



**February 17, 2015  
11:00 p.m. – 11:55 a.m.  
601 South 12th Street  
Arlington, VA 22202**

## **Meeting Minutes**

**Summary:** This meeting was conducted via conference call to discuss the single issue of the Transportation Security Administration's (TSA) proposed revision of the Ronald Reagan Washington National Airport (DCA) Access Standard Security Program (DASSP) to remove the Armed Security Officer (ASO) requirement. Technical problems with the phone system caused many participants to disconnect at times; however, most members were able to reconnect and participate in the majority of the deliberations.

### **Meeting Comes to Order, Closed Session**

Dean Walter, the Aviation Security Advisory Committee (ASAC) Designated Federal Officer (DFO), called the meeting to order and explained his responsibility to ensure the meeting complied with the Aviation Security Stakeholder Participation Act of 2014. The meeting was closed to the public and only ASAC members and federal officials could participate. Mr. Walter explained that TSA would like to seek ASAC concurrence with this proposed change and the agency would then coordinate the change with the federal interagency and other affected metropolitan Washington, D.C. stakeholders. This issue was briefly discussed at the February 2, 2015, ASAC Meeting, with the intention of addressing the topic again at the next full ASAC meeting scheduled for May 5, 2015. Due to concerns from various stakeholders, the issue required more immediate attention from ASAC. Attachment A provides a complete list of meeting participants.

### **DCA Access Standard Security Program, Jens Hennig**

After some brief opening comments from the ASAC Chairman and TSA Executive Sponsor, the meeting was turned over to Jens Hennig, as Chairman of the General Aviation Subcommittee. Mr. Hennig presented the background on the proposed action to remove the ASO requirement from the DASSP. He noted the improvements in layered security programs and associated measures since the DASSP was implemented in October 2005. TSA has collaborated with industry on strengthening and enhancing the security requirements.

Discussions regarding this issue focused on the sudden urgency of this proposal and the timing of coordination with the interagency. TSA explained that due to public awareness of this proposed change, ASAC support would be helpful with interagency coordination. Some members expressed concern about ASAC taking action prior to the interagency and other affected stakeholders being fully briefed.



There was a proposal to revise the proposed Recommendation to read “*The ASAC concurs that the ASO requirement should be removed from the DASSP and recommends that TSA move to obtain the necessary concurrences from other government agencies.*” The intent of this change was to make the proposed recommendation actionable, and it was supported by the committee.

Mr. Walter asked if there were any further comments. Hearing none, he confirmed a quorum was participating on the call (15 members<sup>1</sup>). Mr. Walter asked for a motion to approve the proposed recommendation, which was received and seconded. Mr. Walter conducted a roll call vote that resulted in approval of the recommendation, with 11 yeas, 0 nays, and abstentions from two members based on issues of stakeholder coordination, particularly with regard to The Metropolitan Washington Airport Authority.

### **Adjournment**

Mr. Alterman asked for any last comments, and with none received adjourned the meeting at approximately 11:55 p.m. EST.

**Summary of Action Items:** No action items were recorded.

### **Certification of Detailed Minutes**

*I hereby certify that this is a true and correct copy of the minutes adopted by the Aviation Security Advisory Committee on February 17, 2015.*

A handwritten signature in black ink that reads "Stephen A. Alterman".

Stephen A. Alterman  
Chairman

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<sup>1</sup> Some members listed on Attachment A participated initially, but since the meeting ran late were unavailable at the time of the vote.



## **Attachment B: General Aviation Subcommittee, Removal of DASSP ASO Requirement**

### **Background/History:**

Ronald Reagan Washington National Airport (DCA) closed to general aviation traffic on September 11, 2001 and reopened on October 18, 2005. When DCA reopened to non-government GA operations, the Transportation Security Administration (TSA) implemented the DCA Access Standard Security Program (DASSP).

DASSP is the regulatory program/process by which Part 91 and government operators can utilize DCA under the following operational programs:

#### **(1). DASSP Certification Program (Part 91)**

- Limited to 48 TSA operations daily
- FAA slot required
- Armed Security Officer (ASO) currently required

#### **(2). Government/Waiver Program**

- Exists to support government and military operations. Only for approved aircraft carrying state governors, US senators, government agencies and the US military.
- Not limited by TSA operations
- FAA slot required
- ASO not required

Since re-opening flights to General Aviation (under DASSP), the TSA has collaboratively partnered with industry on strengthening the security requirements, including the following program enhancements:

### **Fixed Based Operator (FBO) - Gateway Certification:** *(SSI Details Not Embedded)*

- TSA Federal Security Director facility inspection/approval. (Following application & signed NDA)
- Approved security plan (including designated security coordinators and DASSP training).
- All employees handling DASSP flights are required to hold airport issued ID (CHRC & STA).
- Designated area for passenger screening.
- Segregated and secure aircraft parking area.

### **Aircraft Operator – Gateway Certification:** *(SSI Details Not Embedded)*

- TSA Federal Security Director facility inspection/approval. (Following application & signed NDA)
- Validation of the flight department (and host company).
- Approved security plan (including designated security coordinators and DASSP training).
- Airport issued ID's for all staff (CHRC & STA).
- Designated area for passenger screening.
- Segregated and secure aircraft parking.

### **Aircraft Operator - Security Requirements:** *(SSI Details Not Embedded)*

- Flight specific TSA authorization letter, which is tracked and monitored by Washington airspace enforcement community.
- Advance slot and flight operations notice to FAA & TSA (formal submission).
- Advance manifest submission(s).
- Comprehensive flight crew & passenger vetting with TSA.
- Internal/external physical aircraft inspection (conducted by a federal inspector).
- Physical screening of crew & passengers (including accessible property); done by TSA officers.



- Departure approval cross-verification process (with Washington airspace enforcement community).

**Conclusion/Recommendation:**

The ASAC concurs that the ASO requirement should be removed from the DASSP and recommends that TSA move to obtain the necessary concurrences from other Government agencies. ~~ASAC concurs with the TSA's decision to remove the ASO requirement for DASSP flights, due to the notable improvements of the layered security program and associated measures since implementation.~~