is due at the end of 2010.

6 The second thing that United is working on is an
7 initiative to create a positive business case for airplane
8 secondary barriers; this initiative, if implemented, will improve
9 carrier revenue while also improving the level of in-flight
10 aircraft security.

11 So I'm available to answer any questions or brief you
12 on either one of those initiatives at a future appropriate venue.
13 Thank you.

14 Any questions at this time?

15 If not, thank you.

16 MR. HOFSSASS: Okay, and we didn't have any additions
17 while I've been up here, we didn't have any additional requests to
18 speak? None in the back? Okay.

19 Can we go to the last slide there, one page.

20 Potential Working Groups.

21 (Slide)

22 So what we thought we would do today, we have

23

1 referenced some of the presentations earlier today some areas of
2 interest where working groups were discussed, and we'll just go
3 through these briefly and then we'll kind of open it up to any
4 committee member recommendations; but from TSA's standpoint, Mike
5 Duffy talked about the Airport Security Design Guidelines, to
6 reestablish that working group. Ed Kelly made specific reference
7 to air cargo.

8 We also have a gentleman here from the SSI office, and
9 I'd like to have him come up and briefly discuss the content and
10 scope; this was more of a short-term working group request, but
11 I'd like to have him introduce himself and explain what this is so
12 that when we get to the discussion about moving forward with it
13 you'll have a better understanding.

14 MR. METZLER: Thank you. My name is Rob Metzler, I
15 work in the Sensitive Security Information office, and we have a
16 particular challenge we have been dealing with for a few years,
17 and we thought that the advisory committee would be an excellent
18 resource for resolving this issue.

19 And that is: How we protect or what we define as
20 sensitive information within blueprints, diagrams and maps of
21 airport facilities. These present a special challenge to us
22 because in many ways they're just tangentially security-related,

23

1 but some maps clearly have security information on them that you
2 wouldn't want presented to the public at large.

3 So we're hoping that you might create a committee and
4 we would be more than happy to brief, as fully as possible, to
5 assist the committee in defining what product we might use.

6 So if there are any questions on what we're asking.

7 (No response.)

8 Another reason why we're requesting your assistance is
9 that these are documents for the most part that are held by
10 stakeholders as opposed to TSA, and we felt that there was a level
11 of expertise in the committee that we lack at TSA in trying to
12 define where these documents are held, who is developing these
13 documents, and developing reasonable procedures for protecting
14 them.

15 So if anybody is interested in a working group, we'd
16 really appreciate it. Thank you.

17 MR. HOFSSASS: Okay, thank you, Rob.

18 So can we make that full view? (Slide adjustment)

19 I think what we'll do today, since these are fairly
20 straightforward, I think we'd just like to see if we have any
21 objections to the ones we have listed here. For the airport
22 security design guidelines, this is again what Mike Duffy briefed

23

1 on earlier; this has been in existence before, so this is an
2 opportunity to update that.

3 Do we have any objections to moving forward with a
4 committee on that?

5 Mr. Bidwell.

6 MR. BIDWELL: Chris Bidwell, Airports Council
7 International - North American.

8 Not a specific objection, but I do want to make a
9 comment in the whole discussion of working groups. And maybe I'm
10 alone in carrying forward some frustration that I experienced
11 previously, and this is three years ago now, with being a member
12 of this esteemed body and voting to create a working group which I
13 was then prohibited from participating on, and this is
14 specifically the Baggage Screening Investment Study. You know, I
15 have concerns about that, and I would like some commitment that if
16 we vote to create these working groups then the associations
17 represented here today, SSI concerns aside, will be allowed to
18 participate on those and/or designate representatives to
19 participate on the working groups.

20 MR. HOFSSASS: That's a really hard question, Chris.

21 MR. BIDWELL: Thank you.

22 MR. HOFSSASS: So Dean, what's the statute on that

23

1 discussion about the membership again?

