

**Summary of the Sixty-Eighth Meeting**  
**Special Committee 224 Plenary**  
**Airport Security Access Control Systems**

The sixty-eighth meeting of SC – 224 was held January 16, 2020 at RTCA, 1150 18<sup>th</sup> 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 Inc.
Djhanice “DJ” Neric*	Federal Aviation Administration (Government Authorized Representative)
Jonathan Branker	Federal Aviation Administration
Gary Davis*	Metropolitan Washington Airports Authority (MWAA)
Kristina Does*	TranSecure Inc.
Kevin Emden*	M2P
Lance Ferrell*	M2P
Suzanne Guzik*	Burns
Walter Hamilton*	IDTP
Karan Hofmann	RTCA, Inc.
Jeanne Olivier*	PANYNJ
Lars Suneborn*	IDTP
Casey Thiesen*	UAL
Don Zoufal	Crowznest

**SC-224 – Meeting No. 68**  
**(January 16, 2020 Meeting)**

**1. Welcome and Administrative Remarks**

Ms. Hofmann opened the meeting with the reading of the Anti-Trust Requirement, RTCA Proprietary Policy and Membership Policy and relevant exemptions.

Dr. Wilkinson presented the agenda for today’s meeting.

The entire committee offered tributes for the recently passed colleague Mr. Leonard Wood. There was unanimous agreement to offer dedication language in DO-230K.

## **2. Approval of Previous Meeting Summary:**

The Summary for the November 21, 2019 meeting was approved with correction to meeting number in summary paragraph one.

## **3. TSA Report:**

No TSA representation to report agency status or activity.

The SafeSkies research project regarding exit lanes has been awarded to TransSolutions - exit lanes are deemed to be access portals by TSA.

Updates to the TSA publication “Recommended Security Guidelines for Airport Planning, Design & Construction” has been awarded to Burns, which tentatively has its first draft deliverable due for review in mid-late February. This document has traditionally been developed in parallel with the RTCA DO-230 – indeed, the access control chapter of the Guidelines is almost entirely a condensed version of the DO-230 guidance, referencing the reader back to the main DO-230 document for more detailed information.

Dr. Wilkinson will contact SafeSkies to request a copy of that first draft outline so this committee can determine whether both new versions can/will continue to develop in parallel.

## **4. Document Distribution:**

ACI has agreed to provide the document to its member airports.

AAAE is no longer an RTCA member and will not sponsor distribution.

ACC has been invited to discuss an agreement.

Dr. Branker is scheduled to present the recently published DO-230J at the Security Track of Passenger Terminal Expo in Paris on April 2<sup>nd</sup>.

## **5. New Counter UAS Committee**

Ms. Hofmann and Dr. Wilkinson discussed the recent creation of an RTCA committee on drones; it will focus on the capability to detect and identify a drone, not on defensive and countermeasures.

Ms. Olivier notes that the Port Authority has been testing some technologies; Mr. Davis at MWAA also has some equipment under review – it is not yet clear in these or other tests whether any consistent level of success has been achieved; he will report at the next meeting.

## 6. DO-230K Discussion:

Dr. Branker's introduction section is reviewing all document chapters in order to synthesize these into a single introductory presentation.

Dr. Branker is also chairing the new cybersecurity section; this topic is evolving in a much more fluid environment is a great deal more topical subsections still to be developed. Ms. Thiesen and Ms. Dores offered to provide assistance and input to the new chapter.

Mr. Kosatka speaks to the issue of scope creep, noting that the original Doc-230 was approximately 50 – 60 pages, and has now expanded to well in excess of 300 pages encompassing numerous chapters of related issues. He reminds the committee of the title of the document: Airport Access Control Systems, which now addresses additional issues such as perimeter, CCTV, procurement, integration, communications, biometrics, and several more. Prior iterations of the document have deemed it appropriate to address such concerns as they may relate to access control; the committee is urged to maintain that level of attention to the relevance to access control. Two new chapters have been added by the full committee – cybersecurity and international applications, both of which will require considerable attention in this respect.

