

Security at Airports & Air Terminals in the US Employee Access, 'The Weak Link'

Schiphol Group

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**Pieter Boone
Schiphol Services, Inc.**





The Issues Today:

Employee Access at Airports/Terminals

- The X-rated topics (risks & scenarios) seem to be avoided by relevant parties, in discussions about security improvement.
- Employee access remains a weak link in airport security.
- That weak link now diminishes the improved security that came from better screening passengers, carry-on and luggage.
- Employee screening is on the Agenda of TSA but the approach and timetable are a concern.
- Confusion on security responsibility at airports.
- Terminals/Airlines show resistance to improvement because of cost and operational reasons.



Statement: Aviation & Terrorism

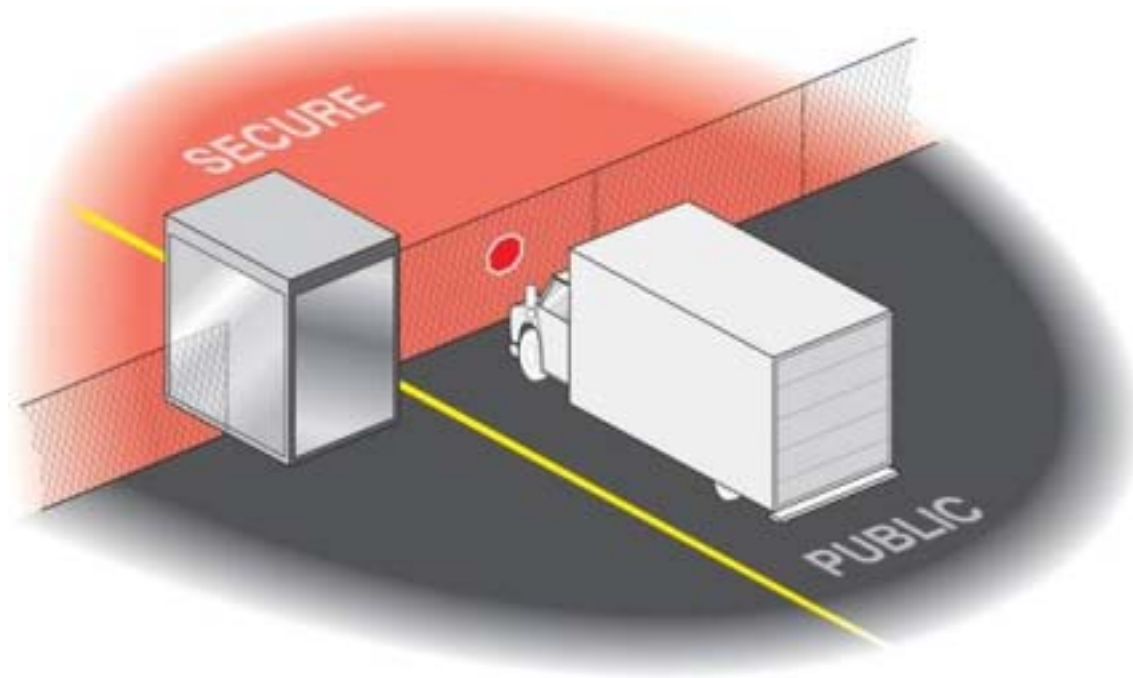
(for discussion purposes only)

- If terrorism remains a threat, AVIATION will be the priority target/tool.
- The priority of the target/tool is determined by the impact –in many ways- of the ‘devastation’ or ‘damage’ and not necessarily by the ‘ease’ to organize and carry out the ‘terrorist act’.