2 MR. WALTER: I'm not sure about that particular
3 situation and why that happened, but normally what we'd do, if
4 everybody agrees we need these working groups or some others that
5 are brought up, we will draft a charter basically, and we'll
6 circulate it to the members for approval, and we'd also ask that
7 members that would like to participate on these working groups
8 submit a statement of interest and brief qualifications.

9 We'd like to keep these working groups pretty
10 specialized, because that's why we've established those, and kind
11 of small in number; but every case is different. So I don't
12 necessarily know why we'd exclude someone now unless there was
13 some prohibiting -- I just don't know at this point, what your
14 particular case was.

15 I think it's something that everybody would have to
16 agree on on the charter, and beyond the membership here we can
17 appoint subject matter experts, because we don't have all the
18 expertise within this body. But I'm pretty sure everybody here
19 would know how to tap into that information, or into a source that
20 we can pull in to a working group to help us get these products.

21 So it's stuff like that we're going to work out with
22 everybody; we don't want to slide anything by anybody or pour

23

1 something down the throat of this body; we'll just come up with
2 something everybody thinks mutually beneficial.

3 MR. BIDWELL: I guess for clarification's sake and
4 background, many of the representatives here today voted to create
5 the Baggage Screening Investment Study working group, but none of
6 the folks sitting around this table were actually allowed to
7 participate on the working group that they created.

8 And now having said that and given my earlier comment,
9 I do see value in all these working groups.

10 MR. HOFSSASS: Okay, thanks for the follow up, Chris,
11 and that's something that we will take back.

12 Steve?

13 MR. ALTERMAN: I think it may have been mentioned, and
14 that's, on the participation issue, since the way this is set up
15 there are a limited number of people from each industry segment
16 here, yet there are a whole bunch of other people with expertise
17 who we should tap for the working groups; and I just want to make
18 sure there's a process set up so that when we ask for membership,
19 somehow we manage to tap into that.

20 For instance, in the former Air Cargo working group,
21 there were a host of people that were not formally on ASAC who
22 provided very good input to those, and I want to make sure that

23

1 when this whole thing is set up, that resource is tapped.

2 MR. HOFSSASS: So Dean, talk about how we can do that
3 through the charter.

4 MR. WALTER: Definitely at a minimum we need a
5 government sponsor and an ASAC member; the sponsor to actively
6 sponsor the working group. Recommendations from those working
7 groups come up for a full vote in ASAC. So even members that
8 don't participate in the working group would get an overall say in
9 the approval process of the final products; the final
10 recommendations come out of that.

11 But certainly we have a lot more flexibility in who we
12 put on these committees and work groups to actually get the work
13 done than we do at the full committee level. The full committee
14 is vetted through DHS and the White House, individuals need to
15 serve and need to have some specific credentials, but we have a
16 lot more flexibility; and I think we can definitely address those
17 concerns.

18 MR. HOFSSASS: Duane?

19 MR. McGRAY: Going hand-in-hand with what Chris and
20 Steve have said, there are people that are not -- and I don't want
21 to belabor this point, but there are people that are not at this
22 table but that are in this room who have done a lot of work on it

23

1 seems to me of these similar, like the airport security design
2 guidelines program, that have a tremendous amount of value and
3 history associated with it that should be considered for the
4 various committees.

5 MR. HOFSSASS: Thanks, Duane.

6 Anyone else on either a conceptual discussion about the
7 working groups or on the first one, Airport Security Design
8 Guidelines?

9 Any objections to Airport Security Design Guidelines?

10 (No response.)

11 So on that, Dean Walter, who is the Designated Federal
12 Official, right there, his e-mail address is at the bottom under
13 Participation. His phone number is there as well. He'll be
14 looking for statements of interest and a brief summary for
15 qualifications, and then back to the issue of bringing in experts
16 into those working groups through the endorsement process, and
17 that's something that Dean and I will work on.

18 For the second one, I think Ed Kelly certainly
19 referenced this a number of times, the importance of working with
20 industry. There were a great number of deliverables from previous
21 ASAC Air Cargo working groups. Any objections to sort of
22 reassembling and reengaging the Air Cargo working group? Or any

23

1 discussion about the Air Cargo working group.

