February 2, 2016
10:00 a.m. – 4:00 p.m.
601 South 12th Street
Arlington, VA 22202

Meeting Minutes

Summary
This meeting provided briefings on the current aviation threat, other DHS advisory groups related to aviation security, aircraft systems cybersecurity, and REAL ID Act implementation. In addition, status updates from Security Technology, International Aviation, General Aviation, Air Cargo, and Airports subcommittees were presented. The agenda for this meeting is provided as Attachment A.

Meeting Comes to Order, Closed Session
Dean Walter, the ASAC Designated Federal Officer (DFO), called the meeting to order. The meeting was closed to the public and only ASAC members and federal officials were allowed to participate.

Opening Remarks
The TSA Executive Sponsor, Victoria Newhouse; ASAC Chairman, Steve Alterman; and ASAC Vice-Chairman, Ken Dunlap each made brief remarks and welcomed members.

Roll Call and Member Remarks
A roll call was taken during the committee member introductions. Members were given an opportunity for remarks, but no substantive comments were made. Attachment B provides a complete list of meeting attendees.

DHS Advisory Committees Panel Discussion
Dean Walter introduced the Panel members (listed below) and stated that ASAC is looking to start a dialogue, build relationships, and coordinate with other DHS advisory committees that may work on issues related to aviation security. Each group provided a brief overview of its mission, membership, and any issues related to aviation security. Dean Walter started by providing a brief overview of ASAC and then introduced the other advisory groups.

DHS Committee Management Officer
Traci Silas, DHS Committee Management Officer (call in)
Dean introduced Ms. Silas, who manages the FACA-related advisory groups for DHS. She stated that this is a positive step within the Department and will hopefully result in better coordination and cooperation among the committees. Ms. Silas oversees the Department's 27 committees and is an advocate for reducing overlap among advisory committees within the agency.

Homeland Security Advisory Council (HSAC)
Sarah Morgenthau, Executive Director (call in)
HSAC advises the Secretary of Homeland Security on a myriad of homeland security issues. The Council is comprised of 40 members representing government, private sector, and academia. Subcommittees include: the CBP Integrity Advisory Panel, the DHS Employee Task Force, the DHS Grant Review Task Force, the DHS Faith-Based Security and Communications Subcommittee, the Foreign Fighter Task Force, and the Cybersecurity Subcommittee.

Commercial Operations Advisory Committee (COAC)
Maria Boyce, Senior Trade Advisor, Office of Trade Relations, Office of the Commissioner, U.S. Customs & Border Protection
COAC, established in 1987, has 20 members, serving on a two-year term, representing all parts of the supply chain. It has 6 subcommittees and 14 working groups. COAC advises the Secretaries of the Treasury and the Homeland Security on the commercial operations of Customs and Border Protection (CBP) and related DHS and Treasury functions. The group focuses on trade information, strategies, and the international supply chain. The group overlaps with ASAC in many areas, specifically on air cargo security regulations and international air cargo security. It was proposed that COAC and ASAC work together on the Air Cargo Advance Screening program, with Brandon Fried, ASAC member, serving as liaison between the committees.

National Infrastructure Advisory Committee (NIAC)
Ginger Norris, Alternate Designated Federal Official, IP/NPPD/DHS
NIAC is a Presidential advisory council established in 2001, composed of a maximum of 30 members from private industry, academia, and state and local government. Currently, 15 members are appointed and there are no representatives from the aviation industry. The group meets 4 times a year. The Council is tasked by and provides recommendations to the White House National Security Council.

National Security Telecommunications Advisory Committee (NSTAC)
Helen Jackson, Designated Federal Official (call in)
NSTAC is a Presidential committee formed in 1982, composed of 30 senior executive-level representatives from communications, information technology, banking, and aerospace companies. Ms. Jackson noted a number NSTAC telecommunications reports and related areas in which both groups may be able to coordinate. NSTAC reports include: Internet of Things Report (2014); Information and Communications Technology Mobilization Report (2014); Report on Secure Government Communications (2013); Report to the President on Cloud Computing (2012); and Big Data Analytics Scoping Report (2015). Additional information can be found on the NSTAC website.

For next steps, Dean Walter will look to form a community of interest involving these advisory groups, with the goal of keeping other groups informed of ASAC updates, including when

committees are meeting, when subcommittees are formed, and other significant activities. Steve Alterman encouraged the ASAC members to visit the other DHS advisory committees websites.

Aviation Threat Briefing
TSA's Office of Intelligence and Analysis provided aviation threat briefing to the committee, focusing on current threats posed to aviation. The specific details of this briefing are Sensitive Security Information (SSI) and are not contained in this meeting summary.

Aircraft System Cybersecurity (handout)
Jens Hennig, briefed the committee on the Aircraft Systems Information Security/Protection (ASISP) Working Group (WG). The Federal Aviation Administration (FAA) has established an Aviation Rulemaking Advisory Committee (ARAC) to review existing standards and propose regulatory ASISP requirements. The group was chartered in December 2014 and is on schedule to complete its work plan by August 2016. Mr. Hennig provided an overview of the current status of the ASISP WG based on its public update to the FAA's ARAC in December 2015. The specific tasks assigned to the working group are available in the Federal Register (80 FR 5880-5882). The briefing is included as Attachment (C).

The ASAC invited Mr. Hennig to present the final results of the ASISP rulemaking group's recommendations when finalized.

Subcommittee Updates
The co-chairpersons for each subcommittee and working group provided an update, covering progress to date and focus areas going forward.

Airport Access Control Working Group
Ken Dunlap provided a report on TSA's progress in implementing the 28 Report Recommendations. The WG had specific concerns with the status of three recommendations.

Recommendation #1 - *Expand Random Airport Employee Screening Activities*: The WG does not concur with TSA's determination that this recommendation is implemented. The WG notes that TSA screening/inspection resources need to be better coordinated and aligned with local intelligence and risk assessments. Local intelligence and risk assessment sharing by Federal Security Directors needs to improve so that industry security resources can be more effectively leveraged.

