

STATEMENT OF ANTHONY J. BRODERICK, ASSOCIATE ADMINISTRATOR FOR AVIATION STANDARDS, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION, SUBCOMMITTEE ON INVESTIGATIONS AND OVERSIGHT, CONCERNING FEDERAL AVIATION ADMINISTRATION SECURITY PROGRAMS, JUNE 24, 1986.

Mr. Chairman and Members of the Subcommittee:

I welcome the opportunity to appear before the Subcommittee to discuss the civil aviation security programs of the Federal Aviation Administration. With me today is Mr. Richard Noble, Acting Director of Civil Aviation Security.

At the outset, let me assure you that the air transportation security system the United States has developed is fundamentally sound and provides on a routine basis safe and secure transportation to the travelling public. Let me elaborate on that point for a moment.

You will recall that, in the late 1960's and early 1970's, the United States experienced a surge of aircraft hijackings. In fact, hijackings were a worldwide problem. To deal with the problem at that time, the United States instituted as an interim measure a massive "sky marshal" program which was designed to provide a deterrence to would-be hijackers. The sky marshals made available to the FAA were from other Federal agencies, both civil and military. That program subsequently evolved into today's air

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marshal program, under the FAA's auspices, which is comprised solely of FAA civil aviation security specialists, who, to perform this function, receive additional specialized training and are granted the power of arrest and the authority to carry weapons. I would add that we have greatly expanded this program within the past year, with particular focus on international operations.

However, an air marshal program is not, by itself, the solution to deterring criminal acts against civil aviation. There is a need for a comprehensive approach, involving all segments of the aviation industry, to the protection of passengers, crews, and aircraft from acts of violence. Our current program which has been in place since about the mid-1970's, with continuing refinements, has been an unparalleled success. In fact, many elements of our program serve as models for the world community, and we have worked actively with the international community to provide our technical expertise and training to assist them in achieving improvements in aviation security.

The cornerstone of our civil aviation security program is the screening system we have had in place for domestic carriers since 1973, and for foreign airlines serving the U.S. since 1975. Pursuant to these regulatory requirements, all passengers and carry-on baggage are screened by the airlines before boarding. This has been an extremely effective element of our total

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program. For the past 12 years, 7 billion persons and more than 8 billion pieces of carry-on baggage have been screened. This has resulted in the detection of over 34,000 firearms, and over 14,000 related arrests have been made. In the process, at least 116 hijackings or related crimes have been prevented. In the last semi-annual reporting period, over 511 million people were processed through our checkpoints in the U.S., 1,539 firearms were detected and 707 related arrests were made. The success of our program is dramatically evident when one remembers that, in the 5 year period ending in 1973, we averaged more than a hijack attempt every other week. There has been only one successful U.S. hijacking in the last 18 months--the tragic TWA 847 hijacking in the Mediterranean. That hijacking serves to point to the worldwide scope of our vulnerability and the international nature of the terrorism threat we face everyday.

The individuals who actually perform the screening are employees of the airlines or work for the airlines on a contract basis. They use equipment which meets FAA specifications and receive training on the use of that equipment in accordance with FAA requirements. The airports are required to have available law enforcement officers to provide law enforcement support as necessary. Many of these law enforcement officers have undergone special training through the Department of Transportation's Safety Institute.

The carriers are required to prepare and submit to FAA for approval a comprehensive security program that details the screening system as well as a variety of other measures we require them to implement to provide total security. For example, we require that they take action to secure their aircraft by locking the doors and lifting the stairs. Airline employees are also responsible for challenging unidentified persons found on the ramps near aircraft. Airline crews must also undergo security training approved by the FAA. There are other airline required security actions on which we can elaborate if you wish.

The airports are also required to develop and submit comprehensive security programs to the FAA. Among the requirements placed on airport operators are to assure adequate law enforcement support; to control access to airport operations areas as well as the movement of persons and vehicles within those areas; and to assure that training of law enforcement personnel is conducted in accordance with FAA requirements. Again, there are a variety of other matters associated with the responsibilities of airport operators on which we can elaborate further, at your request.

Within the FAA, the Office of Civil Aviation Security is responsible for overseeing the security programs of the carriers and operators. This is done through our field office structure which works with airport operators and airlines to assure on a

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continuing basis that required procedures are being implemented and that those procedures are adjusted to meet ever changing conditions and threats. I would add that this is a very close working relationship, and that, with few exceptions, we experience a high degree of cooperation from everyone involved.

As part of our overall surveillance program, FAA guidelines call for at least one annual comprehensive and two supplemental inspections to be performed by FAA inspectors of every major airport in the country. We are currently considering the issuance of new policy guidance to the regions to increase the number of comprehensive and supplemental airport security inspections annually.

In conducting these comprehensive inspections, FAA security inspectors are required to assess security measures pertaining to perimeter control, access to the airport operations area and sterile terminal areas, identification procedures for personnel and vehicles, airport communications systems, and emergency procedures. These security inspectors perform inspections of air carrier security operations as well, examining the adequacy of passenger screening procedures, knowledge of applicable regulations, and general compliance with FAA requirements. In addition to formal, comprehensive airport security inspections, our security inspectors also review operations at major airports

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on an almost daily basis, as they are typically located on such airports. ~

The FAA also works closely with other agencies of government, both local and Federal, to identify the threat against civil aviation and to enable us to quickly adjust security requirements to meet that threat. This close liaison also enables us to take appropriate action when a hijacking occurs. Under Section 316 of the Federal Aviation Act of 1958, as amended, the Administrator of the FAA is the individual charged with responsibility for overseeing law enforcement activities during a hijacking. To carry out this responsibility, we work closely with the FBI and other agencies who provide the necessary law enforcement support under our direction. In international hijackings, we work closely with officials of the Department of State as well. There are a variety of specific procedures which are activated during a hijacking, including a sophisticated communications net, to assure that all interested parties work together in a coordinated and efficient manner.

In addition to the operational and regulatory functions we perform, we are also engaged in research and development efforts particularly to improve screening systems by improving our ability to detect modern weapons and all types of explosives. These are important programs which are at the leading edge of technology,

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and will enhance significantly our ability to respond to future terrorist threats. I would be pleased to elaborate on these programs at your request.

In conclusion, we have a comprehensive security system which has provided a high degree of protection to the travelling public. It is an evolving system that must constantly be adjusted to respond to changing threats. We must continue to work to find additional means of refining the capabilities of the system in order to adequately protect the travelling public in the future.

That completes my prepared statement, Mr. Chairman. We would be pleased to respond to questions you may have at this time.