2 (No response.)

3 Any objections?

4 Well, Ed, that was for 2009.

5 Discussion brought up by Rob on the protection of the
6 maps, diagrams, blueprints; this is the SSI concern.

7 Any follow up questions on this one?

8 MR. MORRIS: Yes, I guess my only comment on that,
9 Doug, I think we -- or at least I understand the concept of what's
10 trying to be accomplished here, and certainly I understand the
11 sensitive nature of a lot of these things, but I guess before I'd
12 feel comfortable recommending a working group for it, I would just
13 want to understand a little bit better what the end goal is; and
14 then maybe see a little bit more presentation on what the intent
15 of the working group is.

16 MR. HOFSSASS: Okay. So, Rob, from an SSI office
17 perspective, is it possible that we could get a small briefing
18 document or a description that we could circulate to the committee
19 members?

20 MR. METZLER: I have one prepared; I have a few hard
21 copies.

22 MR. HOFSSASS: So Rob does have a few hard copies, but

23

1 what we'll commit to do is we'll commit to getting that from the
2 SSI office at Headquarters, and we'll circulate that out through
3 Dean to the committee members so that you're better informed
4 before we move forward with that.

5 Steve?

6 MR. ALTERMAN: Just one question; and it may not be
7 feasible, but it occurred to me that if we form working groups
8 they should be broad enough to handle a bunch of issues within a
9 certain area. And I'm thinking about the protection of maps and
10 diagrams of airports. Should instead there be an airport working
11 group with that as one of the subgroups within an airport working
12 group rather than a stand-alone?

13 MR. HOFSSASS: That's a reasonable discussion. I think
14 that's something probably that, if we share the information that
15 the SSI office provides and that's the consensus and we get to a
16 vote for the members -- certainly that will be a concept, yes.

17 Paula?

18 MS. HOCHSTETLER: I don't intend to contribute to
19 getting in the weeds; however, that's exactly what I'm doing.
20 This issue has been dealt with among the consultants and the
21 consultant community for 10, 12 years, really when GIS and any
22 kind of electronic mapping capability came about. So I think the

23

1 community who is hired by the airports to conduct a variety of
2 studies has a very in-depth knowledge of what's already been
3 studied, what's been accomplished in this arena, and they have a
4 vested interest in making sure that what's established for SSI
5 reasons would enable airports and their consultants to continue to
6 effectively do their business.

7 So I'd be happy to talk with Rob about what's already
8 transpired to ensure that the way this committee is assembled that
9 it would accomplish what is intended and not frankly inadvertently
10 -- I don't want to say cripple the industry, but harm the exchange
11 of information that must occur for certain improvements to be
12 achieved.

13 MR. HOFSSASS: Okay, so thank you for that, Paula.

14 So what we'll do on this one is we'll get some mor
15 information out, circulate it to the members; obviously we need to
16 talk to some of the experts, I think ACC is a great start for the
17 SSI office. We'll circulate that and have that for more
18 discussion before we actually go forward with that one.

19 So where we are is we have Airport Security Design
20 Guidelines, Air Cargo, we have a due out on the maps and SSI, and
21 -- Yes, sir?

22 MR. HAZLET: Just back on the airport committee thing,

23

1 I think that maybe it would be useful to define the scope that
2 we're going to try and address here, because John F. Kennedy
3 Airport is one thing, and possum breath airport in the middle of
4 Wyoming with two people on the airport staff, if any, who knows
5 where the diagrams are, might not even be worth addressing.

6 MR. HOFSSASS: Okay. So that one definitely needs more
7 description.

8 So I'd like to now open the floor up with respect to, I
9 think there had been a couple of other discussions earlier in some
10 of the presentations with respect to any other recommendations
11 from committee members.

12 Ken?

13 MR. DUNLAP: I'd like to make the suggestion that we
14 consider looking at an international security working group, and
15 that's based primarily on the presentations from Mr. Lynes and
16 also from Mr. Kelly and the international issues that they
17 outlined.

