Summary of the Forty-Second Meeting

Special Committee 224

Airport Security Access Control Systems

The forty-second meeting of SC-224 was held August 2, 2016, at RTCA, 1150 18th 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
Jonathan Branker	Federal Aviation Administration
Walter Hamilton*	ID Technology Partners
Karan Hofmann	RTCA, Inc.
Jim McGuire*	TransSecure
Jeanne Olivier*	Port Authority of New York & New Jersey
Mike Pilgrim*	Burns & McDonnell
Jay Romlein*	CSHQA
Rich Roth	CTI Consulting
Nobuyo Sakata	Aircraft Owners and Pilots Association
Lars Suneborn	Smart Card Alliance
JL Wood	Citizen
Don Zoufal*	CrowzNest Consulting

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In accordance with the Federal Aviation Advisory Committee Act, Mr. Jonathan Branker, Federal Aviation Administration (FAA), was the Acting Designated Federal Officer for this meeting.

SC-224 - Meeting No. 42
(August 2, 2016 Meeting)

1. Welcome and Administrative Remarks

Mr. Branker read the DFO administrative statement; Ms. Hofmann addressed the RTCA proprietary information statement. The Chairman presented the agenda.

2. **Approval of Previous Meeting Summary**

The Summary for the June 16, 2016 meeting was approved with corrections from Mr. Hamilton (correct number of Plenary and corrected subscription price for f/prints triggering event under Rap back discussion).

Ms. Hofmann noted that with approval of DO-230G, this committee has tied the number of iterations of any RTCA documents with DO-160G, Environmental Testing. With the upcoming DO-230H in 2017, SC-224 will become the publishing leader.

3. **Transportation Security Agency (TSA) Report**

The TSA Representative was not present due.

4. **Safe Skies Report**

The Safe Skies representative was not present.

5. **TSA Guidelines Update Report**

Provided by Mr. Kosatka: the document is in very good shape, some very recent additions, updates, comments; now just doing final cleanup for August 18th delivery date. The Safe Skies panel then has 90 days (November 18) to provide any comment of changes, leading to end of year finish and publication presumably very early 2017, prior to issuance of RTCA "H" version.

6. **DO-230H Discussion**

Credential Interoperability

Mr. Suneborn defended his proposal as targeted solely on the capability of the technologies and development of standards, not on the policies or regulatory hurdles that might apply. For interoperability to succeed, technical standards must be followed, and one must define the communities to be affected.

Ms. Olivier noted that she has been on an industry biometrics committee since 2001 to explore the potential for such a process, and has been working towards interoperability at the three New York airports; can make the information availability to the committee. It had been commonly (and wrongly) thought to be a dead issue, but Port Authority of New York and New Jersey (PANYNJ) still intends to do so as they move to an enterprise system. Badges are intended to be interoperable although there is currently no connectivity between the airports.

The 224 Committee requested the background information in order to begin to address lessons-learned in 230H.

Federal Inspection Services (FIS) facilities: inclusion of special requirements in PACS

Mr. Suneborn and Mr. Pilgrim were referred to Mr. Wong of Intervistas, who is just completing a National Safe Skies Alliance (NSSA) report on FIS facilities, for information on Custom Border Patrol (CBP) credentialing and access control requirements.

KCM

Mr. Zoufal will circulate his delayed information on Known Crew Member access,

EXIT lanes

Mr. Zoufal will circulate his report on exit lanes, which are deemed by TSA as an airport access issue. Mr. Suneborn will address in the Access Chapter.

Integration section

Mr. Zoufal will now also provide material on an integration schematic of systems.

Perimeters

Ms. Olivier will query Aviation Security Advisory Committee (ASAC) on any work done regarding perimeters

Credentialing

Regarding insider threat – the primary issue is credentialing – who does/does not get a badge, based on what criteria, as well as the communications capabilities for ID and access data, including biometric authentication, to be communicated across the entire system for real-time access, denials and alarms.

