



December 6, 2023
10:00 a.m. – 1:00 p.m.
Meeting held at TSA HQ and WebEx (Hybrid)

Meeting Minutes

Summary

This meeting (held at TSA HQ and via WebEx) included updates from the Air Cargo, Airlines, Airports, General Aviation, Insider Threat, International Aviation, and Security Technology Subcommittees, as well as remarks from TSA Administrator David Pekoske and TSA Executive Sponsor Vera Adams. ASAC members were also briefed on the Administrator's Intent 3.0 and provided TSA Legislative and Budget updates. Participants in attendance were ASAC Members, TSA employees, and leadership. The meeting was open to the public. There were no proposed recommendations and no formal votes taken during this meeting. The agenda is provided as an attachment.

Opening Statements

Meeting Called to Order, Roll Call, & Advisory Committee Statement

Mr. Alan Paterno, Aviation Security Advisory Committee (ASAC) Alternate Designated Federal Officer (DFO), called the meeting to order at 10:00 a.m. Mr. Paterno explained that his role as the ASAC DFO is to ensure adherence to the meeting agenda, produce meeting minutes, and adjourn the meeting if deemed necessary in the interest of the public. Mr. Paterno stated that the meeting is convened in accordance with the Federal Register Notice dated November 20, 2023 and that the meeting is open to the public. Mr. Paterno said that there were no requests made by the public to speak and suggested that any member of the public can submit comments for the record to him in writing to be included in the official records. Mr. Paterno noted that there is a quorum of committee members, and requested that all speakers state their name and the name of their organization before speaking so that accurate meeting minutes can be taken.

Mr. Paterno introduced TSA ASAC Executive Sponsor, Vera Adams.

TSA Executive Sponsors' Remarks

TSA ASAC Executive Sponsor, Vera Adams, began her remarks by introducing herself as the Executive Director for the Aviation Division in Policy, Plans and Engagement (PPE) Office. Ms. Adams thanked Mr. Steve Alterman and Mr. Chris Bidwell for their leadership, guidance, and contributions to ASAC. She expressed her gratitude to the members of ASAC for volunteering their time, knowledge, and expertise towards working on critical and important issues within Aviation Security. Ms. Vera Adams

announced that she will be retiring from her role at the end of the 2023 calendar year and that this will be her last ASAC meeting. She concluded by thanking all members for participating and wished everyone the best towards future endeavors. Ms. Adams introduced TSA ASAC Executive Co-Sponsor, Bob Vente.

Mr. Vente, thanked Ms. Adams for her leadership and contributions to ASAC. Additionally, he thanked all ASAC members for their time and working alongside TSA subject matter experts.

Mr. Paterno introduced the ASAC Chairman, Steve Alterman, for his opening remarks.

Chairman's Remarks

Mr. Alterman began his remarks by expressing gratitude to the TSA staff and ASAC members for their commitment to ASAC. He acknowledged Ms. Vera Adams for all the work that she has done for ASAC and TSA. He also thanked the additional retiring ASAC members for their contributions. Mr. Alterman stated that it was suggested in the last ASAC meeting that an offline meeting would be held and the committee concurred to not take a vote on inflight security. Mr. Alterman noted that the committee is not forming a new subcommittee for inflight security. He stated that the issues that were raised by ASAC members on the topic will be addressed by the members of the Airlines subcommittee. Mr. Alterman mentioned that the ASAC is here to represent the interest of the public and to enhance aviation security. He noted that fifty percent of the ASAC's membership terms ended in May 2023. Mr. Alterman stated that the statute amended in 2018 provided that ASAC members remain on ASAC until reappointed or replaced. He expressed hopes that replacements and reappointments will occur over the next few months.

Mr. Alterman introduced Administrator Pekoske.

TSA Administrator's Opening Remarks

Administrator Pekoske began his remarks by thanking the TSA staff and ASAC members for their commitment to ASAC. He acknowledged the great contributions of the aviation teams during the 2023 holiday season, which is busiest time of year for TSA. Administrator Pekoske emphasized the importance of TSA security due to the significant amount of threats towards the United States and its transportation systems. He stated that the number of firearms TSA has detected at checkpoints are likely to increase over last year. In 2023, TSA detected 6,542 firearms, in which 88% of them were loaded. Administrator Pekoske predicted that this year, the numbers will likely rise to 6,900 detected firearms with 93% being loaded if this trend continues. He expressed gratitude to Ms. Vera Adams for the great work that she has contributed to the ASAC and to TSA. Administrator Pekoske also thanked Mr. Alterman and Mr. Bidwell for their longstanding leadership within the ASAC.

Mr. Alterman introduced the ASAC Vice Chairman, Chris Bidwell.