Recommendation #3 - *Risk-Based Random Airport Employee Screening Activities*: The WG does not concur with TSA's determination that this recommendation was implemented by issuance of an Information Circular (IC). The IC is contrary to the WG's intent. TSA should work with airports to coordinate insider threat mitigation activities to ensure they are conducted in locations where they can most effectively mitigate risk.

Recommendation #6 - *Rap-Back Service*: The WG concurs with TSA's determination that Rap-Back implementation is behind schedule. Program implementation needs to be accelerated and fully funded/staffed.

Committee members also questioned the progress of Recommendation #7 – *Review of Disqualifying Criminal Offenses*. The intent was for the review to be a collaborative effort with industry. TSA agreed and took an action to schedule a meeting with the WG to work in this issue.

Dan McCann, TSA, briefed the committee on the implementation of Recommendation #2 – *Airport Employee Screening Risk Model*. The implementation group is working on an interim approach. A full report will be submitted to the Administrator by February 29, 2016.

Ken Dunlap made a motion for ASAC to approve the Status Report and forward to TSA (Attachment D). The motion was received and seconded. The proceeding vote was unanimous.

Security Technology Subcommittee Updates
The co-chairmen reported that the subcommittee held its first in-person meeting on January 21, 2016. It currently has eight members. The representatives discussed highlights and outlying issues. The Subcommittee asked TSA to provide a briefing on its core capability needs. Equipment updates will also be discussed. The Subcommittee will look at security gaps (e.g., checkpoints, air cargo, system architecture) and how they can be addressed with Research & Development.

A committee member asked about the possibility of developing an ASAC technology roadmap. TSA is currently updating the TSA Strategic Five-Year Technology Investment Plan, which may address this issue.

International Aviation Subcommittee Updates
The co-chairman reported that the Subcommittee held a meeting on January 28, 2016, at which a new charter was reviewed and finalized. The group will look to develop recommended actions and suggestions that can be utilized by members and organizations to enhance international coordination on aviation security measures. The Subcommittee is refocusing on external threat and is committed to a Risk-Based Security (RBS) approach.

General Aviation (GA) Subcommittee Updates
The GA Subcommittee met in October 2015. The group is considering how RBS principles apply to the vetting of pilots and to strengthen the implementation of the Alien Flight Student Program (AFSP). It is currently reviewing 49 C.F.R. § 1552, Flight Training for Aliens and Other Designated Individuals, and the associated policy documents for flight training providers, instructors, and employees of flight schools, based on broad interest within the aviation industry to ensure that the vetting of persons seeking flight training is both effective and efficient. It is anticipated a report on this issue will be presented at the next ASAC meeting.

Air Cargo Subcommittee Updates
The co-chairpersons reported that there has been no full Subcommittee meeting since the last ASAC meeting in November 2015. Three issues are considered priorities for the Subcommittee: (1) TSA allowance for 3rd party canines for screening air cargo that will be uplifted on passenger aircraft; (2) Elimination and/or re-tooling of the Known Shipper Management System program, which vets shippers with shipments placed on passenger aircraft; and (3) Air Cargo Advance Screening (ACAS) pilot program.

The ACAS Pilot Program, co-developed by TSA, CBP and the 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 for implementation 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 Subcommittee did have a proposed recommendation, but multiple changes were suggested to clarify specific roles and responsibilities of the senior official. The consensus was to revise the proposed recommendation to address specific concerns of the ACAS program. The ASAC agreed that if the Subcommittee revised the proposed recommendation, a single-issue ASAC meeting would be scheduled to vote on the proposal.

Commercial Airports Subcommittee Updates
This subcommittee has not met since the November 20, 2015, ASAC meeting. Many of the Subcommittee members are participating on the Airport Access Control Working Group and implementation of the 28 recommendations.

REAL ID Act Implementation (handout)
Howard Goldman, provided an overview of the REAL ID Act of 2005, Pub.L. 109–13, 119 Stat. 302, enacted May 11, 2005. The Act establishes minimum requirements for the secure issuance and production of state-issued driver's license and identification cards and prohibits Federal agencies from accepting for official purposes driver's licenses and identification cards from non-compliant states. The briefings (Attachment E) provided the current status of each state and territory, enforcement dates, and acceptable identification documents.

Mr. Goldman asked ASAC to assist with engaging and educating their members and constituents of the enforcement dates and identification policies.

Administrative Discussion
Mr. Alterman stated that the next meeting is scheduled for Tuesday, May 10, 2016, from 1:00 – 4:00 p.m. at TSA Headquarters. There will also be a meeting tentatively scheduled for September 8. The Annual Public Meeting will be held in early December.

Adjournment

Mr. Alterman asked for any last comments, and with none received adjourned the meeting at approximately 4:00 p.m.

Summary of Action Items:

- ASAC members should visit the websites of other DHS advisory committees. Website information is provided below (All)
    - DHS Committee Management Office https://www.dhs.gov/topic/dhs-federal-advisory-committees
    - HSAC https://www.dhs.gov/homeland-security-advisory-council
    - COAC http://www.cbp.gov/trade/stakeholder-engagement/coac
    - NIAC https://www.dhs.gov/national-infrastructure-advisory-council
    - NSTAC https://www.dhs.gov/national-security-telecommunications-advisory-committee

- TSA agreed to schedule a meeting with WG members to discuss Recommendation #7 – *Review of Disqualifying Criminal Offenses* (Susan Prosnitz). *Initial meeting held February 22.*

- The Air Cargo Subcommittee is to revise its proposed recommendation and provide ASAC members with a two-pager on the ACAS program, describing program background information and significance of the proposed action. The DFO will consider scheduling a single-issue meeting via teleconference to deliberate the proposal once it is received. (Presti, Rossi, Walter)

Certification of Detailed Minutes

I hereby certify that this is an accurate record of the activities of the Aviation Security Advisory Committee on February 2, 2016.