18 I would think that three areas that we could
19 potentially look at are: identifying global best security
20 practices and scouring the globe for what really works in
21 passenger and cargo security. Perhaps identifying deficiencies in
22 coordination amongst security programs between countries, but also

23

1 to -- and maybe not recently -- identify critical infrastructure
2 that we have that supports the international air transport system.

3 MR. HOFSSASS: All right, Ken, thank you for that. And
4 Dean, you've captured that.

5 Ken, could I ask you to officially shoot that blurb,
6 with any other little adds you wanted to have over to Dean?

7 MR. DUNLAP: Sure.

8 MR. HOFSSASS: And we'll make sure that we capture that
9 properly and circulate that as a potential committee.

10 Yes, ma'am.

11 MS. DILLARD: Just one quick question. Do you have a
12 deadline when this information should be sent to Dean Walter if
13 you want to participate on a working group?

14 MR. HOFSSASS: Thank you for that. And I'll actually
15 have Dean talk about two pieces of this; one is kind of how we
16 foresee at least the first two, potentially the third one that Ken
17 just brought up, how we see those operating here and how it kind
18 of ties into the actual ASAC schedule, but I'm also going to let
19 Dean talk a little bit, at any time if there's interest in a
20 committee or another, a different committee, I'll have Dean talk
21 about how to handle that.

22 MR. WALTER: Yes. First of all, it's going to take us
23

1 probably a few weeks to draft up a charter with scope and what we
2 want accomplished, and the time frame in which we have to do that.
3 So I think within the next couple of weeks if you are interested
4 or you know of someone who would be an excellent resource for
5 these groups, send those to me.

6 I think we can wait until we get this right; so if it
7 takes a month, two months to form this up, if that's what we need
8 to do -- but there's no timeline on here that I'm aware of.
9 Although I think we'd like to have something in definitely by the
10 end of the year for the working groups.

11 What were the other questions?

12 MR. HOFSSASS: Talked about if at any time that there's
13 an interest in another working group, a different working group or
14 adding onto an existing working group that there's not a timeline
15 on that.

16 MR. WALTER: Yes. At any point a member can propose
17 any working group if they identify an issue that's critical that
18 doesn't really fit under an existing work group, we can always
19 move to establish a new one.

20 And these working groups don't have to be overly
21 formal; we're not talking about people flying in from all over the
22 country to meet once a week; they can be done telephonically

23

1 depending on the issue. Actual, the full ASAC meeting can be done
2 like that once in a while, just to stay current on what's going
3 on.

4 So the working groups can be as formal or as informal,
5 long term or short term as we need to get things done. We've got
6 a ton of flexibility. Again, the only caveat being that the work
7 of the working groups comes up for a full vote and full review at
8 the ASAC.

9 MR. HOFSSASS: Thanks.

10 Chris.

11 MR. BIDWELL: Chris Bidwell, ACI.

12 Just a comment in response to my colleague. I had a
13 suggestion about the creation of an international security working
14 group. And while I think that's a good idea, I just have
15 significant concerns about the identification of deficiencies
16 within this venue. So I would ask that we reconsider that piece.

17 MR. HOFSSASS: Okay.

18 MR. MACOMBER: Richard Macomber, National Industrial
19 Transportation League.

20 Just as a point of interest, some of our appointments
21 to the ASAC actually expire at the end of this year. Is it
22 possible some of those will be extended?

23

1 MR. HOFSSASS: So the elephant in the room comes
2 forward.

3 (Slide)

4 And it's got several faces, doesn't it?

5 So we have several pieces to ASAC that we're reviewing
6 right now. One of them is some of the membership and the personal
7 membership vice the organizational membership; we have some
8 expirations coming up later this year, we have some in the spring.
9 John Sammons and myself, Dean, Doyle Raines, and a number of folks
10 in the front office including Gale, who we briefed today, Gale
11 Rossides.