Vice Chairman's Remarks

Mr. Bidwell began his remarks by thanking all attendees from TSA and ASAC members for their contributions and efforts. He thanked Ms. Vera Adams for her leadership and dedication to ASAC and her partnership with the Aviation Sector Coordinating Council. He stated that in regards to the recommendation of creating an Inflight Security subcommittee, he agrees with the approach of addressing the issue of unruly passengers under the Airlines subcommittee. Mr. Bidwell mentioned that Airlines subcommittee can leverage the work completed thus far to identify additional mitigation measures. He acknowledged that it has been twenty-two years since the creation of TSA. Mr. Bidwell expressed appreciation to TSA for effectively handling the screening of over 2.9 million passengers during the Thanksgiving holiday. Mr. Bidwell stated that the ASAC has been collaborating with TSA on the TSA Aviation Worker Screening National Amendment. This TSA mandate requires that airports conduct screening on aviation workers accessing certain areas of airports. In regards to cyber security, airlines and airports implemented reporting incidents, and conducted self-assessments. The Administrator's Intent 3.0, issued in July of 2023, contains information on the future approach that the agency is embarking on. Mr. Bidwell stated that the Administrator's Intent 3.0 suggests a risk-based, outcome-focused approach for security. He emphasized that this approach should foster effective risk mitigation by incentivizing stakeholders to incorporate innovative security measures and technology. Mr. Bidwell concluded his remarks by thanking all TSA partners and ASAC members.

Mr. Paterno introduced Mr. Dean Walter.

TSA Customer Experience Roadmap Update

Mr. Walter began his remarks by stating that the customer experience roadmap consists of four high level goals which include; aligning and integrating how we manage activities within the agency, leveraging technology, analyzing the benefits of system policies and processes, and managing issue related data. Mr. Bidwell requested that the ASAC members review the roadmap to identify additional opportunities to enhance customer experience. He notified the committee members that an additional meeting will be held in the upcoming week to answer any specific questions regarding the roadmap. Mr. Walter stated that members will be given two weeks to respond. Mr. Walter concluded his remarks by emphasizing the importance of the committee's input on the roadmap.

Mr. Alterman introduced Mr. TJ Schulz.

Passengers with Disabilities Task Force

Mr. TJ Schulz began his remarks by discussing the ASAC's endorsement for the Passengers with Disabilities Task Force. The scope of the initiatives, included

travel trends and challenges that passengers with disabilities face. Mr. Schulz stated that the task force plans to develop recommendations on how to improve screening processes for disabled passengers. He emphasized that the task force currently has over 50 representatives. Mr. Schulz mentioned that over the past year, the task force has held numerous working sessions in order to create recommendations and identify challenges. Mr. Schulz added that the task force has created a draft report on how and why we need to improve screening for disabled passengers.

Mr. Schulz introduced Eric Lipp, a member of the ASAC, and requested that he provide additional information on areas identified as challenges related to screening. Mr. Lipp stated that one of the major challenges passengers with disabilities face is the airport layouts, specifically walking distances. He noted that due to the broad range of disabilities, the task force assumed the responsibility of understanding the needs of each disability and how to serve them individually.

Mr. Schulz stated that the task force prioritized recommendations pertaining to the TSA workforce. He noted that this will assist in determining the type of training to be implemented in order to better assist passengers with disabilities. Mr. Schulz mentioned that a section of the Administrator's Intent 3.0 highlights industry and stakeholder engagement. This section includes a number of recommendations related to improving communications and promoting resources available to passengers. Additionally, the document places an emphasis on ensuring that programs are available, and promoting resources and programs on-site. The final section of the Administrator's Intent 3.0 is innovation with technology. Mr. Schulz stated that technology improvements can better assist passengers with disabilities. He noted that the task force has developed recommendations on airport design. Mr. Schulz concluded his remarks by stating that the task force will have a dedicated working group review the recommendations in the Administrator's Intent 3.0 and send to the ASAC for approval at the February meeting.

Mr. Alterman introduced Mr. Charles Makings.

TSA Legislative Update

Mr. Charles Makings began his remarks by stating that currently the Office of Legislative Affairs has conducted forty-four administrative meetings, five hearings, one hundred and nineteen briefings, and fifty-four round tables and site visits. He further added that the office has assisted in the development of twenty-six pieces of legislation, fifteen congressional letters, and sixteen reports to air cargo. He stated that TSA is dedicated to incorporating new technology for transportation security in order to improve passenger experiences. He mentioned that TSA is working with Congress to increase TSA technology resource funding. Mr. Makings concluded his remarks by thanking the ASAC for their time and continuous efforts.

Mr. Makings introduced Ms. Holly Mehringer.