Stephen A. Alterman
Chairman

Attachment A: Meeting Agenda

1. DHS Advisory Committee Panel discussion:
    a. Commercial Operations Advisory Committee (COAC)
    b. National Infrastructure Advisory Committee (NIAC)
    c. National Security Telecommunications Advisory Committee (NSTAC)
    d. Homeland Security Advisory Council (HSAC)
    e. DHS Committee Management Office

2. Aviation Threat Briefing (SSI)

3. Aircraft System Cybersecurity

4. Subcommittees:
    a. Airport Access Control Working Group - Status Update
    b. Security Technology - Status Update
    c. International Aviation - Status Update
    d. General Aviation - Status Update
    e. Air Cargo - Status Update
    f. Commercial Airports - Status Update

5. Deliberation/Vote on Proposed Recommendations, as necessary

6. REAL ID Act Implementation

7. Administrative discussion

8. Closing comments and adjournment

Attachment B: Meeting Attendees

Name	Organization	Status
Steve Alterman	Cargo Airline Association	Chairman
Chris Bidwell	Airports Council International – North America	Member
Alan Black	Dallas-Fort Worth International Airport	Member
David Borer	American Federation of Government Employees	Member
Scott Broyles	National Safe Skies Alliance	Member
Colleen Chamberlain	American Association of Airport Executives	Member
Michael Cintron	International Airline Passengers Association	Member
Liam Connolly	Regional Airline Association	Member
Joe DePete	Air Line Pilots Association	Member
Ken Dunlap	International Air Transport Association	Vice-Chairman
Daniel Fisher	Aeronautical Repair Station Association	Member
RT Francis	Farragut International	Member
Brandon Fried	Air Forwarders Association	Member
Tony Graziano	United Brotherhood of Carpenters	Member
Jillian Gustafson	National Air Disaster Alliance	Member
Lane Hagin	Airport Law Enforcement Agencies Network	Member
Jens Hennig	General Aviation Manufacturers Association	Member
Glenn Johnson	VPAF103	Member
John McGraw	National Air Transportation Association	Member
Susan Presti	The International Air Cargo Association	Member
TJ Schalz	Airport Consultants Council	Member
Eric Thacker	Airlines for America	Member
Chris Witkowski	Association of Flight Attendants-CWA	Member
Lorraine Howerton	USTravel	Member
Michael Jacobs	DHS/TSA	Federal
Kevin Knott	DHS/TSA	Federal

Attachment B: Meeting Attendees, *Cont'd*

Name	Organization	Status
Rachel Maris	DHS/TSA	Federal
Eddie Mayenschein	DHS/TSA	Federal
Dan McCann	DHS/TSA	Federal
Victoria Newhouse	DHS/TSA	Federal
JC Nolan	DHS/TSA	Federal
Shaina Pereira	DHS/TSA	Federal
Marc Rossi	DHS/TSA	Federal
Don Thompson	DHS/TSA	Federal
Dean Walter	DHS/TSA	DFO
Paul Wisniewski	DHS/TSA	Federal

Attachment C: Aircraft System Cybersecurity

Aircraft Systems Information Security / Protection (ASISP) Working Group

ARAC Update

David Floyd, Boeing, Co-Chair

Jens Hennig, GAMA, Co-Chair
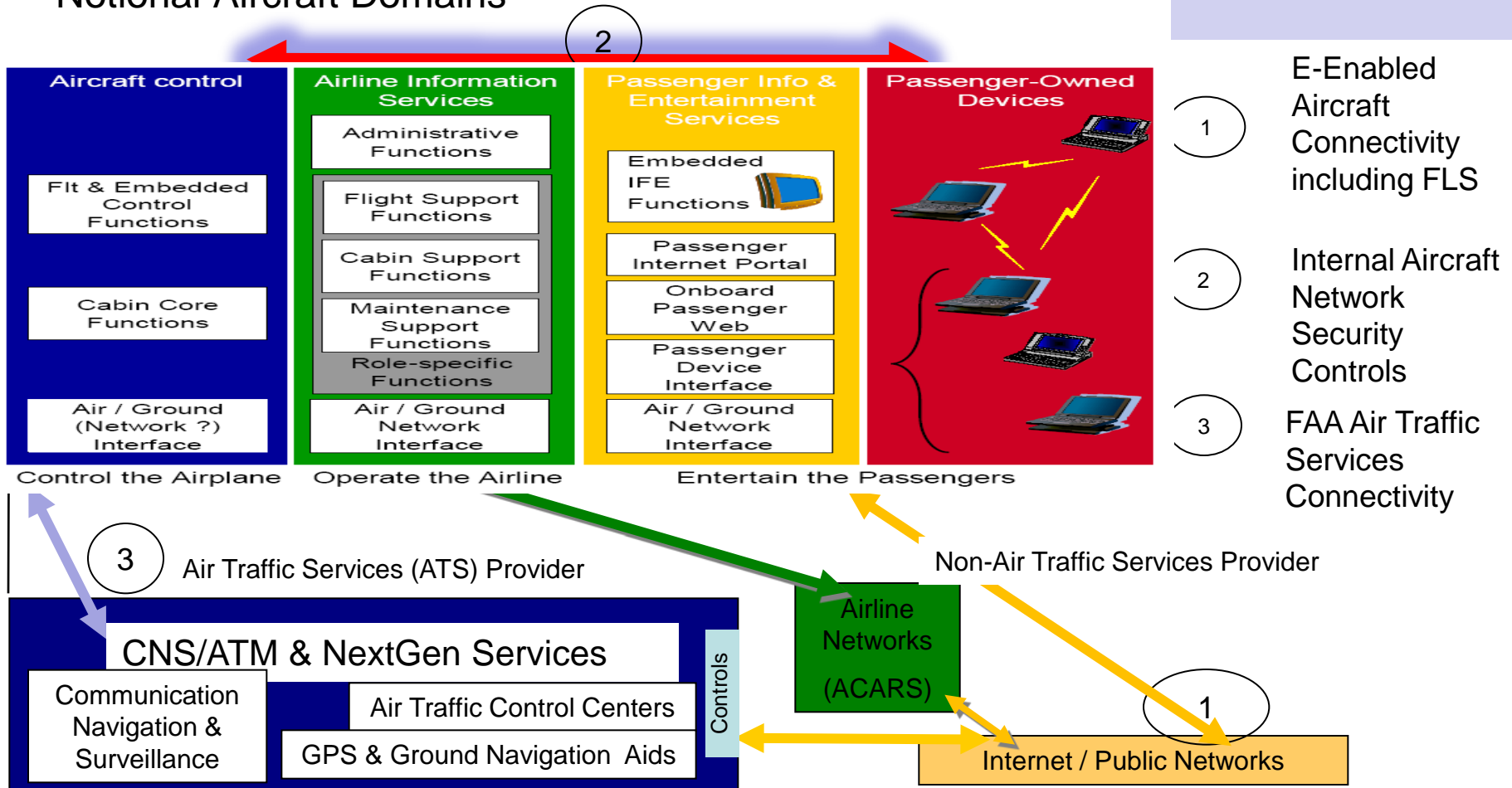
Steven Paasch, FAA