12 We are aware of that, and that's an issue that's on our
13 radar. We wanted to get this under way, get its legs back under
14 it, now we're addressing some of the challenges we have with the
15 bylaws and some of the membership.

16 So we are aware of all the unique situations we have in
17 the room right now, and we're trying to tackle those ASAP.

18 MR. MACOMBER: Thank you.

19 MR. HOFSSASS: I saw another hand a second ago. Doug
20 Carr?

21 MR. CARR: Doug Carr with NBAA.

22 I'd like to submit to the group for consideration the
23

1 creation of a general aviation subcommittee. General aviation,
2 prior to 9/11, did not have need for very regular contact with the
3 security apparatus. That has changed significantly, and I believe
4 that in order to give not only the industry an opportunity to
5 touch a number of points within TSA, but to give TSA the
6 opportunity to vet a number of programs, issues, challenges
7 facing that community with this group as well.

8 MR. HOFSSASS: Okay. Thank you, Doug.

9 So Dean, let's capture that one as well.

10 Doug, if I could ask you to do the same thing as Ken;
11 just a small synopsis of that if you wanted to add any other
12 deliverables on that or how you would see it, we'll be sure that
13 we capture that for the group. Thank you.

14 Yes, sir, John?

15 MR. HAZLET: I'd just like to heartily second Mr.
16 Carr's motion there, if that's what it was.

17 MR. HOFSSASS: Thanks, John.

18 Any other discussion on working groups?

19 (No response.)

20 Okay. Dean alluded to this a few moments ago; I just
21 want to talk about structure with respect to ASAC moving forward.
22 Typically, historically the product and the progress on the

23

1 working groups has been the driving factor behind the ASAC
2 schedule itself. It doesn't have to be that way, it traditionally
3 has kind of fallen into that cycle.

4 We've talked about cycles and frequencies of meetings,
5 in person vice telephonic, telephonic vice in person, and so I
6 think where we are now, not having one for several years,
7 reestablishing the process now. We were talking about the process
8 of quarterly meetings or biannual meetings, but I think our
9 efforts now are on solidifying the membership and working through
10 a couple of situations that we have with some of the members, and
11 getting these working groups established with a charter and
12 getting those pieces formalized; and that that perhaps would drive
13 the next meeting, whether it be in person or telephonic.

14 I just wanted to open that discussion up briefly and
15 talk about schedules and process. John?

16 MR. HAZLET: With respect particularly to working
17 groups but also maybe the whole body, if we're going to have
18 telephonic, particularly the working group meetings, can TSA
19 provide the conference bridges? Or do we have to arrange that
20 ourselves?

21 MR. HOFSSASS: I don't know, but we can find out.

22 MR. WALTER: I think we have some flexibility there,

23

1 but we'll have to check it out and see what our actual capacity is
2 for that.

3 MR. HOFSSASS: So John, we'll take that as a do out.
4 That's a one-stop shop question for us back at home, and we can
5 circulate that answer out.

6 Yes, Steve.

7 MR. ALTERMAN: Just from being on 17 million advisory
8 committees and subcommittees of various sources, I would like to
9 suggest that wherever possible we meet in person. I know that it
10 involves travel for people, and the last thing I want to do is
11 spend people's money to travel; but what I've noticed is it's too
12 easy to get less done in more time on the phone, unless we have an
13 issue that pops up and can't wait for the next meeting, in which
14 case it may be necessary.

15 I've always found that getting together in a room
16 presents a dynamic that's better than people, disembodied voices
17 on a phone. So for whatever it's worth, to the extent possible
18 I'd like to meet in person.

19 MR. HOFSSASS: Thank you. Paula?

20 MS. HOCHSTETLER: In the past I've found that the
21 charter for ASAC, having that in hand has been a help, because
22 I've had questions about how we ought to be operating and I may

23

1 have been told, but I forget. Would it be possible for us to be
2 provided with a copy of the current charter for ASAC?

3 MR. HOFSSASS: Absolutely.

4 MR. WALTER: Most definitely. I can e-mail that out
5 tomorrow. We are also in the process of, this will all be posted
6 on our Internet, and there will be a resource there that you can
7 always look at if you can't get a copy of that anywhere else. So
8 we will definitely get that to you.

