



September 11, 2025

**Summary of the One Hundred and Second Meeting
Special Committee 224 Plenary
Airport Security Access Control Systems**

The hundred and second meeting of SC–224 was held virtually on September 11, 2025

Attendees included:

Christer Wilkinson (Co-Chair)	AECOM System Solutions
Rebecca Morrison	RTCA
Djhanice Neric	FAA
Jodi Spencer	City of Boise
Adam Shane	Burns Group
Justin Martin	AECOM
Martina Benedikovicova (Secretary)	CLT

Not present:	
David Claudio	MWAA

No regrets

**SC-224 – Meeting No. 102
(September 11, 2025 Meeting)**

1. Welcome and Administrative Remarks:

Ms. Morrison opened the meeting by reading the reminders for the Anti-Trust Requirement, Export Compliance Policy, Intellectual Property Policy, Membership Policy, and relevant exemptions, as well as RTCA membership requirements. After the membership update, Dr. Wilkinson presented the agenda for today’s meeting with no changes from previous agendas.

2. Approval of Previous Meeting Summary:

The Summary for the Plenary #101 (July 10, 2025) meeting was briefly reviewed. Dr. Wilkinson pointed out an error in the number of the meeting in the title of the summary. Ms. Benedikovicova will correct and resend to Dr. Wilkinson, who will repost it in AerOpus. There were no other changes to the summary. The summary was accepted.

3. TSA Report:

No TSA representatives were present, so there was no TSA report. Ms. Morrison reported that the membership team has been reaching out to the TSA regarding their intentions of remaining on and co-chairing the Committee, as their membership is up. However, they have not been receiving any responses. They are not sure if it due to the staff no longer being at the agency, as the emails do not seem to bounce back even when staff has left. Dr. Wilkinson asked if it was appropriate for him to reach out his co-chair directly, to which Ms. Morrison replied in affirmative.

4. Change in TOR:

Since Dr. Wilkinson got a go-ahead to reach out to Mr. Paterno, he would wait on the result of that conversation to submit a TOR to make him a sole chair.

5. Version DO-230N Discussion:

Mr. Shane shared his notes on the **integration section**, which is not very long. His overall impression was that the section did not contain industry-standard language, which he corrected. He approached the section as a System Integration Plan, with the explanation of what it is and why it is to be done. He also believes that the section needs a better overview, introduction, and corrections. The Airport needs and requirements sections were mostly correct. In the System Integration Plan section, he added a System Matrix, which shows all systems and where the integration points are. In the text, he limited the explanation to the access control components. He also included information on the difference between system interfaces and integration, and the means by which to perform integration. He added a section on microservices architecture, which is becoming more prevalent, as well as trends.

He said he would go back to see if anything else needed to be added to the checklist. Dr. Wilkinson suggested waiting with the checklist until the very end when the section is completed. Dr. Wilkinson also asked Mr. Shane to send him any changes to the Introduction section that he is working on in the absence of Dr. Branker, who is still trying to sort out his membership on the panel. Dr. Wilkinson will include the changes in the Executive Summary. Dr. Wilkinson also thanked Mr. Shane for the work he has done.

Ms. Spencer reported that her section (**credentialing**) was completed and that she has reviewed the comments of Mr. Shane and Ms. Benedikovicova and included them. Dr. Wilkinson asked her to incorporate the changes to the main document and post it on AerOpus, and at the next meeting, present to the group the completed section. He also commented on Ms. Spencer being ahead of everyone in her work.

Before Mr. Martin presented his section the **Physical Access Control** section, Dr. Wilkinson noted that he had joined the committee only recently and is still familiarizing himself with the section. Mr. Martin then shared his notes and the direction on how he wants to update the document.

1. He pointed out a figure in the document that needs to be updated, at the very least by removing the blue text on the blue background feature. In the field of communications to mobile could be in the Near Field Communications (NFC) section. His focus was going

to be more on NFC and a phone with a mobile credential on it to the reader rather than mobile through the internet. That was in response to Dr. Wilkinson's question regarding the issue. Dr. Wilkinson also pointed out that internet communications present a separate set of security issues, and both noted that NFC would work even in areas without internet access.

2. Push buttons should be added to "fail-safe" areas and access points, as they are a new standard. Mention of UL 864 and the International Building Code will also be included, as it now dictates a lot of what happens with the access control systems.
3. Automated Exit Lane Technology (AEL) Section will see the most changes. Mr. Martin plans on adding wording regarding the internal doors that can shut when someone goes the wrong way. The current wording in the document is not clear in that regard. There is currently nothing about pushbuttons in the exit lanes, which became somewhat of an issue when during a power outage at DEN airport, a person was stuck in the lanes for seven minutes. Dr. Wilkinson questioned why the electronics were not connected to a UPS, and asked Mr. Martin to add that requirement to the section.

The AEL discussion generated a lively discussion with examples from real life airport experiences from negative to positive. AUS airport seems to have had negative experience, which seems to have been largely driven by local factors. CLT, on the other hand had very positive experiences with the lanes installed there.

Mr. Martin will also address Employee Portals ("man-traps") that allow one employee at a time to enter in a sally-port type fashion, when one door opens, and the next door opens only when the one behind has closed. It could be described as the AELs used in reverse for entry into the restricted areas.

These types of access are common for KCM entries. Dr. Wilkinson added that CBP also uses similar technology and asked Mr. Martin to mention that. However, he asked not to deep into CBP requirements, which are covered in another section. Two sections is too much for one person!

4. Baggage belt systems is currently listed as also having security requirements, but Mr. Martin advised that this should have its own sub section to which Dr. Wilkinson agreed and asked that the bag drop systems should also be included.
5. Mr. Martin recommended that delayed egress requirements should also have its own paragraph

Dr. Wilkinson thanked Mr. Martin for his report and the work he has done. He advised that he contact Mr. Claudio who advised he would be late but ended up not being able to join the call.

6. Action Items:

- Dr. Wilkinson will contact Mr. Paterno regarding TSA’s participation in the Committee and sharing the Chair duties.
- Dr. Wilkinson will contact Mr. Claudio and get an update on his section.

7. Next Meeting

November 13, 2025, at 10:00 am

Tentative – January 15, 2026, at 10:00 am

8. Any Other Business

No new business was discussed.

The meeting was adjourned.

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Martina Benedikovicova

Secretary

CERTIFIED as a true and Accurate summary of the Meeting.

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Christer Wilkinson

Co-Chair

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Alan Paterno

Co-Chair