

Summary of the Thirty-Fourth Meeting

Special Committee 224

Airport Security Access Control Systems

The thirty-fourth meeting of SC-224 was held August 6, 2015 at RTCA, 1150 18th Street, N.W., Suite 910, Washington, D.C. 20036 and was attended in person and /or via telecom / WebEx*.

Attendees included:

Christer Wilkinson* (Co-Chair)	AECOM System Solutions
Art Kosatka (Secretary)	TranSecure
Jonathan Branker	CGH Technologies, Inc.
Colleen Chamberlain*	American Association of Airport Executives
Kristina Dores*	ICAO
Ed Ebright	Federal Aviation Administration
Walter Hamilton*	ID Technology Partners
Karan Hofmann	RTCA, Inc.
Mike Keegan*	General Mitchell International Airport
Jim McGuire*	TranSecure International, Inc.
Harold Moses	RTCA, Inc.
Jeanne Olivier*	Port Authority of New York & New Jersey
Mike Pilgrim	International Security Concepts
Rick Pratt	Xtec, Inc.
Chuck Reed*	Parsons Brinckerhoff
Jay Romlein*	CSHQA
Steve Rogers*	Intellisoft, Inc.
Len Wood*	TranSecure, Inc.
Don Zoufal*	System Development Integration

In accordance with the Federal Aviation Advisory Committee Act, Ed Ebright, Federal Aviation Administration (FAA), was the Designated Federal Officer for this meeting.

SC-224 - Meeting No. 34
(August 6, 2015 Meeting)

1. Welcome and Administrative Remarks

- Mr. Ebright read the DFO administrative statement; Mr. Moses addressed the RTCA proprietary information statement.
- Mr. Moses introduced Ms. Hofmann; some discussion of changes in RTCA staff duties, and the new RTCA membership policy which states that committee membership must only be comprised of persons attached to a corporate member of RTCA after Jan 1, 2016. An e-mail was circulated today to all participants of all committees. Additional negotiations are being conducted among 224 committee, Safe Skies and RTCA leaderships.

2. Approval of Previous Meeting Summary –

There were no substantive comments. The meeting Summary for the June 25th, 2015 meeting was approved.

3. TSA Report

The TSA Co-Chair was not available for the meeting; the Chair reported that he had received no further feedback on Section 2 as raised by the TSA at the previous meeting.

4. Safe Skies Report

The Safe Skies representative was not available for the meeting.

The Chair discussed the new Safe Skies agreement for re distribution of 230-E to airports in US, AAAE, ACI. Consultants may be individual members of NSSA - membership is free; document is free. Questions remain regarding International organizations or consultants; Mr. Chambers was not present to confirm.

5. Discussion of Reworked Credentialing Section

- Must be provided to PMC by 30 days prior to October 16
- Flow diagram will be ready later today from Ms. Dores. Should be very basic, not operational, with guidance from the introduction section
- Internal links should go only to the top of the relevant section, to maintain consistency from one version to next
- Discussion with Mr. Ebright about AIP grants going only to 139- regulated airports, and

whether funding with respect the DO-230 document standards can apply to ANY airport receiving federal grants, including GA - Mr. Ebright of FAA will verify if a grant condition MUST be that it be FIPS 201 compliant, although there is no known current requirement to be compliant, and no known plans to do so.

- Mr. McGuire suggests such a requirement is likely to be “back-doored” when 2-factor requirements are introduced. This issue is agreed to be reassessed in 230G, along with new operational guidance. Mr. Hamilton notes the only way to check for compliance is to check the GSA list; there is no approved list of products.
- Discussion of HR-658 - House legislation require pilots’ license to be PIV-I “like” for pilot access to sterile areas at the checkpoint. This would work with existing known crew member policies at the checkpoint (not at other portals) and can allow for challenge on the AOA. This issue is not for inclusion in this standard.
- Discussion of the list of convictions and TWIC requirements regarding such additional data as wants and warrants, etc.; airports must comply only with existing list in TSR 1542. It was noted that review of the list of crimes is among the 28 ASAC recommendations to be revisited. Also noted that discrepancies must be resolved by the applicant, although the airport may assist with its own resources. Noted that this and other operational and similar regulatory and informational topics border on scope creep.
- Mr. Zoufal provided lengthy language to be inserted as Section 2.5 regarding the “middle airport” group – which fits between top level fully integrated airports and bottom level airports with fully manual systems. Noted that we must also expand discussion of privacy issues and concerns in this chapter
- Brief discussion of the differences between fully integrated and fully automated – an integrated system can be partially manual.
- Discussion of the responsibilities when an airport is operated under a public/private arrangement, but in the context of this standard, there is no difference in regulatory requirements; they must be met for the airport to operate.
- Noted that of the two DACs, Telos has about 25 DAC clients, Morpho has only Hawaii; the rest use AAAE.
- Footnotes are used in the draft as a “temporary” measure; the data was moved to footnotes for readability purposes. Still to be determined how they will be handled according to the RTCA style manual.
- At the previous plenary, TSA expressed strong concerns regarding certain details in the then-existing draft. TSA was provided with copies to be reviewed, but the Agency has not responded to date, so hearing no objection, it was agreed that the draft will move forward after today’s edits.
- Brief discussion of life cycle of superseded cards, which must be deactivated and

destroyed; some airports destroy immediately, while others may save them for as long as the 180 period required for retention of airport records after termination.

6. Discussion of Section Upgrades for DO-230G

- Operational guidance issues such as 2 factor authentication, etc. are issues to be discussed in more detail in version DO-230G
- This may include the potential for reorganizing the document in DO-230G, such as changing the order of some content, and/or moving some subject matter to lesser roles in other chapters.
- These might include moving biometrics and/or credentialing into PACS chapter, with considerations not only as to the topics themselves, but what can be achieved in the committee's available time line, and the need to coordinate among several other closely related research efforts currently under way at Safe Skies.
- Additional discussion of committee membership issues, currently under review at RTCA executive level.

7. Date and Time of Next Meeting

It was agreed to be held on September 17th - noted that NSSA has an industry conference call at 0930 that day; committee could participate prior to the meeting.

8. Any other Business

There being no other business the meeting was adjourned.

-S-
Art Kosatka
Secretary

CERTIFIED as a true and
accurate summary of the meeting.

-S-
Christer Wilkinson
Co-Chairman