9 MR. HOFSSASS: Thank you.

10 Craig Spence.

11 MR. SPENCE: Capitalizing on that or actually adding to
12 that, this body has a long history, going back to 1993, '92 I
13 think my first meeting was. Is there a way -- I tried to get old
14 meeting notes and the other public information; I did Google it,
15 and I found that a couple sites on TSA where we had some meeting
16 minutes. Is there a possibility to get as many of the past
17 documents back up so that we're not reinventing the wheel?
18 Because a lot of these topics have been discussed, and I think it
19 would benefit everyone to have a look at this.

20 MR. WALTER: Again, on our website we will try to
21 create a legacy place where those things reside. Understanding
22 that some of the products of working groups and some of the

23

1 meetings, actually, were closed due to the sensitive nature of the
2 information. So that wouldn't be available, at least on the
3 website, but we can actually go through, and we do need to
4 reconstruct that, and that's something we'll be looking at here,
5 immediately.

6 MR. HOFSSASS: All right, so Craig on that point,
7 historical section, as much as we can provide for ASAC.

8 MR. SPENCE: Thank you.

9 MR. HOFSSASS: John?

10 MR. HAZLET: With respect to in-person meetings, I
11 agree with him that that in many cases is best. Is there a
12 mandate for this group to meet at Washington, D.C. or in the
13 environs, or can we meet in other places; and if we can meet in
14 other places it would be nice to select places where there's good
15 air transportation service, such as DFW, Denver, airports like
16 that -- Phoenix? West Coast.

17 MR. HOFSSASS: Restrictions on locations for meeting?

18 MR. WALTER: Not that I'm aware of; no, there are not.

19 MR. HOFSSASS: I haven't seen anything.

20 Yes, sir. Pan Am 103.

21 MR. JOHNSON: Glenn Johnson, Victims of Pan Am.

22 I'd like to stress again that I really feel that
23

1 periodically we do need face-to-face meetings. I think a lot of
2 times that when we know this is going to happen, it also creates
3 an atmosphere to get things done, and also whenever you're doing
4 it over the phone, conferencing, it's a lot more difficult to
5 understand people, and when two people talk at one time it becomes
6 more difficult. I really feel that anytime we have decisions to
7 make we should do it and we should be aiming for no less than
8 three meetings a year.

9 MR. HOFSSASS: Okay, thank you.

10 Any other comments from Committee Members with respect
11 to schedules and process?

12 Yes, sir. AFA.

13 MR. WITKOWSKI: There was earlier a question about
14 notes and minutes from previous meetings. It used to be that this
15 committee had actually a transcript taken of the entire meeting,
16 and that was sent out to all the members afterwards. And I think
17 sometime after 9/11, I think it was in 2002 or 2003, they stopped
18 that practice. But I found it helpful, and other members of the
19 ASAC found it helpful, too, to keep a record of what was said
20 during the public meeting.

21 So if that's something that could be looked at, it
22 might be helpful.

23

1 MR. HOFSSASS: Your question is both timely and ironic;
2 we just captured that, so
3 Dean.

4 MR. WALTER: Yes, sir. All the ASAC meetings, we've
5 had a court reporter and a transcript; and in addition to that,
6 detailed minutes. And there is a requirement under FACA that the
7 detailed minutes are presented to the full body for approval at
8 some point. So there's a full history of that, and we will work
9 on reestablishing all that on our website for your use.

10 MR. HOFSSASS: Duane?

11 MR. McGRAY: Yes, hand-in-hand with that, the only
12 problem with what we used to do was we didn't get the transcripts
13 until about two days before the next ASAC meeting; so it would be
14 nice to have them in a more timely fashion.

