

STATEMENT OF LYNNE A. OSMUS, ACTING DIRECTOR, OFFICE OF CIVIL AVIATION SECURITY POLICY AND PLANNING, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE COMMITTEE ON SMALL BUSINESS, SUBCOMMITTEE ON PROCUREMENT, TOURISM, AND RURAL DEVELOPMENT, CONCERNING MEASURES TAKEN BY THE FEDERAL AVIATION ADMINISTRATION TO PROTECT AIR TRAVELERS FROM THE THREAT OF TERRORIST ATTACK. MARCH 7, 1991.

Mr. Chairman and Members of the Subcommittee:

I am Lynne Osmus, Acting Director of FAA's Office of Civil Aviation Security Policy and Planning. I am pleased to be here today to discuss with you the Federal Aviation Administration's efforts to combat the threat of terrorism directed against civil aviation.

My statement today sets out many of the actions we have taken to provide a high level of security for the traveling public. The Subcommittee will understand, I am sure, that my discussion of some of the details of these sensitive issues must be limited in a public forum.

The FAA is a key part of this Nation's efforts to combat the threat of terrorism against civil aviation, and we take that role very seriously. There is, of course, no simple solution or single answer to counteract the threat of terrorism. Instead the FAA relies on a multifaceted systems approach, constantly striving for improvements in procedures, human performance, and technology to meet a challenge which is both difficult and ever-changing.

PROCEDURAL FACTORS

The FAA has many efforts underway to reduce the threat of terrorism. We have implemented key recommendations of the President's Commission on Aviation Security and Terrorism, including elevating the organizational status of the civil aviation security function within the FAA so that the Assistant Administrator for Civil Aviation Security now reports directly to the Administrator. We are also establishing Federal Security Manager positions at key airports to provide strengthened and more focused on-site coordination of security programs and efforts. Working with the Department of State, we have filled critical Security Liaison Officer positions at international locations to facilitate cooperation in implementing coordinated air security measures between the United States and host nations.

We are working aggressively with governmental agencies--foreign and domestic--and with our Aviation Security Advisory Committee to obtain the broadest spectrum of views and advice on security topics. In December 1990, we and the FBI sponsored a joint seminar to discuss the results of the FBI's survey of certain U.S. airports. We are working cooperatively with the FBI to send jointly staffed teams to major U.S. airports to conduct airport specific security evaluations. Last fall, we, the FBI and airline security representatives attended a conference on terrorism and security to discuss challenges to civil aviation security.

HUMAN FACTORS

Work is ongoing to improve the quality and performance of those people responsible for protecting the traveling public. At this time we are working on statutorily-mandated rulemakings that will call for improvements in hiring and training of security personnel. Additionally, the FAA is addressing staffing standards for passenger screening checkpoints and the testing of screening personnel.

In terms of our own workforce, we are strengthening the FAA presence overseas. We have finalized agreements to assign 27 additional FAA security personnel to European and Middle East locations to monitor compliance with security requirements overseas, and to work with foreign aviation authorities to facilitate the implementation of U.S. security requirements. Those selected for overseas assignment receive specialized training and briefings prior to assuming their duties.

Domestically, we continue to increase the number of civil aviation security personnel. This year, the FAA has a total security workforce of about 850 positions and a budget of \$51.9 million available for aviation security. For FY 92, we are proposing an increase to approximately 1030 security personnel and \$65.9 million. Recent organizational changes in our headquarters

operations, in conjunction with increased staffing, have improved our capabilities to develop and implement security policy initiatives, and to provide needed follow-up.

TECHNOLOGICAL FACTORS

In the area of technological responses to civil aviation threats, the FAA has taken a very active role, particularly in supporting research and development of explosives detection systems (EDS). For FY 91, more than \$30.4 million has been allocated for aviation security-related research and development. The preponderance of this year's security R&D budget, or \$26.6 million, will go directly toward work on EDS concepts. The remaining portion of the R&D budget will focus on areas such as human factors, aircraft hardening, and explosive effects studies.

The most promising explosives detection system is based on the thermal neutron analysis, or TNA, technique. The FAA purchased 6 TNA units and has been assessing their performance under operational conditions since September 1989. Currently, TNA units are operating at Dulles and JFK airports in the United States, and at Gatwick Airport in London, England.

Our efforts are not limited to a single explosives detection system. We are working aggressively on a variety of other

programs to identify and refine other technologies that will assist in the detection of explosives and explosive devices. This effort involves work with other governmental agencies, foreign authorities, U.S. aviation interests, expert scientists, and professional associations, such as the National Academy of Sciences.

Further, in response to heightened threats arising from events in the Persian Gulf, the FAA, through the airlines and airport operators, recently implemented additional strict security measures. The Members of this Subcommittee have no doubt seen firsthand the evidence of the unprecedented level of strengthened security at our domestic airports. We are continually working with the intelligence community to assess the threat and will not hesitate to take any additional measures that may prove warranted. Examples of recently implemented security measures include:

- o Reinforced personnel and vehicle identification procedures.
- o Deployment of additional law enforcement officers and increased uniformed patrols at airports.
- o Instituting unattended baggage procedures, discontinuing service to lockers in certain areas, and utilizing explosives detection dogs on random or specific patrols.

- o Restricting access to boarding areas.

- o Removing unattended or unauthorized vehicles located near terminal buildings.

- o Discontinuing curbside and other baggage check-in, and denying passengers continued access to checked and cleared baggage.

While these increased security procedures add a measure of inconvenience to the flying public, we believe that the public understands and appreciates the reasons for intensified security. We would hope that the protection that additional measures provide will be recognized as needed steps and that they will help restore and reinforce consumer confidence in the safety of air travel.

In closing, Mr. Chairman, we are committed to assuring the highest level of security for the traveling public. To do so, we are working to address all facets of an integrated security system. We have made substantial progress in the recent past, and continue to seek improvements across the spectrum in procedural, human factors, and technological approaches to security issues. We are

not looking to address just today's challenges, but tomorrow's as well. We appreciate your interest in and support of our efforts to ensure the safety and security of the air transportation system.

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