Mr. Ferrell presented a detailed PowerPoint regarding a complete rewrite of the integration section as well as a graphic showing how the new version incorporates all of the elements of the existing version. (copy on 224 workspace)

Mr. Suneborn provides some guidance on the need for a gap analysis; Mr. Zoufal points out the need for identification of the current state in order to be able to determine the gap to the desired end state.

Mr. Emden provides an outline of an extensive and newly revised procurement chapter, also with graphics showing the connective paths between old and new version. (copy on 224 workspace). Mr. Kosatka reminds the committee of the long-standing guidance, especially for those chapters that have not been updated for significant periods, that these are performance standards – we are not seeking to tell an airport how to operate its airport. Mr. Zoufal notes this should include the total cost of ownership, including maintenance/warranty, life cycle, etc. It was generally agreed that discussions of the regulatory environment can be shifted to another chapter or appendix.

Mr. Zoufal's new credentialing chapter will address the new TSA audits requirement as well as issues surrounding the new mandatory requirement for RapBack and RealID – again, recalling the access control purpose of the document. The rest of the chapter is relatively stable.

Mr. Suneborn's access control chapter suggests that the dominant technology at present is still low frequency proximity cards. However, there is a global effort examining the status of facial recognition technologies, although there are no common standards for that. There is an International consortium ("Insight") meeting in late February which is in the process of seeking such standards; they suggest that the state of facial technology is expected to

improve significantly over the next two years, but not clear if acceptable international standards can be established by that time. It was noted, for example that some constraints continue to be difficult to resolve, such as three axis position of the targeted face, (pitch, yaw, and roll), lighting, or the point at which the camera becomes “face aware”, particularly where multiple faces are in the field of view. Also noted again is the issue of whether facial, as well as certain other emerging technologies, may or may not prove acceptable as an access control technology. Mr. Suneborn also notes that TWIC – PIV interoperability standards should be issued soon, possibly by March or April of this year. A QPL for such readers has been dormant pending the standards.

Mr. Hamilton’s biometric section needs an update, especially facial recognition; the technology has become significantly better in recent years but is not being widely adopted for airport access control systems. There will be recommended updates following the international biometric standards meeting in New Orleans in January. Comments to the TSA program change requiring mandatory RapBack participation are due January 20; there are currently 190 airports and six air carriers enrolled in RapBack so far. There is discussion regarding allowing airport law enforcement use of the Interstate Identification Index “III” name-based background checks for screening temporary workers, contractors, etc. at airports.

Ms. Olivier reports that the perimeter chapter needs a readability review; and notes that we have ignored drones so far (access control?); Mr. Zoufal offers to assist.

Ms. Dores has recently begun work on the new international chapter: Mr. Kosatka discusses the issue of whether this document is to be seen as a US domestic or fully international resource. There may be issues of ICAO compliance, but it would be virtually impossible to impose operational, technological, regulatory, legal and financial mandates worldwide, so interoperability among technologies in this context should not be an issue. Look at any new EU / GDPR requirements.

Mr. Kosatka notes that the SOC chapter, much like the introduction chapter, has continued to take the position that the SOC is the “venue” to which all the output of the other chapters is filtered into the SOC as the collective “user”. Thus, the SOC redraft is taken from the other collective chapter redrafts somewhat later in the process.

Mr. Walker (CCTV) and Mr. Wheaton (Communications) were unavailable to report.

**7. Following Meetings:** The next meeting sessions are:

April 16, 2020 – 69<sup>th</sup> Plenary  
June 18, 2020 – 70<sup>th</sup> Plenary

**8. Action Items**

- Mr. Kosatka will try to advise the committee of any intended services for Mr. Wood at Arlington Cemetery - not yet established

- Dr. Wilkinson will contact Safe Skies with regard to a draft of the TSA guidelines project
- Mr. Hamilton / Ms. Olivier -inviting any airport interest in joining the TWIC pilot project
- Mr. Hamilton to report following the facial identification standards meeting in New Orleans

**9. Any 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

-S-

Alan Paterno

Co-Chairman