TSA Budget Update

Ms. Mehringer began her remarks by stating that EDS funding derives from passenger fees. She added that the Chief Finance Office is working collaboratively with authorizers to update the current authorizing language. She stated the current appropriation of \$250-million-dollars has not been updated since 2014. Ms. Mehringer stated that TSA's budget request to Congress was \$10.4 billion for the fiscal year budget for 2024. She mentioned that the House and the Senate both provided recommendations to their appropriations. The House Bill does not fully support TSA pay raises, it only funds the increase for TSO's. She stated the Senate Bill fully funds the TSA pay raises, but from a dollar perspective the House Bill funds over \$250 million dollars more than the Senate. Ms. Mehringer emphasized that the Senate does not fund the 5.2% pay raise, research, or development. She emphasized that the Senate only funds procurement accounts. She stated that TSA is operating under a continuing resolution until Feb. 2, 2024 and will continue to stress the importance of funding.

Mr. Alterman thanked Ms. Mehringer and Mr. Makings for their continuous efforts.

Subcommittee briefings on activities, key issues, and areas of focus for CY 2024:

Co-chairpersons from each subcommittee provided an update, covering progress to date and focus areas going forward.

Mr. Paterno introduced the Air Cargo Subcommittee Co-Chair, Elaine Dezenski.

Air Cargo - Elaine Dezenski and Tom Friedman (Co-Chairs)

Ms. Dezenski began her remarks by thanking Administrator Pekoske for his continued leadership and helping to drive the Air Cargo Strategic Roadmap process forward. Ms. Dezenski gave a special recognition to the four working group leaders; James Van Epps from Airlines for America (A4A), Brandon Fried from the Airforwarders Association, Shawn Beddows from CT Strategies, and Tom Martin from FedEx Logistics, for their leadership and for the tremendous amount of work that has been completed over the last 18 months. She noted that identifying the air cargo key areas was an extensive process that included 30 individuals representing 28 organizations.

Ms. Dezenski explained that the four working groups have been focused on the following areas: improving risk-based screening, technology screening effectiveness, strengthening TSA and industry communications, and mapping the air cargo supply chain. She explained that the most comprehensive review was

conducted on mapping the air cargo supply chain. Ms. Dezenski explained that the fourth working group of the Air Cargo Subcommittee found it important to map-detail the air cargo supply chain to ensure it addressed all factors impacting the air cargo environment. She noted that the Air Cargo Subcommittee would like to take the roadmap to a virtual environment. Ms. Dezenski stated that a virtual roadmap could be a tool that could be continually updated by the industry and TSA and serve as a way to keep all parties on the same page in terms of how the roles, responsibilities, and dynamics within the industry are shifting.

Ms. Dezenski discussed risk-based screening. She explained that the working group focused on the futuristic outcomes of applying risk-based tools in the air cargo environment. She noted that a key component of this is the Known Shipper Program. Ms. Dezenski stated that the working group focused on analyzing data elements, algorithms, and developing recommendations that would result in process improvements for the Known Shipper Management System. Additionally, the working group proposed short term solutions to improve the risk-based framework.

Ms. Dezenski provided a brief summary on technology and screening effectiveness. She stated that Mr. Schulz and the Security Technology working group have been seeking opportunities for innovation and implementing new technology. She mentioned the challenges associated with implementing new technology and discussed process improvements for existing equipment as an alternative. Ms. Dezenski emphasized the need for additional funding in technology. She added that operational improvements in the training environment could be beneficial in the short term.

Ms. Dezenski discussed improving TSA and industry communications. She explained that the working group has proposed recommendations based on improving the Homeland Security Information Network (HSIN) system. Ms. Dezenski requested that the ASAC members review the recommendations in further detail.

Ms. Dezenski stated that the working groups have also discussed potentially updating the definition of shipper due to the regulatory structure of the term. She concluded her remarks by thanking Mr. Friedman, Ms. Pinard, and Mr. Beckius for their continuous support on behalf of TSA.

Mr. Alterman stated that the subcommittee has not yet finalized analyzing the roadmap and will be looking at other areas of implementation. He noted that one potential area the subcommittee will be looking into is the current structure of TSA security programs to decide if they can be revised to reflect risk-based outcomes. Mr. Alterman thanked Ms. Dezenski.

Administrator Pecoske thanked the subcommittee for their efforts. He noted that the topic of air cargo security is addressed in the Administrator's Intent 3.0. He stated that air cargo security was discussed in his meeting with the European Commission. He concluded his remarks by stating that TSA has renewed recognition of Canada's cargo security program.

Mr. Alterman introduced the Airlines Subcommittee Co-Chair, Craig Lowe from A4A.

Airlines – Craig Lowe and Karin Glasgow (Co-Chairs)

Mr. Lowe began his remarks by discussing *Just Culture*, or *Positive Security Culture*. He stated that based on the Administrator's response and approval from earlier this year, there have been discussions around the future of the program. Mr. Lowe stated that *Positive Security Culture* was included in the Administrator's Intent 3.0 and serves guidance for advancement. He noted that Mr. Walter will be managing the project moving forward.