December 17, 2015

ADAPTED FOR TSA ASAC | February 2, 2016 Meeting

Aircraft Systems Information Security Protection (ASISP)

Notional Aircraft Domains

Aircraft control
Control the Airplane

- Flt & Embedded Control Functions
- Cabin Core Functions
- Air / Ground (Network ?) Interface

Airline Information Services
Operate the Airline

- Administrative Functions
- Flight Support Functions
- Cabin Support Functions
- Maintenance Support Functions
- Role-specific Functions
- Air / Ground Network Interface

Passenger Info & Entertainment Services
Entertain the Passengers

- Embedded IFE Functions
- Passenger Internet Portal
- Onboard Passenger Web
- Passenger Device Interface
- Air / Ground Network Interface

Passenger-Owned Devices

1 — E-Enabled Aircraft Connectivity including FLS

2 — Internal Aircraft Network Security Controls

3 — FAA Air Traffic Services Connectivity

Air Traffic Services (ATS) Provider

Non-Air Traffic Services Provider

CNS/ATM & NextGen Services

- Communication Navigation & Surveillance
- Air Traffic Control Centers
- GPS & Ground Navigation Aids

Controls

Airline Networks (ACARS)

Internet / Public Networks

Federal Aviation Administration

ASISP WG Task

- Currently, ASISP is Managed through Use of Special Conditions based on FAA PS-AIR-21.16-02, Establishment of Special Conditions for Cyber-Security

- The general task of the ASISP WG is to recommend in a report whether ASISP-related rulemaking, policy, and/or guidance on best practices are needed and, if so, where in the current regulatory framework these would be placed. In doing so, the WG will:

  – Provide rationale for its recommendations;

  – Identify
    - which categories of airplanes and rotorcraft such rulemaking, policy and/or guidance should address, and
    - which airworthiness standards such policy and/or guidance should reference;

ASISP Task (ctd.)

- Ascertain whether security-related industry standards from ARINC, FIPS, International Standards Organization (ISO), NIST, RTCA, SAE ARP 4754a and/or SAE ARP 4761 would be appropriate for use in ASISP-related policy and/or guidance; and

- Consider international harmonization needs.

Technical Areas Under Review

- Development of Amendment to Part 25, Subpart F and Adopted to Parts 23, 27, 29, and 33
  - See Next Slide for Current Draft
- Development of Areas Warranting Guidance for Rule

- Review of FAA Policy Statement for Special Conditions

- Technical Topics including:
  - PEDs
  - COTS
  - FLS
  - Databases
  - Supply Chain Management

- Continued Operational Safety and Data Sharing

Draft Amendment to Part 25

- Provided to ARAC for Awareness and **<u>Not</u>** Approval at this Time

§25.13XX Equipment, Systems, and Network Security Protection

(a) Aircraft equipment, systems and networks, including software and data, must be protected from intentional unauthorized electronic interaction. Protection must be ensured by showing that the security risks have been identified, assessed, and mitigated as necessary.

(b) Applicants required to comply with paragraph (a) of this subsection must provide procedures for the operator and maintenance instructions to ensure the aircraft equipment, systems, and network security protection are maintained.

Version 11/18/2015 – Subject to Further Review

Watch Items

- EASA planning to release ASISP-related NPA in 3Q2016 and the Final Rule by mid-2017
  - Agency Schedule for NPA Updated to Benefit from ARAC ASISP WG Report

Next Steps

- Confirm Applicability to All Regulatory Parts
  - 23, 27, 29 and 33
- Development of Guidance Material based on Draft Regulatory Text with Consideration of Safety Continuum

- Continued Work on Other Technical Areas

- Finalize Report by August 2016

Attachment D: Airport Access Control Working Group Report on Implementation

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February 15, 2016

Honorable Peter Neffenger
Administrator
Transportation Security Administration
601 12th Street South
Arlington, VA 20598

Dear Administrator Neffenger:

On behalf of the Aviation Security Advisory Committee (ASAC), I am pleased to provide a report on the February 2, 2016, meeting of the ASAC.

For the first time, ASAC was briefed on the activities of various Department of Homeland Security advisory groups (i.e. Commercial Operations Advisory Committee (COAC), National Infrastructure Advisory Council, National Security Telecommunications Advisory Committee, and Homeland Security Advisory Council). These briefings were extremely useful and ASAC determined to continue dialogues with these other advisory groups as we move forward to ensure that aviation security actions are coordinated to the extent practicable. Of particular importance is our relationship with COAC, which has been active with the Air Cargo Advance Screening (ACAS) Pilot Program. This program that spans both CBP and TSA jurisdictions.

ASAC also received reports from its five subcommittees, including the first report from the newly-formed Security Technology Subcommittee. Only one formal recommendation was considered, a proposal from the Air Cargo subcommittee relating to the ACAS Pilot Program, but this recommendation was tabled, pending further review and editing. We expect to hold an *ad hoc* ASAC meeting in the near future to reconsider this recommendation and will forward it to you for review at that time.