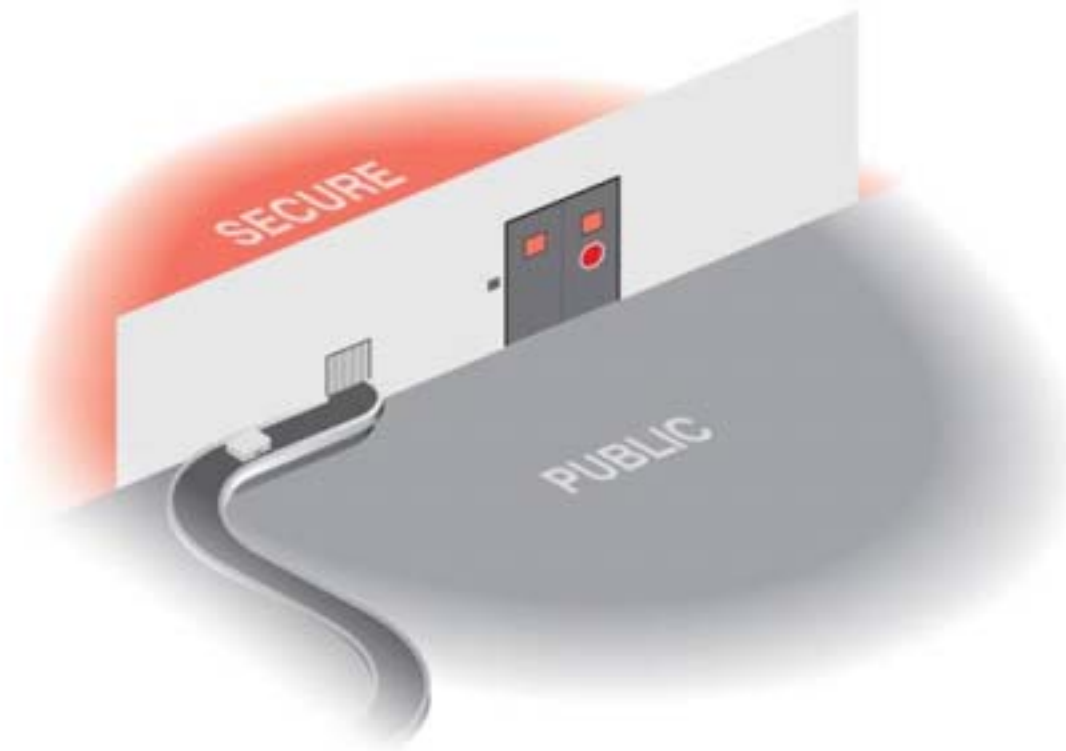
Weak Link 1: Employee/Vehicle Access & Perimeter

(both from public area, as well as from building access doors)