Mr. Walter explained that the first step of implementing *Just Culture*, or *Positive Security Culture*, is to reconstitute a portion of the group that initiated the effort when recommendation was developed. He stated that the next step will be to work internally, with ASAC, to create a proposal and then present it to the Administrator. Mr. Walter noted that the goal is to begin implementing the plan in January. He highlighted that this could be a multi-year project. Mr. Lowe thanked Mr. Walter. He reiterated that the plan is to reconstitute the working group in January and schedule meetings to start developing recommendations and an implementation plan.

Mr. Lowe discussed Inflight Security. He thanked all members who contributed to the recommendation. He extended an open invitation to members of the ASAC that are interested in working on the Inflight Security working group under the Airlines Subcommittee. He stated that the working group will begin in January of 2024.

Administrator Pecoske noted that there is a People and Culture Roadmap that is currently in development for TSA internal review.

Mr. Alterman thanked Mr. Lowe for his review of the Airlines Subcommittee. He introduced the Airports Subcommittee Co-Chair, Alan Paterno from TSA.

Airports – Cedric Johnson and Alan Paterno (Co-Chairs)

Mr. Paterno began his remarks by providing a brief overview of the on-going activity of the subcommittee throughout the year. He stated that the subcommittee held a meeting that solely focused on outcome focused policy and

outcome focused compliance. He acknowledged that this meeting was led by Ms. Vera Adams. Mr. Paterno added that the subcommittee also met to discuss mental health situational awareness within the aviation ecosystem. He stated that subcommittee also held a briefing on the Advanced Threat Allocation Strategy. He stated that the subcommittee meeting included members from the ATLAS team and the TSA canine team.

Mr. Paterno stated that the subcommittee has also met to discuss the topic of unruly passengers. The meeting focused on how the topic affects local law enforcement. He explained that the subcommittee did not focus on the metrics of unruly passengers due to a significant downward trend post COVID. He noted that Mr. Jason Byers, from the Dallas Fort Worth (DFW) police, and Mr. Kevin Murphy, from the Airport Law Enforcement Agencies Network (ALEAN), were able to join that meeting and shared valuable insight. Mr. Paterno concluded by stating that the subcommittee did not have any recommendations for the year.

Mr. Alterman introduced Mr. Jens Hennig, Co-Chair of the General Aviation Subcommittee.

General Aviation - Jens Hennig and Mike Rucinski (Co-Chairs)

Mr. Alterman began his remarks by expressing gratitude to Mr. Mike Rucinski for his time and dedication in the General Aviation (GA) Subcommittee, ASAC, and congratulated him on his retirement. Mr. Rucinski expressed thanks to Mr. Alterman and all of the members of the ASAC for their partnership over the years.

Mr. Hennig noted that Mr. Rucinski has served as the General Aviation Co-Chair in a unique way. He explained that as part of the TSA Modernization (MOD) Act, Congress established a dedicated position which provided a focal point for general aviation engagement. He acknowledged that Mr. Rucinski is the first person to hold this position and has provided continuous engagement with general aviation stakeholders. Mr. Hennig explained that Mr. Rucinski has done a fantastic job in helping to guide industry on engaging with TSA and provided a single focal point for a diverse industry. He expressed hopes in the continuance of a focal point for general aviation because it has resulted in consistency, engagement, and great dialogue.

Mr. Hennig explained that the General Aviation Subcommittee covers pilot training vetting, security programs for small air carriers, and Advanced Air Mobility (AAM). He noted that the GA Subcommittee has met once in 2023 and the AAM Working Group has met three times this year.

Mr. Hennig mentioned that the subcommittee has been focused on the revision of the Flight Training Security Program, formerly called the Alien Flight Student Program. He noted that TSA decided that the term “alien” was not appropriate and the program was renamed to Flight Training Security Program. He stated that the revisions are based on a set of ASAC recommendations provided in 2016. Mr. Hennig explained that additionally, Congress transferred the authority of vetting pilots from the Department of Justice to TSA. He noted that TSA’s approach to security threat assessments has improved over the past 19 years. He highlighted that the revised program should be published in the near future and would close out some ASAC recommendations.

Mr. Hennig discussed the 14 CFR Part 380 Public Charter regulation. He stated that earlier this year, TSA was not able to discuss the agency’s stance due the regulation being in development. He emphasized that industry stakeholders are prepared to support a dialogue with the agency as the Part 380 Public Charter regulation is an important part of the aviation ecosystem.

Mr. Hennig stated that the GA Subcommittee created the Advanced Air Mobility (AAM) working group three years ago. He explained that the AAM working group has had the opportunity to collaborate with the Department of Transportation (DOT) on an intra-agency working group focused on security. Mr. Hennig emphasized the importance of information sharing between industry and federal partners. He noted that the AAM working group has met three times during the 2023 calendar year. Recently, the working group submitted nine questions to the TSA to clarify existing rules, policies, and program applicability for the operation of electric aircraft. Mr. Hennig explained that the request for collaboration was deferred. He stated that the goal is to have engagement from both industry and TSA. Mr. Hennig stated that the AAM working group met to discuss cybersecurity requirements. He concluded his remarks by stating that the working group is looking forward to collaborating with TSA on the topic.