15 MR. HOFSSASS: Okay. Thanks.

16 Any other comments, questions, feedback?

17 So there was a suggestion of, no less than three times
18 annually in person, that was raised a short while ago. Do we want
19 to make a decision or see if there are objections today with
20 respect to meeting schedules, or do we want to go ahead, work
21 through some of our membership situations, go ahead and see what
22 interest we have for the work groups, and then allow that to, once

23

1 we have the charters in place, update some information, go ahead
2 and let that drive the next meeting?

3 John?

4 MR. HAZLET: I think that we could wait to set the
5 meeting dates or the numbers in the future, but I think it's
6 important to provide at least two months' notice of a meeting so
7 that people will have a better chance of fitting it into their
8 schedules.

9 MR. HOFSSASS: So we have the Federal Register process
10 and then we have the general notification process, so I think we
11 can work an advance schedule, beyond even what the posting
12 requirement is, because we have to do that based on a certain
13 number of dates; but for general committee member information and
14 calendar planning purposes, I think we can shoot for multi-month
15 advance.

16 Doug?

17 MR. CARR: Doug Carr with NBAA.

18 Just another perspective that I think might be helpful,
19 that having known dates in advance -- and I'm not saying we need
20 to set them yet -- but having them known in advance I think gives
21 us milestones to work for. Upcoming meetings often creates energy
22 towards achieving and completing projects. I'd offer, leaving

23

1 meetings subject to the completion or the need to start a project
2 could leave us in a situation where we go several months between
3 meetings; and I think there will be enough activity between two,
4 three, four meetings -- whatever it ends up being per year, to
5 justify setting those meetings well in advance over the course of
6 a year so that we can plan for them on our annual calendars.

7 MR. HOFSSASS: So let me throw this out to the group,
8 then. It's the middle of September, we have holidays coming,
9 we're going to be establishing working groups, updating the
10 charter. Would we want to shoot for another meeting in this
11 calendar year, or would we want to shoot for something directly
12 after the first of the year, in '10?

13 So I think what I would say is, do we have objections
14 to having one early in 2010 following the holidays, not that we're
15 not going to establish the working groups, not that we're going to
16 not resolve some of the membership scenarios, nor are we not going
17 to send out the charter and do the updates; but for our next in-
18 person meeting, location to be determined, do we have objections
19 to January of 2010?

20 MR. MORRIS: In view of the process that I've seen
21 developing here, I frankly would like to meet sooner rather than
22 later to just make sure that all the processes that are being

23

1 established are vetted through the group. I know December is a
2 terrible month -- actually, January is terrible for me, too -- but
3 I would like to meet like in the second or third week of December
4 so that we get all the processes vetted and in place so that we
5 can then establish another meeting in March or April, when the
6 groups are established. If we wait until after the first of the
7 year to have our next meeting, we may be wasting a little time in
8 getting the actual substantive work of the working groups done.

9 I don't feel that strongly about it; it just occurs to
10 me.

11 MR. ALTERMAN: That one I did, too, when we established
12 the charters, which we'll do here very soon; I think they should
13 have products and also timelines associated with that, and once we
14 have the timelines spelled out, we may see whether it's a natural
15 grouping there where we can have a meeting based on products from
16 the working groups.

17 MR. HOFSSASS: So general observation, 50 percent of the
18 heads said no, Steve; 50 percent said yes. So we have objections
19 on either side.

20 Duane, then John.

21 MR. McGRAY: Well, I was just going to say that I don't
22 have a problem with us waiting until January, but if we do meet in

23

1 December, I would like us to set the meeting in conjunction with
2 the aviation summit, so that we can make one trip to town rather
3 than --

4 MR. HOFSSASS: The aviation issues summit? The joint?

5 MR. McGRAY: The annual aviation summit. Carr's
6 party.

7 (Laughter)

8 MR. HOFSSASS: I believe it's called the Aviation
9 Legislative Conference's joint conference. So that's like first
10 week of December, is it not? That's like December 3rd, 5th, 7th,
11 10th?