Mr. Pilgrim volunteered to take over the lead for the Credentials Chapter, and will coordinate with Mr. McGuire; it is generally agreed to begin with a ConOps approach.

Mr. Pilgrim will work with Mr. Hamilton to include Rap-Back into the credentialing chapter. Hamilton clarifies for simplicity sake that Rap-Back costs roughly an _average_ of $1.00 per year per subscription.

He noted the existence of an SD that says Criminal History Records Check (CHRC) must now be done every 2 years, while the recent FAA Reauthorization would require Rap-Back

to be implemented system-wide within 90 days – negating the need for a redundant CHRC. Not clear if an exemption request is underway.

General Aviation security issues

Mr. Hamilton reported he sent info on the dormant and unissued 2013 ASAC draft to TSA Intelligence Office to determine status; they were apparently completely unaware of it, and forwarded to Mr. Duffy's office. No resolution to date. The existence (only) of the unpublished 2013 draft is noted in the Guidelines updates, under the assumption that if ASAC felt sufficiently strongly about the issues to write a draft, it is likely to be published in some form in the future.

American Association of Airport Executives (AAAE) conference on GA issues later this month in Denver appears to be light on security issues; Mr. Wilkinson has received no response from Mr. Olislager. Ms. Sakata will approach her management to educate their GA audience on the potential benefits that can be derived from the scalability of the RTCA and TSA guidance.

Motor vehicle inclusion in scope

Access control of motor vehicles will be discussed among the Access Chapter Chair (Suneborn) and Perimeter Chair (Olivier) to determine its best *primary* placement, although elements of the issue will likely appear in both.

Operational Guidance Plans

In introducing more operational guidance to the standard, it was agreed that we will not attack all chapters initially -- credentialing will be focused on first, with some likely logical drift into access control. Mr.'s. Pilgrim and Suneborn will coordinate. It was noted that previous discussions regarding Irregular operations are deemed out of scope.

The full committee is requested to provide recommendations for what should be included in the more operational approach to this version.

Communications

Mr. Romlein provided a re-draft of the first portions of the existing chapter for committee review. He states his draft is only partial, to establish if he is on the right track before going further. He stated he found it technically overwhelming, and tried to make it easier to read, as well as adding some new content. It was pointed out that the TSA guidelines are the best place to find introductory material and the RTCA standards for technical issues.

Mr. Wilkinson will circulate for review and comment; Mr. McGuire suggested the addition of some new technologies. The Chairman will arrange a working session solely on this chapter, tentatively August 16th.

Some discussion about possibly moving some highly technical detail elsewhere in the document; the committee was reminded of previous issues trying to separate appendices/annexes/addendums.

7. Other issues

TSA staffing

Mr. Kosatka noted the potential cross-over interest from TSA as evidenced by discussions with Mr. James "Mouse" Neumeister, the new Division Director of TSA's Checkpoint Solutions Integration, Office of Security Capabilities, since TSA deems the checkpoint to be an access control point, and KCM also operates in that venue. Kosatka will put Neumeister's ACC presentation on the site, which focuses solely on checkpoint detection rather than other co-located activity, but particularly mentions biometrics and standards.

FAA advisory Circulars

Mr. Kosatka noted that Airport Consultants Council (ACC) is coordinating updates on two FAA Advisory Circulars (ACs). When published, AC 150/5360-13A will cancel both AC 150/5360-13, dated April 22, 1988, and AC 150/5360-9, Planning and Design Guidelines for Airport Terminal Facilities at Non-Hub Locations, dated April 4, 1980.

The RTCA DO-230 effort is referenced but cites the wrong version of the document. This committee should correct that error at a minimum, but also take the opportunity to introduce updates to 36-year old FAA guidance in this and other areas, since they both pre-date both FAA and TSA security requirements. Comments can be submitted individually, or through the ACC coordination of industry-wide comments.

8. Date and Time of Next Meeting

The next plenary to be held Thursday, September 29, 2016 at RTCA.

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