Mr. Alterman thanked Mr. Hennig and the AAM working group for all the great work they have done.

Administrator Pekoske stated that TSA is committed to having more dialogue with industry. The agency wants to ensure that there is a collective understanding of the issues. Administrator Pekoske stated that the DOT liaison, a member of the Senior Executive Service, helps TSA have good connectivity with the DOT. He acknowledged that there is senior level engagement that has been helpful. He highlighted that TSA coordinated closely with the FAA when the airline cyber directives were introduced. Administrator Pekoske also stated that aircraft system airworthiness cybersecurity is entirely the authority and responsibility of the Federal Aviation Administration and that he had worked the

jurisdictional question for cybersecurity with [former FAA Acting Administrator] Nolen to ensure this is understood.

Mr. Alterman introduced the Insider Threat Subcommittee Industry Co-Chair, Michele Freadman.

Insider Threat - Michele Freadman and Lynwood Guise (Co-Chairs)

Ms. Freadman briefed on the recent article published in the WSJ, titled “Criminal Gangs Exploit Security Gaps to Infiltrate Airports” which underscores the relevance of the work conducted by our Insider Threat Subcommittee. This article reinforces not only our work in general, but in particular the work of our Focus Area 2 WG Vetting and Evaluation. One of the open recommendations responds directly to this threat.

Ms. Freadman remarked that the averted disaster involving the off duty Horizon Air Pilot reminds us of the devastating consequences of the mental health crisis in our country today and the need for mental health awareness, education, intervention, and off ramps to prevent mental health issues from escalating. There is a dire need for programs and mental health resources within organizations.

She referenced the US Conference of Mayors recent report titled, “The Mental Health Crisis in America’s Cities and Their Responses to It” which stated, “The United States is facing an unprecedented mental health crisis, with staggering increases in stress, depression, isolation, loneliness, and accompanying mental health hurdles faced by Americans of all ages”. No age, demographic, or occupation is immune including aviation.

These incidents may adversely affect insider threat. There is much work to be done on mental health and mental wellness- a significant societal issue which has spilled into every segment of industry including aviation and aviation security.

Ms. Freadman stated that since the last ASAC meeting, the subcommittee collaborated with TSA to advance the ASAC recommendations from the 2019 Insider Threat report. Education of our subcommittee members has been a priority. The subcommittee hosted several briefings from industry and government experts to advance knowledge and focus on new opportunities to identify and mitigate risks in the evolving insider threat landscape. Subcommittee membership was expanded to include new industry members with deep insider threat experience as both security practitioners and leaders in Aviation.

Ms. Freadman advised that the subcommittee is in the final stage of revising the Insider Threat Program Mitigation Program Framework Information Circular (IC) to ensure that the content is current with today's threat environment, consistent with regulatory changes, and addresses topical issues such as mental health. This IC was created to respond to the ASAC Recommendation to develop an Insider Threat Program framework to enable orgs to create a comprehensive Insider Threat Program or adopt individual program components to deter, detect, and mitigate Insider Threat.

Ms. Freadman briefly addressed the status of key recommendations in the respective focus areas.

- Focus Area 1: Threat Assessment Detection and Response: The subcommittee continues to implement the recommendations within Focus Area 1, which include enhancing the insider risk mitigation hub, case management tools and analytics, integration of contractors to support the hub, and developing, Potential Risk Indicators.
- Focus Area 2: Aviation Worker Vetting and Evaluation: This focus area has very active in the past year under the leadership of Brian Storters, the TSA lead from Enrollment Services and Vetting Programs (ESVP) who worked diligently communicating w/ both internal and external stakeholders and finding a path forward to advance our open recommendations. This focus area Working Group established a 6 week meeting cadence to foster two-way communication and several new industry experts who have shared their expertise in vetting with our members. The Working Group is looking forward to completing the open recommendations that address vulnerabilities, which can be exploited by bad actors and insiders. These complex recommendations require inter-agency collaboration with several federal agencies, including the Social Security Administration, FBI, CBP, and the Department of State. Some of these recommendations also require formal policy changes and significant IT resources to analyze and build the necessary solutions to strengthen the vetting of our Aviation Workers.
- Focus Area 3: Aviation Worker Screening and Access Control: This Working Group, led by David Graceson of TSA and Colleen Chamberlain of AAIE met frequently to provide expertise on the open recommendations in this Focus Area. In the new year, we anticipate the implementation of two operational pilots which will be combined to evaluate a specialized inspection tool and methodology to enhance random inspections within the Security Restricted Area by ATLAS teams using specialized inspection tools. The efforts and dedication of the ATLAS team led by Darryl Potter

and his colleagues in Security Operations have been instrumental in advancing this pilot which will be conducted at select airports across the country.