12 MR. CARR: 10th and 11th.

13 MR. HOFSSASS: 10th and 11th, sorry.

14 And okay, so roger that. John, you first, then over
15 to Carter.

16 MR. HAZLET: I wonder if we might take a vote about the
17 popularity of December versus January. There are already some
18 conflicts in early December, and I think that for some of us in
19 certain businesses, December is just an impossible month, anyway.

20 MR. ALTERMAN: I'll withdraw my comment.

21 (Laughter)

22 MR. HOFSSASS: Carter?

23

1 MR. MORRIS: On a separate topic, I'd like to commend
2 you, Doug, and the Agency for reconstituting ASAC, but also the
3 high level of executive participation from TSA. I think in the
4 past, going back you know ten years or so with ASAC, not only the
5 working groups are successful output from the ASAC, but the high
6 level of attention and interest inside TSA, IT was being critical
7 to taking our feedback and making it a meaningful part of policy
8 development inside the agency.

9 So having you and Gale and John and executives from all
10 the different program offices here, I think that's tremendous
11 value, and I for one would like to encourage the Agency to
12 continue to have those level of executive participation at future
13 ASAC meetings.

14 MR. ALTERMAN: Doug, on that same note, and I think
15 it's important as you're doing the meeting minutes -- thank you
16 again for doing this and reconstituting this body. I was a little
17 bit depressed, though, to see all the empty seats. And if you
18 look at the name tags on the empty seats, that I think is
19 something that we can work to correct in the future. I think it
20 would benefit us all.

21 MR. SPENCE: If I could say something, I would say I
22 agree.

23

1 (Laughter)

2 MR. HOFSSASS: Thank you both.

3 Chris.

4 MR. BIDWELL: Chris Bidwell, ACI.

5 Quick question for you with regard to your comment
6 about working on membership. Those are along the lines of my
7 colleague's comment down here. We've got a list that was provided
8 of the industry folks, but going back several years there were
9 numerous other agencies that had representatives on ASAC, and my
10 question is, how has TSA gone about identifying those agencies for
11 participation? I guess just a comment from a previous slide,
12 having CBP participating on ASAC and FAA and others was very
13 helpful. And then separately from that, as far as membership
14 goes, when you're looking at the industry members, how are you
15 going to engage the ASAC -- and there's the elephant back in the
16 room -- you know, insofar as which associations versus individuals
17 are represented and then also how we go about a process that we
18 had in place previously, which I think was very helpful, is
19 identifying alternates. Thanks.

20 MR. HOFSSASS: So I can't speak very loud, but -- and I
21 can't give you a lot of granularity on that, Chris, but we have
22 some challenges with the way some of the bylaws, the process is

23

1 written. So there are these three sections of the current
2 guidelines that we, TSA, has some concern about and we don't think
3 it is as sufficient and as crosscutting as we want it to be; and
4 some of the references to some of the membership, explorations,
5 the populations and some of the subgroups of the membership --
6 that's the kind of stuff that we're working right now with Gale
7 and the Dep Sec at the Department.

8 So we know that there are at least three, perhaps four
9 categories within the current guidelines that have some huge gaps;
10 so we're working at it. With respect to our partners, we're going
11 to do a better job for the next one, making sure that we get our
12 members here, because that's got to be frustrating.

13 Some of our own staff said it would be great if we had
14 some of those folks here today as well, so. That's something that
15 is happening now.

16 MR. BIDWELL: Thank you.

17 MR. HOFSSASS: Thanks, Chris.

18 So back to the -- discussion about January. The
19 question was technically withdrawn about December. Do we have any
20 objections with respect to shooting for January sometime right
21 after the New Year, for the next in-person meeting? We'll still
22 stay on track for establishing the working groups. We're going to

23

1 look at the membership, we're going to look at updating the chart;
2 all those things are going to be explained.

3 Any objections to January?

4 (No response.)

5 Okay. Anything else before we close out?

6 (No response.)

7 Dean, anything before we close?

8 MR. WALTER: No.

9 MR. HOFSSASS: Thank you, everyone, and have a safe day
10 tomorrow. Thank you.

11 (Whereupon, at 3:55 p.m., the meeting adjourned.)

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