



**February 29, 2016
2:00 – 2:10 PM
601 South 12th Street
Arlington, VA 22202**

Meeting Minutes

Summary

This meeting was conducted via conference call to discuss the single issue of the Air Cargo Advance Screening (ACAS) Pilot Program. This issue was discussed at the February 2, 2016, ASAC meeting, but a decision was made to revise the proposed recommendation to address specific ASAC concerns with the ACAS Program.

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 participated. Attachment A provides a complete list of meeting participants.

ACAS Pilot Program, Sue Presti

The ACAS Pilot Program, co-developed by the Transportation Security Administration (TSA), the Bureau of Customs and Border Protection (CBP) and the air cargo industry, tests the efficacy of utilizing international air cargo shipment data to determine shipment risk. The pilot has been operational for 5 years, but has yet to be fully tested and determined viable to implement in a regulated state. TSA has identified multiple aspects of the program that must be tested.

The Subcommittee feels that this program is understaffed/resourced and would like to see TSA assign a senior official to oversee all program aspects. The recommendation stated that TSA should identify a senior official within the Office of the Administrator as the ACAS project lead, to be responsible for developing and overseeing a TSA blueprint for transiting the program to an operational state.

Several committee members spoke in support of the ACAS Program. No one expressed any dissenting opinion.

Mr. Walter asked if there were any further comments. Hearing none, he confirmed a quorum was participating on the call (at least 15 members). Mr. Walter asked for a motion to approve the proposed recommendation, which was received and seconded. Mr. Walter conducted a vote that resulted in approval of the recommendation, with 16 yeas, 0 nays, and 0 abstentions.

Adjournment

Mr. Alterman asked for any last comments, and with none received adjourned the meeting at approximately 2:10 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 29, 2016.

A handwritten signature in black ink that reads "Stephen A. Alterman". The signature is written in a cursive style and is positioned above a horizontal line.

Stephen A. Alterman
Chairman



**Attachment A
Meeting Attendees**

Name	Organization	Status
Steve Alterman	Cargo Airline Association	Member
Chris Bidwell	Airports Council International	Member
Scott Broyles	National Safe Skies Alliance	Member
Bill Cason	Coalition of Airline Pilots	Member
Colleen Chamberlain	American Association of Airport Executives	Member
Michael Cintron	International Airline Passengers Association	Member
Liam Connolly	Regional Airline Association	Member
Ken Dunlap	International Air Transport Association	Member
Brandon Fried	Air Forwarders Association	Member
Jens Hennig	General Aviation Manufacturers Association	Member
Susan Presti	The International Air Cargo Association	Member
TJ Schulz	Airport Consultants Council	Member
Glenn Johnson	Victims of Pan Am 103	Member
Chris Witkowski	Association of Flight Attendants	Member
Joe DePete	Airline Pilots Association	Member
Alan Black	Dallas-Fort Worth International Airport	Member
Craig Spence	Aircraft Owners and Pilots Association	Member
Ken Mortensen	Privacy	Member
Marc Rossi	DHS/TSA	Federal
Dean Walter	DHS/TSA Designated Federal Official	Federal



Attachment B: Air Cargo Advance Screening Pilot Program

Recommendation: ASAC recommends that TSA increase its resources dedicated to the Air Cargo Advance Screening (ACAS) pilot, to enable TSA to fully engage with U.S. Customs and Border Protection (CBP), industry, and foreign regulators on the many facets of the pilot. Given the significance of the ACAS pilot for air cargo security, TSA should identify a senior official within the Office of the Administrator as the ACAS project lead, to be responsible for the development and oversight of a TSA blueprint for completing the ACAS pilot, to include appropriate resources, milestones and timelines, and for implementing the blueprint to bring ACAS to a fully operational, regulated state.

Background: The ACAS pilot was co-created by TSA, CBP and industry to test the efficacy of utilizing certain international air cargo shipment data, early in the international supply chain process, for risk assessment purposes of shipments destined for air transport inbound into the United States. The pilot was initiated in the wake of the Yemen printer cartridge incident in October 2010, and has been ongoing for over five years. TSA, CBP and industry met frequently in the initial two years to discuss and refine the pilot. During years 3-4 TSA's engagement was limited. The TSA Office of Global Strategies (OGS) and the Office of Security Policy and Industry Engagement (OSPIE) have participated in multiple engagements with industry and CBP the past eight months. This has level-set the current environment and led to an understanding of needed TSA attention and assets to move forward to a desired state. While CBP and TSA have worked together on the program – including co-locating at the National Target Center - the analytical tools thus far developed and implemented have been CBP's.

As a result of recent engagement, TSA is currently assessing its objectives for "Phase 2" of the pilot, which will focus more on TSA's analytical approach and on aviation security issues. TSA has recently identified multiple aspects of the program that must still be tested through the pilot, and this process is likely to start later in 2016.

TSA is also engaged in discussions with foreign regulators about the ACAS program, and some other countries are developing similar programs. Additionally, the World Customs Organization and International Civil Aviation Organization have formed a Joint Working Group on Advance Cargo Information to agree on global principles for ACAS-like programs. TSA and CBP leadership in these discussions would help ensure that ACAS serves as the model for global standards as other countries consider whether to develop comparable programs.

Despite this increased activity, TSA's staffing for ACAS remains quite modest, and there is no senior point of contact within the TSA Administrator's office.

Completion measures:

1. TSA designates a senior official within the Office of the Administrator to oversee the ACAS Program
2. TSA develops a blueprint for completing ACAS Program testing.