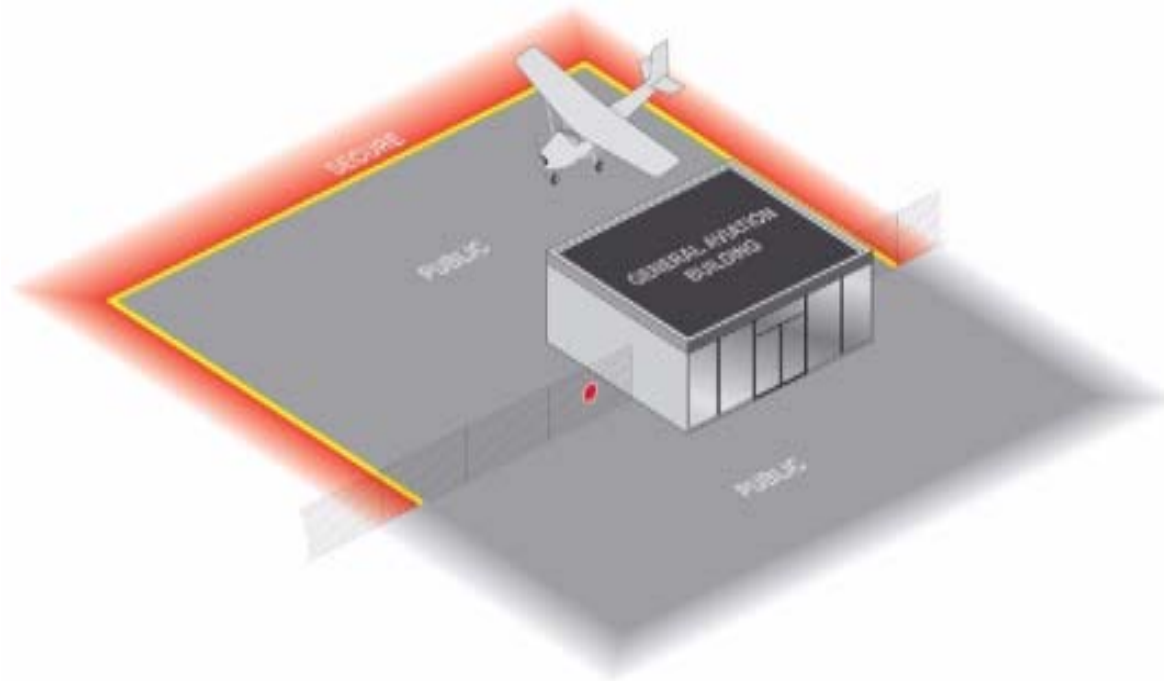


Weak Link 2: Baggage Handlers Doors



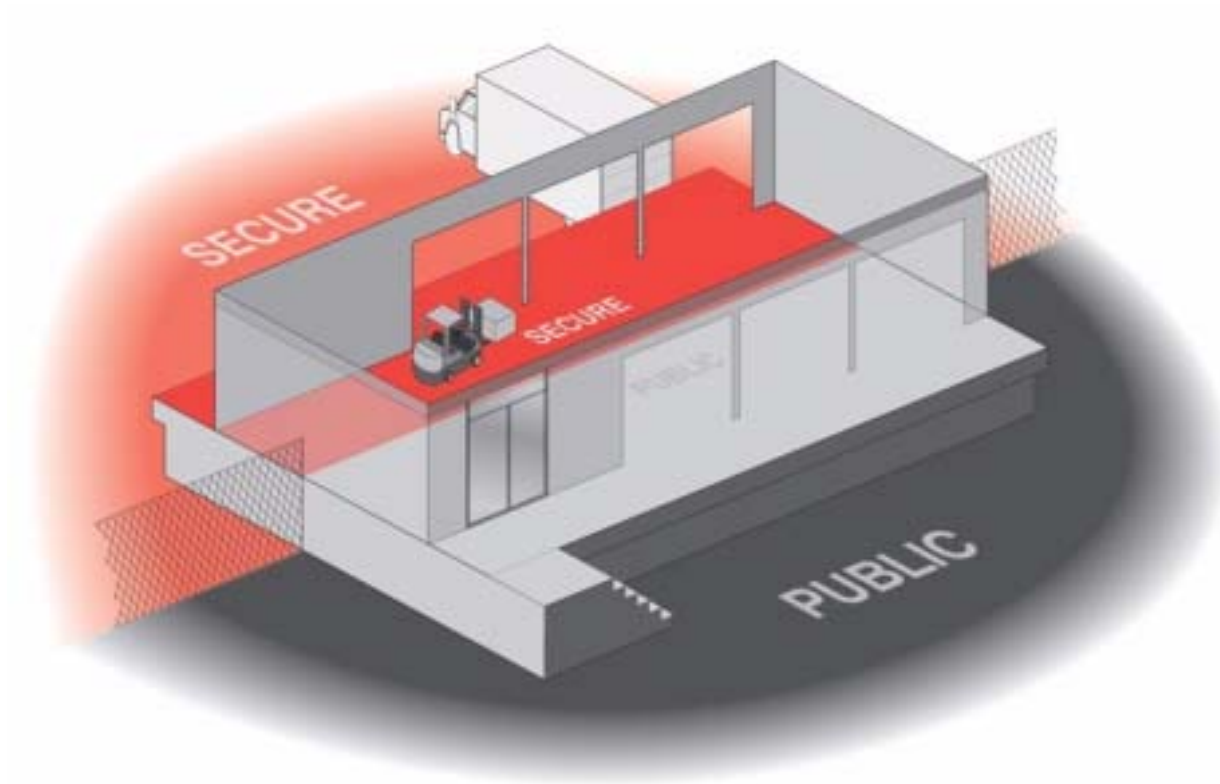


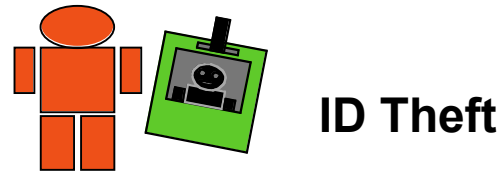
Weak Link 3: General Aviation Area



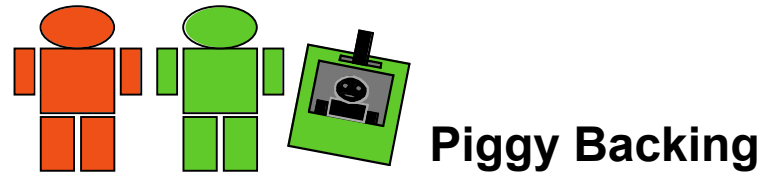