Finally, an update was provided on the implementation status of the 28 approved Airport Access Control Report Recommendations. For your information, attached is a Report provided by the Working Group and endorsed by the full ASAC.

We appreciate the opportunity to work with TSA in the ongoing project to identify areas where security can be enhanced and to propose measures to address these concerns. We would also again like to thank those TSA employees (too numerous to mention individually) who are working with us in this effort.

Respectfully submitted on behalf of the Committee,

Stephen A. Alterman
Chairman

Pursuant to the September 2, 2015, direction of the Aviation Security Advisory Committee (ASAC), the Working Group (WG) is pleased to provide this status report on the implementation of the 28 Recommendations submitted by the ASAC to the TSA on airport access control. The Work Group convened on both November 9, 2015, and December 15, 2015, in accordance with items 2a and 2b of the summary of action items from the ASAC Meeting. Extracted below:

Summary of Action Items:
1. Improve Committee Recommendations tracking system.
2. Employee Access Control Recommendations
   a. Involve working group members in implementation phase
   b. Reconvene working group in early December for briefing and assessment of progress.
3. Relationship Among ASAC Subcommittees
   a. Consider re-establishing Monthly (or bi-monthly) Subcommittee Co-Chairs calls to share information and ensure consistency in work plans.
   b. Formalize Security Technology Subcommittee and address relationship to Air Cargo Subcommittee Research & Development Working Group.

Certification of Detailed Minutes
I hereby certify that this is an accurate record of the activities of the Aviation Security Advisory Committee on September 2, 2015.

During our first meeting on November 9, 2015, TSA provided high-level briefings and a status report to the WG on each of the recommendations. During WG deliberations, we categorized the recommendations into three groups to facilitate continued dialog and discussion. The groups were:

- Expectations met/ on track
- Additional work/ information required
- Expectations not met

On December 15, 2015, the WG re-convened, prioritizing the discussion around recommendations grouped as either "Expectations not met" or "Additional work/ information required." TSA Administrator Neffenger and members of the TSA senior leadership team made themselves available to discuss and clarify TSA activity around certain recommendations of concern to the WG. This dialog with the Administrator and his team provided valuable perspectives by which we could assess implementation status.

The WG also used this opportunity to address several matters with TSA leadership concerning: the relationship between the Information Circular (IC) for airport and aircraft operators and the recommendations on random and risk-based employee screening, the need to expedite Rap Back pilots and deployment, the ASAC position on random and risk-based screening/inspection, and future Security Directives. Finally, each TSA Point of Contact (POC) assigned to a

recommendation briefed the WG on the current status and the WG had the opportunity to provide feedback and concerns. Refer to (Appendix 1) for a general summary of the action items carried forward after this meeting.

Three items of particular concern were flagged by the WG, as these address what we believe are key recommendations to the TSA. The WG wishes to note to the ASAC that the 28 Recommendations should be taken as a whole and have not been prioritized. However, these three areas are of particular concern and we wish to bring them to the attention of the ASAC.

R1: Expand Random Airport Employee Screening Activities: We do not concur with TSA's determination that R1 has been completed. Based on status briefings and numerous reports from airports, the WG notes that TSA screening/inspection resources need to be better coordinated and aligned with local intelligence and risk assessments. Further, local intelligence and risk assessment sharing by FSDs in general need to be improved so that industry security resources can be more effectively leveraged. The efficacy of the TSA screening/inspections also needs to be reviewed. Metrics on the type, frequency, and location of the TSA screening/inspections should be shared with airport operators as part of that review.

R3: Risk Based Random Airport Employee Screening Activities: We do not concur with TSA's determination that R3 is "On Track," through the issuance of an Information Circular (IC). TSA should recognize the insider threat mitigation measures airports have implemented, regardless of whether an airport has amended its Airport Security Program. Rather focusing on the issuance of a Security Directive to require airport operators to significantly increase the number of inspections of employees, TSA should work with airports to coordinate insider threat mitigation activities to ensure they are conducted in locations where they can most effectively mitigate risk.

R6: Rap-Back Service: We concur with TSA's determination that implementation of Rap-Back is behind schedule. The WG also believes that this critical program needs to be accelerated, as well as being fully funded and staffed for robust pilots, deployment and long-term operation.

In conclusion, implementation of the 28 Recommendations continues to be a work in progress. We have seen significant effort and resources contributed by the TSA. However, it appears that some TSA representatives – while expressing support for the ASAC Recommendations – are intent in pursuing an unfunded mandate for airport and aircraft operators to assume responsibility for conducting inspections of aviation workers. Although, continued collaboration between the ASAC Work Group and TSA is anticipated, we urge the ASAC to ask the Administrator to place additional emphasis on the items that we have outlined in this report.

APPENDIX 1

Recommendation 1

- Insider Threat/Playbook resources should be deployed based on risk assessments at each airport
- Federal Security Directors (FSD) should provide airports with frequent intelligence briefings.
- Playbook resources should shift and be adapted to the most current intelligence.
- The efficacy of TSA employee screening/inspections needs to improve.
- TSA Playbook screening/inspections need to be better directed and targeted based on risk.
- TSA Playbook screening/inspections need to be better coordinated with airport operators, including sharing metrics on how, when and where screening/inspections are conducted and outcomes
- Dialog with TSA needs to continue on this recommendation. (CB, CC, MF, JF)*

Recommendation 2

- No further actions from WG at this time
- TSA has effectively engaged ASAC stakeholders to participate on TSA WG implementing this recommendation

Recommendation 3

- IC cited as completion measure but IC not in any way based on risk
- WG recommends that local TSA/FSD perform an immediate threat assessment at their airport.
- Consideration should be given to the measures that airports have undertaken to address security and not simply those focused on compliance with the IC.
- Dialog with TSA needs to continue on this recommendation. (CC, SC, MF, JW)*
- **Note** WG Members have commented that some TSA representatives have misinterpreted this and other recommendations as justification for imposing an unfunded mandate on airport operators to conduct inspections of aviation workers. Perhaps the ASAC needs to clarify the intent of its recommendations.

