



Summary of the Ninety-Sixth Meeting
Special Committee 224 Plenary
Airport Security Access Control Systems

The ninety-sixth meeting of SC-224 was held virtually on June 6, 2024.

Attendees included:

Christer Wilkinson (Co-Chair)	AECOM System Solutions
Art Kosatka (Secretary)	TranSecure Inc.
Djhanice Neric (GAR)	FAA
Karan Hofmann (Program Director)	RTCA, Inc.
Carleen Adams	FAA
Jonathan Branker	FAA
Kristina Does	TranSecure Inc.
Suzanne Guzik	CTI Consulting/Burns Group
Lars Suneborn	IDTP
Don Zoufal	Crowznest
Regrets:	
Jose Chavez	TSA
Walter Hamilton	IDTP

Also noted was the announcement of Ms. Hofmann's November retirement. No replacement has been named yet as SC-224's Program Director.

SC-224 – Meeting No. 96
(June 6, 2024 Meeting)

1. Welcome and Administrative Remarks:

Ms. Hofmann opened the meeting with the reading of the reminders for Anti-Trust Requirement, RTCA Proprietary Policy and Membership Policy and relevant exemptions, as well as RTCA membership requirements. Dr. Wilkinson presented the agenda for today's meeting.

2. Approval of Previous Meeting Summary:

The Summary for the Plenary #95 (April 11, 2024) meeting was reviewed and approved with without substantive change; just one correction regarding previous suggestions to mark text

sections with the date of revision or inclusion of a section to assist the reader in determining the date/age of any revisions, deletions, or inclusions, beginning with this version (N).

3. TSA Report:

Dr. Wilkinson reported the PARAS 52 Guidelines' plan to re-issue the document remains delayed due to presumably uncertain administrative issues. The document itself was completed about 18 months ago, so it is already out of date. Dr. Branker will try to identify those elements that apply to DO-230.

5. Version DO-230N Discussion:

Dr. Branker reported that he has started to review the latest NIST Security Controls and their applicability to all sections to incorporate the latest updates. NIST publishes these updates annually and it is anticipated that FY24 will be incorporated shortly followed by FY25 which will be ready for the final publication. Mr. Suneborn expressed an interest in the updates for the PACS section and with inputs from Ms. Dores, the recommendation was made that they meet over the next few plenaries to align their respective sections and inputs for the upcoming document

Ms. Dores reported that during her recent presentation at Passenger Terminal Expo in Germany, she made contact with several SME's who are interested in issues regarding international standards facilitation and may seek to participate in some fashion with the RTCA committee efforts, but that may conflict with RTCA membership requirements. She is separately involved with the Aviation Cybersecurity Initiative (ACI) investigating impacts on international facilitation among other aviation-related topics. Additionally, Ms. Dores noted that each EU nation may have different issues, approaches and requirements, particularly regarding permissions, which may conflict or evolve with US facilitation guidance.

Mr. Zoufal is pursuing more information on a series of revisions, in particular those involving credential revocation and problems of participation by agencies at all levels that may issue / revoke airport credentials, including FAA, DHS/TSA, CBP, States (REAL ID), Federal Pilot Record Databases (FPRD), individual airports, and more. Such resolutions, if any, will take several years to filter down to the airport level.

Mr. Suneborn noted that he welcomes the Cybersecurity requirements mentioned by Dr. Branker. PACS deployed in Federal facilities have been an IT (Cybersecurity) component since FIPS 201 was published. This is an opportunity to modernize airport PACS to conform with current Federal Standards and benefit from the advanced security features of High-Assurance Identity Credentials such as PIV, PIV-I, DoD CAC, TSA TWIC and CIV.

Mr. Suneborn also mentioned he is working on a high-level brief of Federally accepted multifactor readers. Biometric modalities include fingerprint, iris and facial recognition. Readers manufacturers are submitting Applications to the TSA SC Qualified Technology List, Program Management Office to have their products tested and listed on the TSA TWIC QTL

Mr. Suneborn informed the group that in July, TSA will issue a new version of the TWIC featuring faster processing, and two new operational Modes featuring Facial Recognition. In addition, to

enable a traveler to use TWIC at a passenger screening checkpoint, an AAMWA compliant PDF 417 Bar Code is printed on the back of the card.

There MAY be some testing for card interoperability at any airport, airline, or approved facility, including remote revocation. While that is currently technically possible, there are widely varying operational systems, regulations, policies, biometrics, and legacy integration issues that may not allow it to be “interchangeable”, partly because there are no agreed-upon operational standards or legal responsibility issues. There is current technology that can detect/deny cards that have been modified or forged.

Mr. Suneborn also inquired about the Member Policy.

Dr. Wilkinson noted the integration chapter is currently without a lead.

Mr. Shane was not present to discuss any updates to the integration section, but the Chairman suggested that Mr. Shane coordinate a discussion with Mr. Kosatka whose SOC section deals with the focal point of many of the systems, technologies and operational applications merge.

Mr. Kosatka outlined a brief history of this RTCA document for the benefit of new FAA participant, noting the significant definitional and operational differences between the much wider scope of the term “aviation / airport security” and the much narrower scope of the term “airport access controls”, as reflected in the title of this document.

6. Significant Dates:

More work on DO-230N	22 nd August (Plenary #97)
Continued work on DO-230N	17 th October (Plenary #98)

The PMC approved schedule for publication with the latest ToR of the next 2 versions that are now intended to close out in March of 2025 for a June 2025 release; then another to close approximately the end of 2026/27.

7. Action Items:

- Possible future additional text regarding pros/cons of various technologies, including AI, biometrics, other trends to assist the system designer and security management in long term upgrade to legacy systems.
- General future attention to cross-referencing similar/redundant information in various sections, in particular to avoid conflicts when changes in one section may affect others.
- Seeking an RTCA administrative report to identify previous DO-230 document users/subscribers, for the Committee to better understand the audience we are writing for – OEM designers, regulatory trends, airport planning and design, systems not specific to the traditional concept of personnel access control but are nonetheless affected by and/or integrated with the ACS, and to identify parties who may *not* have acquired it, or who may have acquired a much earlier version but whose interests may have dramatically changed during the 25+ year, 13-version developmental history of DO-230.

- It is also unclear whether there may or may not be similar existing and potentially conflicting international/ICAO guidance, and if so, how/who to identify, review and resolve any issues and/or coordination.

The meeting was adjourned.

-S-

Art Kosatka

Secretary

CERTIFIED as a true and Accurate summary of the Meeting.

-S-

Christer Wilkinson

Co-Chair

-S-

Alan Paterno

Co-Chair