Weak Link 4: Cross Perimeter Buildings

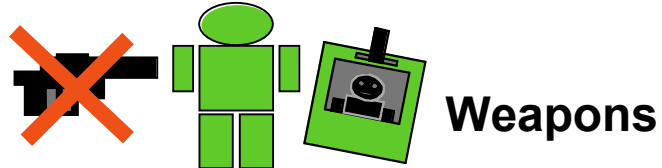




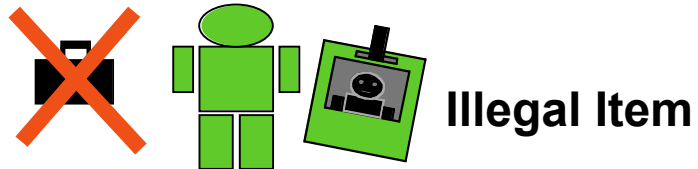
ID Theft



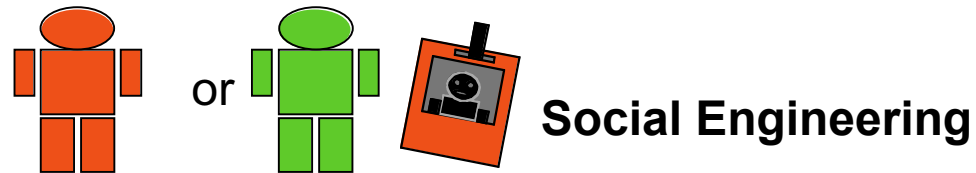
Piggy Backing



Weapons



Illegal Item



Social Engineering



Illegal item