Recommendation 4

- No further actions from WG at this time

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FINAL

Recommendation 5

- No further actions from WG at this time

Recommendation 6

- WG concerned Rap Back pilot may not stay on track.
- WG requests to evaluate detailed timeline and project pan for the Rap Back pilot.

Recommendation 7

- WG requests that industry representatives be included on the TSA work group reviewing the list of disqualifying offenses.
- WG should provide feedback to TSA on disqualifying offenses.
- Dialog with TSA needs to continue on this recommendation. (CC, SC, MF, JO, JL)*

Recommendation 8

- Mike Duffy (TSA) to publish best practices document to HSIN.
- Recommendation closed when published.

Recommendation 9

- No further actions from WG at this time

Recommendation 10

- TSA should review cost estimate assessed to this recommendation. WG believes it may be too high.
- TSA should provide WG with current requirements list from project plan.

Recommendation 11

- WG to provide TSA with previous white paper that describes web-based portal.
- WG to advise TSA on additional populations that could be vetted through portal.
- Dialog with TSA needs to continue on this recommendation. (ET)*

Recommendation 12

- TSA to provide WG with document on use of SAVE and DHS IDENT

Recommendation 13

- Mike Duffy (TSA) to post Appendix 2 on HSIN Web board.

Recommendation 14

- TSA to explore method of formally recognizing DO230D as a resource.
- Mike Duffy (TSA) to provide written guidance for general release to the ASAC

Recommendation 15

- WG to produce a best practices guidance document for TSA.
- AFSD-I should receive additional guidance from TSA HQ regarding enforcement action that can be taken against badge holders or signatories.
- Dialog with TSA needs to continue on this recommendation. (AB, CC, JF)*

Recommendation 16

- No further actions from WG at this time

Recommendation 17

- WG concerned that survey sent to TSA/FSDs and not airport operators.
- Mike Duffy (TSA) to discuss with Quarterly Airport Security Review in January. (New date TBD due to snow storm in DC)

Recommendation 18

- Linked to Recommendation #2
- No further actions from WG at this time

Recommendation 19

- No further actions from WG at this time

Recommendation 20

- Dialog with TSA needs to continue on this recommendation. (DD)*

Recommendation 21

- WG to recommend additional data sources that could be used by TSA.
- Tracking tool should include events linked to TSA's list of disqualifying criminal offenses.
- Dialog with TSA needs to continue on this recommendation. (PA, CC, SC, JF, JO,GW)*

Recommendation 22

- See Recommendation 1 for further actions from WG

Recommendation 23

- Status reports needed.
- Dialog with TSA needs to continue on this recommendation.

Recommendation 24

- No further actions from WG at this time
- TSA has effectively engaged ASAC stakeholders to participate on TSA WG implementing this recommendation; stakeholders working with TSA to review training materials and video production.

Recommendation 25

- See Recommendation 1 for further actions from WG

Recommendation 26

- No further actions from WG at this time

Recommendation 27

- No further actions from WG at this time

Recommendation 28

- No further actions from WG at this time

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FINAL

*Guide to abbreviations:
PA: Paul Arnold
AB: Alan Black
CB: Chris Bidwell
CC: Colleen Chamberlain
SC: Sean Cussons
DD: Denny Dillard
MF: Michele Freadman
JF: Jose Frieg
JL: Jan Lennon
JO: Jeanne Olivier
ET: Eric Thacker
GW: Gary Wade
JW: Jerry Wright

Attachment E: REAL ID Act Implementation

REAL ID

**February 2, 2016**

Aviation Security Advisory Committee

Homeland Security

REAL ID Act Overview

"The federal government should set standards for the issuance of birth certificates and sources of identification, such as driver's licenses."

"Sources of identification are the last opportunity to ensure that people are who they say they are and to check whether they are terrorists."

--9/11 Commission Report p.390
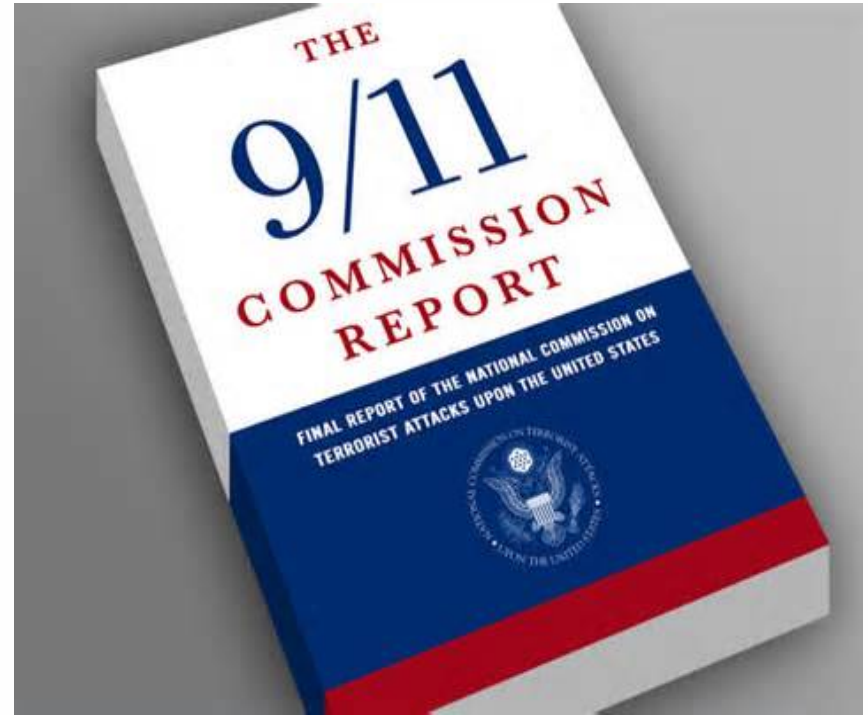
REAL ID Act Overview

❑ Covers 56 jurisdictions
  ❑ *50 states, 5 territories, and DC*

❑ Establishes minimum requirements for the secure issuance and production of state-issued driver's license and identification cards