- Focus Area 4: Training and Engagement:
The Working Group team leads, Patrese Roberts of TSA Wendy Reiter of SEA coordinated a briefing for our subcommittee on Stress-First Aid presented by Dr. Tony Arita of DHS newly established Office of Health Security. The Stress First Aid is the equivalent of CPR but applicable to Mental Health.
 - The brief focused on the Stress Continuum, prevention and early intervention, and providing off ramps for individuals experiencing stress injuries and mental health conditions. The briefing imparted valuable information including the intersection with Insider Threat.

- Focus Area 5: Information Sharing:
This Working Group under the leadership from Damon Wilson, TSA and industry lead Bobby Weitzel, Airline Services Providers Association worked diligently with industry, TSA, and CISA to strengthen information sharing efforts via the HSIN Insider Threat site.
 - Working group sessions with industry were conducted to solicit input to shape the architecture, design, and navigation of this site to encourage greater utilization and sharing of Insider Threat information and resources.
 - A virtual training session for the new site is scheduled in January. We recognize the significant effort invested to design and develop this site to promote information sharing and education of our members.

Ms. Freadman thanked the ASAC leadership, Mr. Alterman and Mr. Bidwell, TSA leadership, ASAC members, and SMEs for their support and active participation which is integral to their subcommittee's mission to mitigate insider threat. Ms. Freadman concluded her remarks and introduced Co-Chair, Lynwood Guise. Ms. Freadman recognized and congratulated Mr. Guise on his promotion to Supervisory Air Marshal in Charge, LE/FAMS and the Insider Threat Program Manager.

Mr. Guise stated that there is data analysis capability with metrics to better gauge the insider threat issue. Protecting civil rights and individual rights is paramount to the insider threat subcommittee. Airport employees must be educated to recognize signs of an insider threat. Mental health is crucial to aviation security employees. Stakeholders must be aware of suicide prevention and not to stigmatize mental health issues.

Mr. Alterman thanked Ms. Freadman and Mr. Guise for their work on the Insider Threat Subcommittee.

Mr. Alterman introduced the International Subcommittee Co-Chairs, Amilcar Gonzalez and Warren Miller.

International Aviation - Amilcar Gonzalez and Warren Miller (Co-Chairs)

Industry co-chair Amilcar Gonzalez began his remarks by stating that the International Aviation subcommittee has been meeting quarterly since the last ASAC meeting. The primary mission of the subcommittee is to enhance international aviation security and standards. The subcommittee has completed the creation of foreign airline working group. Currently, the participating attending airlines represent all regions of the world. They have held two meetings with the group and they are still deciding on the best time to meet due to the different time zones for each individual. They will continue making progress on the matter and have had group representation throughout the meetings.

Mr. Gonzalez stated that the working group has presented two recommendations to the International Aviation subcommittee. One recommendation was from the European airlines and the other from Qantas. He explained that the European airlines recommendation was related to the need to strategically review the last 20 years of Model Security Program modifications, and ensure that the new generation builds on the strengths of the program and prevailing weaknesses. Mr. Gonzalez stated that the working group provided short, medium, and long term goals in the recommendation. They are asking for TSA to review what works and what does not, what experience has it gained in the last 20 years, and asking for consistent collaboration and consideration for airline contributions and their support.

Mr. Miller stated that the subcommittee is working on drafts for the recommendations. They will be ready for review before the next ASAC meeting.

Mr. Alterman thanked the International Aviation Subcommittee leadership.

Mr. Alterman introduced the Security Technology Subcommittee Co-Chairs, TJ Schulz and Matt Gilkeson.

Security Technology – TJ Schulz and Matt Gilkeson (Co-Chairs)

TJ Schulz began his remarks by stating that the focus of the subcommittee has been on the ASAC's newly established passengers with disabilities working group. He introduced committee member, Eric Lipp, as his co-lead in these efforts.

TJ Schulz stated that there is an initiative undertaking for persons with disabilities at checkpoints. The subcommittee is looking into trends of the population of people with disabilities that go through checkpoints. Since the summer of 2023, the subcommittee has held two hybrid work sessions and two remote sessions. They have garnered input from the constituency. There are draft reports ready to be reviewed regarding challenges faced by people with disabilities and challenges faced by TSA officers when processing people with disabilities at checkpoints.

Mr. Lipp stated that the big challenge is that some airport features are not designed for people with disabilities. Mr. Lipp stated that when TSA was formed, different multicultural diversity and disability groups were developed to help advise TSA. He noted that the topic of disability has been challenging due to all of the different types of disabilities (i.e. physical, mental, etc.). He explained that a coalition was created 23 years ago that includes individuals who represent different organizations, representing different disabilities, and they have reached out to that group for input. Mr. Lipp mentioned that there are programs for groups with disabilities within TSA, including TSA CARES.

