

Summary of the Fifty-Fifth Meeting

Special Committee 224 Plenary

Airport Security Access Control Systems

The fifty-fifth meeting of SC-224 was held February 22, 2018, 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
Al Paterno* (Co-Chair)	Transportation Security Administration (TSA)
Art Kosatka (Secretary)	TranSecure
Djhanice “DJ” Neric	Federal Aviation Administration (DFO)
Jonathan Branker	Federal Aviation Administration
Jose Chavez	Transportation Security Administration (TSA)
Sean Cusson*	Airports Council International/North America (ACI/NA)
Walter Hamilton*	ID Technology Partners
Karan Hofmann	RTCA, Inc
Rebecca Morrison	RTCA, Inc
Jeanne Oliver*	Port Authority of New York and New Jersey (PANYNJ)
Nobuyo Sakata	Aircraft Owners and Pilots Association (AOPA)
Brandi Teel	RTCA, Inc
Tafari Walker	Phelps ACE High School Senior
Akira White	Phelps ACE High School Senior
Don Zoufal*	CrowzNest

In accordance with the Federal Aviation Advisory Committee Act, Djhanice “DJ” Neric, Federal Aviation Administration (FAA), was the Designated Federal Officer (DFO) for this meeting.

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(February 22, 2018 Meeting)

1. Welcome and Administrative Remarks

Ms. Neric read the DFO administrative statement; Ms. Hofmann addressed the RTCA proprietary information statement. And Dr. Wilkinson presented the agenda. Chairman Dr. Wilkinson reminded the comment not to discuss SD content.

2. Approval of Previous Meeting Summary

The Summary for the January 25, 2018 meeting was approved.

3. TSA Report

Mr. Paterno noted that his office has been trying to expose some TSA policy people to this RTCA project and its impact on aviation security; in the room with him today was Mr. José Chavez, who is well known to members of this committee and was previously involved as a contributor to two previous iterations of the TSA Recommended Security Guidelines document.

4. Document Distribution

Ms. Hofmann led a discussion on a now-final industry agreement with ACI for expanded distribution of the RTCA standard to its member airports, or more accurately, to US airports through ACI's member organizations, i.e. the governmental entities who own and operate commercial airports. Distribution will be on a by-request basis so they can track all requests. Non-member distribution will be determined on a case-by-case basis.

Mr. Cusson or Mr. Bidwell will be the points of contact; information regarding the documents availability has already been distributed and will be similarly announced at the upcoming the ACI steering committee at the upcoming ACI conference.

Dr. Wilkinson advised that he will attend this steering committee meeting.

Dr. Branker advised that he will be making a full presentation on the document next month to an international audience at the Passenger Terminal Expo in Stockholm, and Mr. Kosatka will similarly for the security committee meeting next week at the ACC/AAAE Planning and Design Conference in Denver.

There was brief discussion regarding the fact that DO 230 is noticeably US-centric within its regulatory and procedural issues, but Mr. Kosatka pointed out that the standard is not a TSA mandate. It is best practices and is nonetheless used internationally for its operational perspective and is easily adapted to whatever legislative and regulatory environment and/or operational and cultural environment may be applicable.

5. Plenary Meeting Frequency

Mr. Kosatka addressed the committee on a proposal to extend the time between plenary meetings, noting that the last several meetings preparing version “India” have heard from the various chapter committee chairs that no substantive changes were proposed this time – generally, it appears to be a reasonably mature document – with two exceptions: the credentialing chapter needing the most attention (Mr. Zoufal as lead), followed by the procurement chapter (Mr. Pilgrim as lead, but temporarily medically sidelined).

Aside from the need for the next two already scheduled meetings to address the finalization of the current version of the document, there appears to be little need for a full plenary session to meet every six weeks or so.