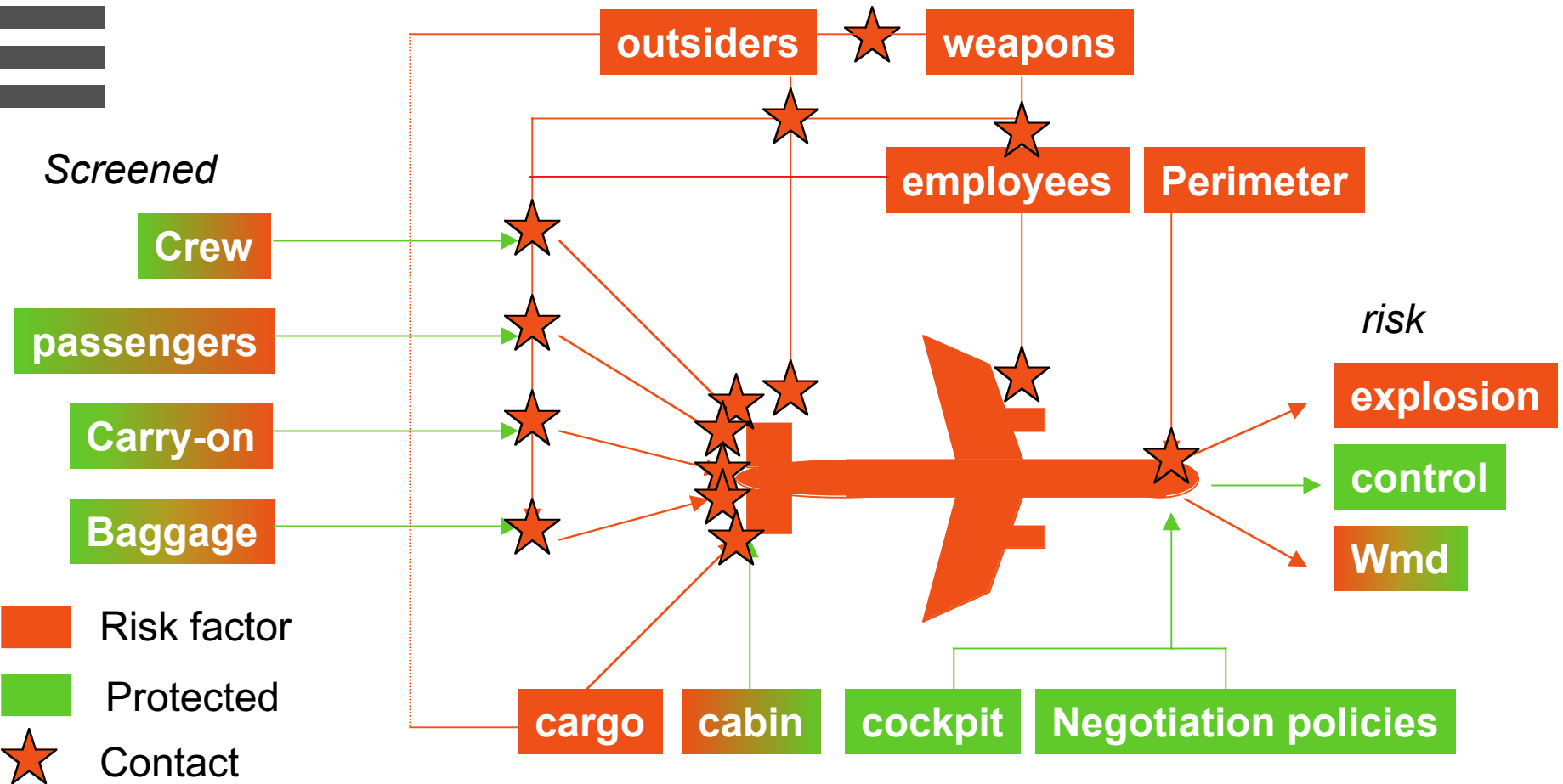
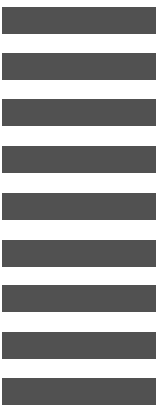
Current System Safeguards

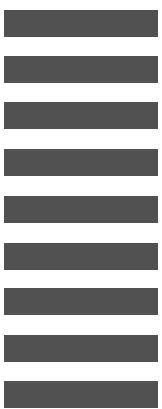
- Employee background test
- Badge & PIN
- Employee responsibility
- Employee observation
- Rules & Regulations
- Fines & threats