Mr. Lipp mentioned the Passenger Service Specialist (PSS) program, a volunteer program formed years ago. The program consists of specialists who have been trained to handle accessibility and disability at the checkpoints in a live setting. Mr. Lipp noted that both programs have received positive feedback from the community. He explained that the purpose of ASAC is to develop recommendations that TSA will adapt and follow. Mr. Lipp concluded his remarks by stating that the passing of these recommendations will eliminate challenges for the future. The recommendations will fit within TSA guidelines.

Mr. Schulz stated that the recommendations from the subcommittee include; investing in the front line work force, tracking and retaining front line talent, ensuring proper and consistent staffing levels at primary and secondary checkpoints, and training, as it relates to assessing and improving procedures, so that officers are aware of certain disabilities. He added that the subcommittee recommends establishing standard operating procedures in order to improve operations at airport security checkpoints. As a result, passengers will receive a similar level of service from one airport to another. Mr. Schulz noted that the subcommittee is considering ways to strengthen ties with stakeholders, enhance communications, bring awareness to the TSA CARES program, and improve the education and information available to passengers. He noted that approaching these goals via technology will ensure that individuals have the ability to communicate and gain a better understanding of screening procedures.

Mr. Schulz explained that technology plays a significant role in this process. Every passenger in a wheelchair has to be screened. He stated that the screening process is uncomfortable for the passenger and the TSO. He suggested implementing technology that will enable touchless screening and better capabilities to screen for equipment, such as liquids and gels.

Mr. Schulz identified recommendations that the subcommittee will submit for review to TSA. There are several recommendations: training of the TSA workforce and what can be done to better help people with disabilities at checkpoints; improve communications and information available to people with disabilities from the industry; TSA engagement of stakeholders; and technological improvement at checkpoints; design of checkpoints. The working group will review these recommendations and submit to the subcommittee in January, then the full ASAC in February, and to the Administrator for approval.

Administrative Discussion

Mr. Alterman informed that the next ASAC meeting will be held on February 22, 2024. ASAC leadership appreciates the hard work and dedication of all subcommittees and ASAC members from government and industry. There were no comments from the public. He concluded by providing the scheduled ASAC meeting dates for CY 2024: February 22nd, May 22nd, September 25th, and December 4th.

TSA Administrator's Closing Remarks

Administrator Pecoske thanked all ASAC members for their participation and the subcommittees for their updates. He stated his appreciation and gratitude for the work of ASAC, which helps improve aviation security while facilitating an efficient movement of passengers and goods.

Mr. Alterman thanked Administrator Pecoske for his kind remarks and for his leadership. He concluded by thanking all participants of the ASAC meeting.

Adjournment

Mr. Alterman adjourned the meeting at approximately 12:20 pm.

Certification of Detailed Minutes

I hereby certify that this is an accurate record of the activities of the Aviation Security Advisory Committee meeting on December 6, 2023.



Stephen A. Alterman
Chairman

Attachment A: Meeting Agenda

Meeting Agenda

December 6, 2023

Time: 10:00 A.M. – 1:00 P.M.

- Opening Statements
 - Meeting Called to Order, Roll Call & Advisory Committee Statement
 - TSA Administrator's Opening Remarks
 - TSA Executive Sponsors' Remarks
 - Vera Adams
 - Bob Vente
 - ASAC Chairman's Remarks
 - Vice Chairman's Remarks
- TSA Legislative Update
- TSA Budget Update
- Subcommittee briefings on activities, key issues, and areas of focus for CY 2024:
 - Air Cargo
 - Airlines
 - Airports
 - General Aviation
 - Insider Threat
 - International Aviation
 - Security Technology
- Administrative Discussion
 - ASAC Meeting Dates for CY 2024
 - February 22, 2024
 - May 22, 2024
 - September 25, 2024
 - December 4, 2024 (Public Meeting)
- TSA Administrator's Closing Remarks
- Adjournment

AVIATION SECURITY ADVISORY COMMITTEE

12/6/23

TSA SIGN-IN

Name (Alphabetical)	Organization	Status
Pekoske, David	TSA	✓
Adams, Vera	TSA	✓
Badgley, Sonya	TSA	
Baran, Bartlomiej	TSA	
Beck, Carol	TSA	
Benson, Rebecca	TSA	
Bergin, Grace	TSA	
Bester, Jackie	TSA	✓
Blalock, Brian	TSA	
Brodbeck, Patrick	TSA	
Brown, Marcus	TSA	✓
Burden, Melina	TSA	✓
Case, Nina	TSA	
Carranza, Jenny	TSA	
Chad Gorman	TSA	
Chipps, Chris	TSA	
Clarkson, Elizabeth	TSA	✓
Conley, Melissa	TSA	
Cook, Lauren	TSA	
Davis, Simone	TSA	