❑ Authorizes grants to states

❑ Prohibits Federal agencies from accepting for official purposes driver's licenses and identification cards from non-compliant states. These purposes are:
  ❑ *Accessing Federal facilities;*
  ❑ *Boarding federally regulated commercial aircraft;*
  ❑ *Entering nuclear power plants; and*
  ❑ *Any other purpose that the Secretary [of Homeland Security] shall determine.*

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REAL ID Act Overview

- **Requires Proof and Verification of Identity & Lawful Status**
  - *Full legal name;*
  - *Date of birth;*
  - *Social Security Number;*
  - *Address of principal residence; and*
  - *Lawful status.*

- **Requires Card Design to Include:**
  - *Biographic information, digital photo, signature, & card number;*
  - *Physical/Anti-counterfeit security features; and*
  - *Common machine-readable technology.*

- **Requires Safeguards for the Issuance and Production of Licenses**
  - *Copy & retain source document information;*
  - *Secure production facilities & document materials; and*
  - *Background checks & fraudulent document training for employees.*

- **Does <u>not</u> create a national ID card, a Federal database of driver information, or new Federal access to state data.**

- **Does <u>not</u> authorize DHS to regulate issuance of driver's licenses and identification cards by states.**
  - *State participation is voluntary.*
  - *Consequences for not meeting the standards.*

- **Does <u>not</u> prevent any state from issuing noncompliant driver's licenses or identification cards**
  - *Noncompliant cards must incorporate a unique design and clearly indicate that the document may not be accepted for official purposes.*
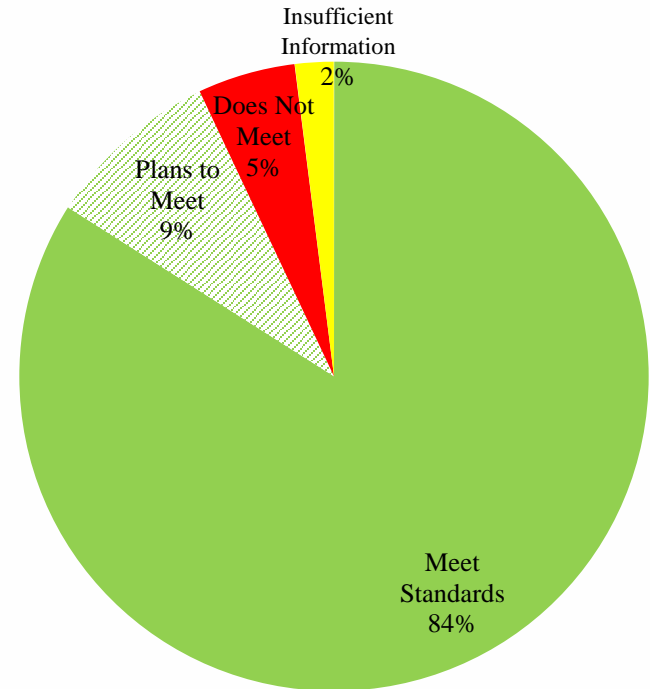
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Status of States

93% of Standards are Met or in Progress

- **Meets Standard:** **2,023**
- **Plans to Meet:** **211**
- Insufficient Information: 43
- Does Not Meet Standard: 131