Those in attendance generally agreed with the nature of the proposal; Dr. Wilkinson noted that it will require a change of the Terms of Reference, which he will draft and propose in a memorandum to the PMC’s June meeting as potentially quarterly sessions, subject to any exigent security-related considerations that may occur. This would potentially push the presumed publication date for version “Juliet” out 18 months to approximately mid-2019.

Mr Kosatka also raised the issue of the National Safe Skies Alliance currently has on the streets an RFP 0017 for a one-year research program on “Access Control Card Technology Guidance”, tentatively to begin June 2018.

This has been reviewed by numerous people both inside and outside this committee as potentially redundant to the RTCA DO-230 effort.

Further, Mr. Kosatka notes that he assumes that redundancy can be turned to our advantage by proposing that the NSSA project be structured as a complementary document to the existing TSA/NSSA recommended security guidelines and the RTCA DO-230 standard, which have been promoted for many years as similarly complementary and would thus provide considerable consistency among the primary industry guidance documents, noting that they are already cross referenced to each other and both are referenced as primary resources to the NSSA RFP, confirming their applicability.

Dr. Wilkinson also noted that the CBP has recently published new standards for Its facilities, including access, will which may differ from DO-230 standards, but are typically procedurally separate from the airport system.

6. DO-230I Discussion

Next, Mr. Zoufal presented his proposed changes to the credentialing chapter, primarily operational issues, which are now available on the RTCA's website for review. Among other issues, he addressed the use of FBI's RapBack program, regarding enhanced CHRC's, which would replace the current two-year requirement for updates.

Some discussion followed on air carriers' use of RapBack; Mr. Paterno indicates only Delta Airlines is currently using it but is available to all – many MOU's are in the queue. Mr. Paterno advised that TSA can only do the reprogramming with FBI approval, particularly regarding distribution of the data, but there are still some functionalities of the program in the works.

Ms. Olivier expressed some concern that if the airline performs the checks, the airport has no visibility into the results. Mr. Paterno notes that TSA 1540/1542 regulations do allow access to such information under certain circumstances. Mr. Paterno generally agreed with requirement and will have Mr. Conrad at TSA review and provide feedback.

Ms. Olivier reports no changes to her chapter on perimeter.

Mr. Suneborn (reporting through Dr. Wilkinson) has no changes to his access control chapter.

Mr. McGuire reports no new changes to his chapters but advised that access cards themselves may disappear within a few years, to be replaced by biometric or smart phones which may be illuminated by the NSSA study.

Further, recent domestic security events such as school shootings may end up with full security reviews.

While not specifically relevant to airports, it may reverberate in other public facilities such as airport and train/bus terminals, malls, etc. Security of public areas is currently not in scope.

Further, he notes that facial recognition has improved dramatically, and works remarkably well, but only when you can control the surrounding aspects of the environment – lighting, camera angle, movement, etc.

Mr. Hamilton was unavailable to discuss his section (but was present for part of the meeting) Dr. Wilkinson will check with him, but he reported no changes at the last meeting with the biometrics chapter

Mr. Pilgrim was unavailable to report for procurement chapter, being indisposed.

Dr. Branker and Mr. Kosatka had no updates; their inputs evolve primarily from changes in other chapters.

7. Meeting Action Items:

- Last call for all changes, no matter how minimal, before FRAC Release
- More discussion on any unusual or non-industry distribution of the document through ACI (such as ACI's "Airports at Work" conference - event in New Orleans is also under consideration).
- Awareness for the entire committee membership to discuss at industry conferences

8. Follow On Meetings

The following future meetings were setup for planning and the federal register.

- March 29, 2018, 10:00 ET – Open FRAC
- May 10, FRAC Resolution and TOR Revision Discussion
- June 21, 2018 – PMC with presentation of DO-230I and TOR Revision

9. Other Business

There being no other business the meeting was adjourned.

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Art Kosatka
Secretary

CERTIFIED as a true and accurate summary of the meeting.

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Christer Wilkinson
Co-Chairman

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Alan Paterno
Co-Chairman