Davis, Wanda	TSA	
Davis-Small, Dianna	TSA	
Elhilali, Tamika	TSA	
Farley, Heather	TSA	
Fisher, Kevin	TSA	✓
Fitzmaurice, Stacey	TSA	
Flickinger, Linda	TSA	
Franceschi, Tere	TSA	✓
Friedman, Tom	TSA	✓
Gibson, Marian	TSA	
Gilkeson, James	TSA	
Glasgow, Karin	TSA	
Gorman, Chad	TSA	
Gorton, Scott	TSA	
Gould, Austin	TSA	
Guise, Lynwood	TSA	✓
Hamilton, Stephanie	TSA	
Harroun-Lord, Judith	TSA	
Hasenecz, Scotty	TSA	
Jacobs, Mike	TSA	
Kasminoff, David	TSA	✓
King, Chas	TSA	

Kletzly, Katrina	TSA	
Knott, Kevin	TSA	
Kroll, Mark	TSA	
Latta, John (Neal)	TSA	
Langston, Robert C	TSA	
Laughlin, Timothy	TSA	
Lentini, Linda	TSA	
Libovicz, James	TSA	
Lombardo, Don	TSA	
Makings, Charles	TSA	✓
Mayenschein, Eddie	TSA	
Mehringer, Holly	TSA	✓
Melendez, Manny	TSA	
Miller, Warren	TSA	✓
Minerly, Nelson	TSA	
Murphy, Brenna	TSA	
Murray, Ariel	TSA	✓
Mitchell, Kiara	TSA	✓
Nykamp, Nancy	TSA	
Paterno, Alan	TSA	✓
Peleo-Lazar, Chris	TSA	
Petersen, George	TSA	

Pinard, Kathia	TSA	
Potapov, Serge	TSA	
Pradhan, Manish	TSA	
Prosnitz, Susan	TSA	✓
Reid, Ken	TSA	
Rossi, Marc	TSA	
Rottman, Rob	TSA	
Rucinski, Mike	TSA	✓
Seffel, Gary	TSA	
Siegmund, Andrea	TSA	✓
Siegmund, David	TSA	
Smith, Rorey	TSA	
Stanley, Charles	TSA	✓
Stortors, Brian	TSA	✓
Thomas, David	TSA	
Tsang, Elbert	TSA	
Valois, Felicia M	TSA	
Walter, Dean	TSA	✓
Wells, Denyse	TSA	
Weston, Tim	TSA	
Wilson, Michelle	TSA	
Wylie, Shanita	TSA	

AVIATION SECURITY ADVISORY COMMITTEE**12/6/23****MEMBER SIGN-IN**

Name	Company	
Paul Doell	National Air Carrier Association	
Randy Harrison	Delta Air Lines, Inc.	✓
Craig Lowe	Airlines for America	✓
Nobuyo Reinsch	Regional Airline Association	✓
Amilcar Gonzalez	International Air Transport Association	✓
Steve Alterman	Cargo Airlines Association	✓
Gary Wade	Atlas Air	✓
Alexander Rodriguez	DP DHL – Americas	✓
Brandon Fried	Airforwarders Association	✓
Bill Cason	Coalition of Airline Pilots Association	
Wolfgang Koch	Air Line Pilots Association	✓
Christopher Witkowski	Association of Flight Attendants – CWA	✓
David Borer	American Federation of Government Employees, AFL-CIO	✓
Gary Peterson	Transport Workers Union of America, AFL-CIO	✓
Jens Hennig	General Aviation Manufacturers Association	✓
Christopher Bidwell	Airports Council International - North America	✓
Colleen Chamberlain	American Association of Airport Executives	✓
Michele Freadman	M. Freadman Consulting, LLC	✓
Cedric Johnson	Baltimore/Washington International Thurgood Marshall Airport	✓
Steve Brown	National Business Aviation Association	

Joe Dalton	National Air Transport Association – Compliance Services	✓
Eric Lipp	Open Doors Organization	✓
William Brown	U.S. Travel Association	
John McGraw	National Air Transportation Association	
Bobby Weitzel	Airline Service Providers Association	✓
Christian Klein	Aeronautical Repair Station Association	✓
Elaine Dezenski	Foundation for Defense of Democracies	✓
Rebecca Deer	MSA Security	✓
Stephanie Bernstein	Victims of Pan Am Flight 103	✓
Matthew Ziemkiewicz	National Air Disaster Foundation	
Jason Wallis	Port of Portland Police Department	
Jason Byers	Dallas Fort Worth International Airport Police	✓
TJ Schulz	Airport Consultants Council	✓
Glenn Johnson	Victims of Pan Am Flight 103 (Honorary Member)	