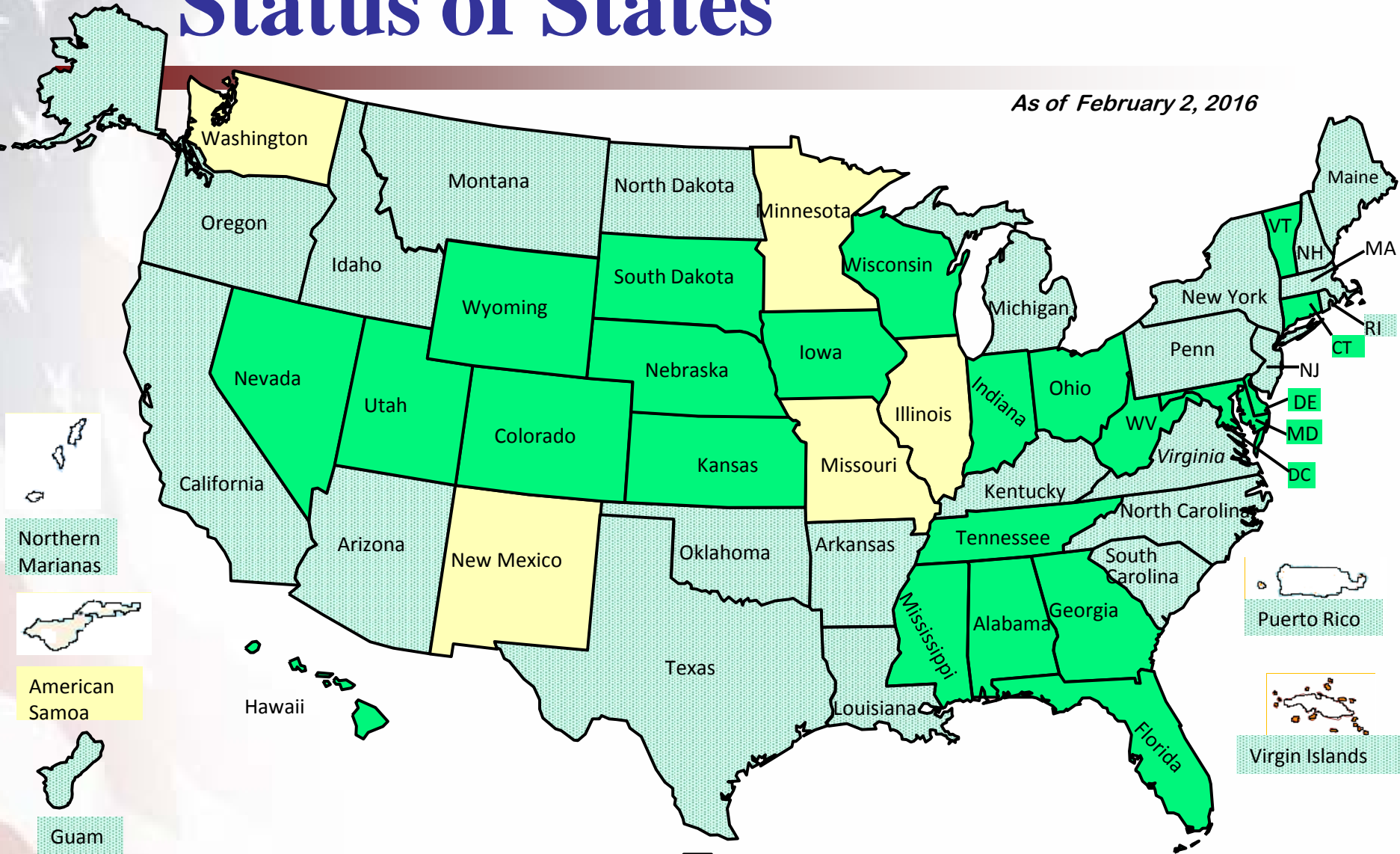
Total: 2,408

Updated: 1/18/2016

Pie chart:
- Meet Standards 84%
- Plans to Meet 9%
- Does Not Meet 5%
- Insufficient Information 2%

TREND	6/2013	10/2013	12/2013	7/2014	1/2015	8/2015
Meets	64%	69%	73%	77%	80%	81%
Plans to meet	N/A	4%	5%	8%	9%	9%
Insufficient information	27%	20%	15%	8%	4%	4%
Does not meet standard	9%	7%	7%	7%	7%	6%

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Status of States

As of February 2, 2016

Compliant/Comparable (23)

Not Compliant and Has Extension (27)

Not Compliant and Does Not Have Extension (6)

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Enforcement: Facilities

Phase	Enforcement	Notification Period	Full Enforcement
1	Restricted areas for DHS HQ	01/20/14	04/21/14
2	Restricted areas for Federal facilities & for nuclear power plants *(i.e., Facilities where access limited only to Federal employees, contractors, and guests)*	04/21/14	07/21/14
3	Semi-restricted areas for Federal facilities *(i.e., Facilities where public can access but must present ID)*		
	3a Federal Security Levels 1 and 2;	10/20/14	01/19/15
	3b Federal Security Levels 3,4, and 5; and military facilities	7/13/15	10/10/15
	3c White House Complex	01/31/16	08/01/16

- *Exceptions for health, safety, or life-preserving services; law enforcement; and judicial activities.*
- *Out of Scope: public areas of Federal facilities; non-Federal facilities; application for or receipt of Federal benefits; and uses other than the defined official purposes.*

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Enforcement: Aviation

1. **<u>Secretarial Announcement</u>** (01/08/16)
   a) Conduct outreach to educate the traveling public about the timeline below.
   b) Continue engagements with states to encourage compliance with REAL ID standards.

2. **<u>Passenger Notifications</u>**
   a) Electronic notifications and web-based advisories (07/15/16).
   b) Handouts to passengers at airports in noncompliant states (12/15/16).
   c) Signage at all airports.

3. **<u>Initial Enforcement (Phase 4A)</u>** — Starting January 22, 2018:
   a) TSA accepts all licenses from compliant states and from noncompliant states with an extension, as well as other forms of identification described on www.tsa.gov.
   b) Passengers without acceptable identity documents would not be allowed to enter the sterile area of the airport or board the aircraft.

4. **<u>Full Enforcement (Phase 4B)</u>** — To begin on October 1, 2020:
   a) TSA only accepts compliant licenses issued by compliant states, as well as other forms of identification described on www.tsa.gov.
   b) Passengers without acceptable identity documents would not be allowed to enter the sterile area of the airport or board the aircraft.
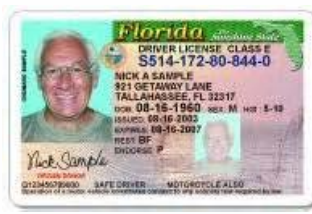
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Enforcement: Aviation

Initial Enforcement v. Full Enforcement

	Compliant license from a compliant state	Noncompliant license from a compliant state	License from a noncompliant state with an extension	License from a noncompliant state without an extension
Phase 4A 01/22/2018	Accepted	Accepted	Accepted	Not Accepted
Phase 4B 10/01/2020	Accepted	Not Accepted	N/A	Not Accepted

Enforcement: Aviation

TSA Acceptable Documents

Adult passengers 18 and over must show valid identification at the airport checkpoint in order to travel.

TSA does not require children under 18 to provide identification when traveling with a companion within the United States.

- Driver's licenses or other state photo identity cards issued by Department of Motor Vehicles (or equivalent)
- DHS-designated Enhanced Driver's License
- U.S. passport or passport card
- DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
- U.S. military ID (active duty or retired military and their dependents, and DoD civilians)

- Permanent resident card
- Border crossing card
- Airline or airport-issued ID (if issued under a TSA-approved security plan)
- Federally recognized, tribal-issued photo ID
- HSPD-12 PIV card
- Foreign government-issued passport
- Canadian provincial driver's license or Indian and Northern Affairs Canada card
- Transportation Worker Identification Credential

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Traveler Engagement/Education

We Need Your Assistance With Engaging and Educating Travelers

❑ **July 15, 2016 – Web based advisories**
  - **Airlines; Airports; Travel agencies and Associations – methods of reaching the traveling public**

❑ **Publications – e.g. Inflight magazines**

❑ **December 15, 2016 – Signage and written materials**
  - **Assistance in signage placement at airports**
  - **Electronic signage**
  - **Distribution of materials**

Unique Issues

□ **We need your help in identifying and solving unique issues related to REAL ID enforcement**

- ● **Checked baggage acceptance at curbside or at ticket counter for passengers from non-compliant states without alternate acceptable ID**
- ● **Crowd control in lobbies and TDC stations when REAL ID enforcement begins on January 22, 2018**
- ● **Other issues unknown at this time**

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