Discussion purpose only
NOT location specific

Risk Analysis: Departing flight from an Air Terminal TODAY

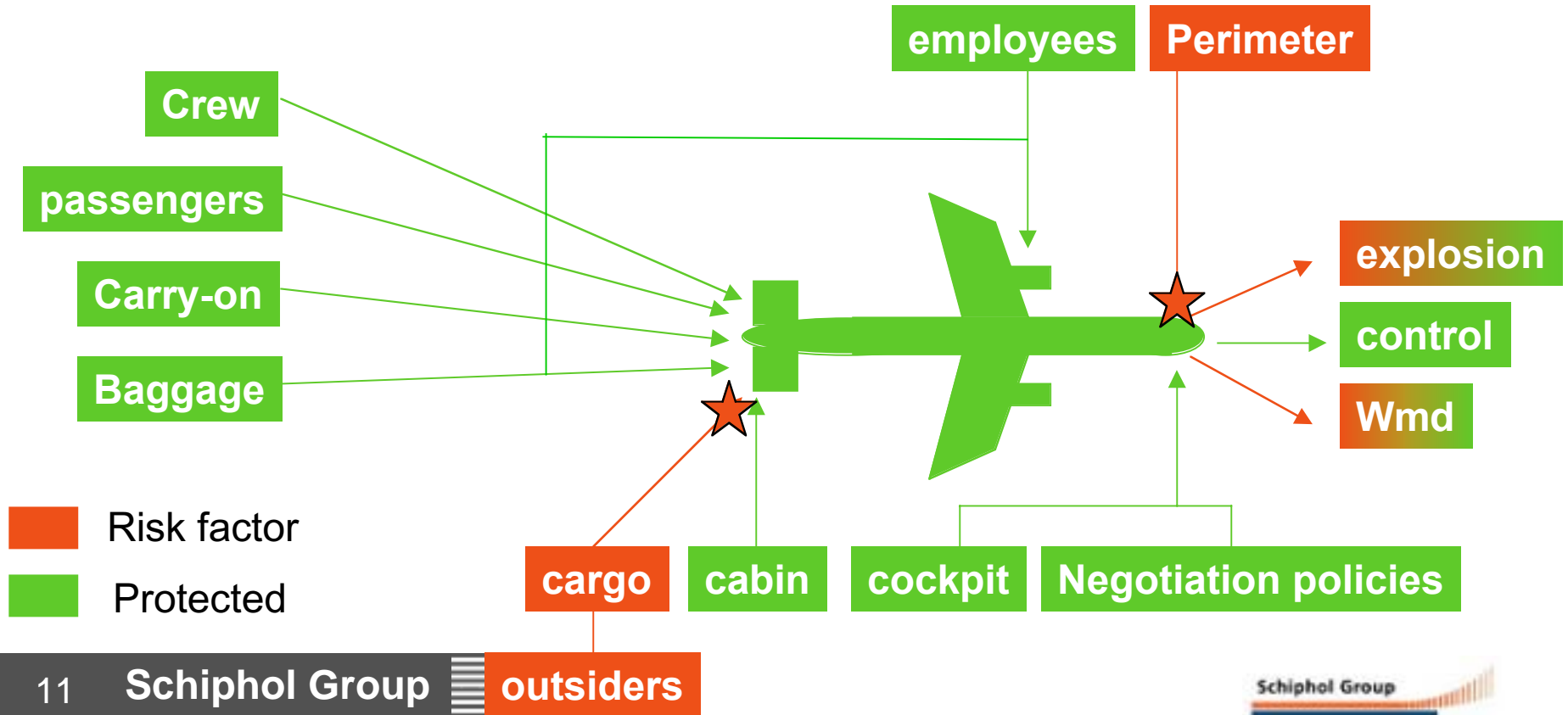




Opportunity to reduce Risk (theory):

Departing flight from an Air Terminal

as proposed in the JFK Pilot II project





Current TSA Evaluation Activity

(source TSA, 11/20/03)

- Solicit Airports to volunteer to serve in pilots (20)
- Solicit (RFI) vendor/technology providers.
- Contract a major systems Integration contractor.
- Perform operational evaluation of 5 biometric technologies.
- Testing completed: 2005 (?)
- Implementation: ?



Statement: Is the TSA approach right?

(for discussion purposes only)

- TSA Pilots are testing technology, not solutions.
- The success of pilots (in general), is more a managerial than a technical matter.
- Can we afford the time to use this lengthy pilot process?
- Is it 'the right choice' to over-inform on this ultra-transparent process', giving so much exposure to the weakness of the system.
- Cost efficient technology is proven and can be integrated into the system today.
- Will TSA use its current 'technology' and 'experience' to eventually regulate employee access through its controlled access points for passengers?
- If so, who will pay for that?

**Employee Access Control Security Solution
Demonstration (Pilot II)
JFK International Airport New York, USA
Terminal 4**



Pilot Profile

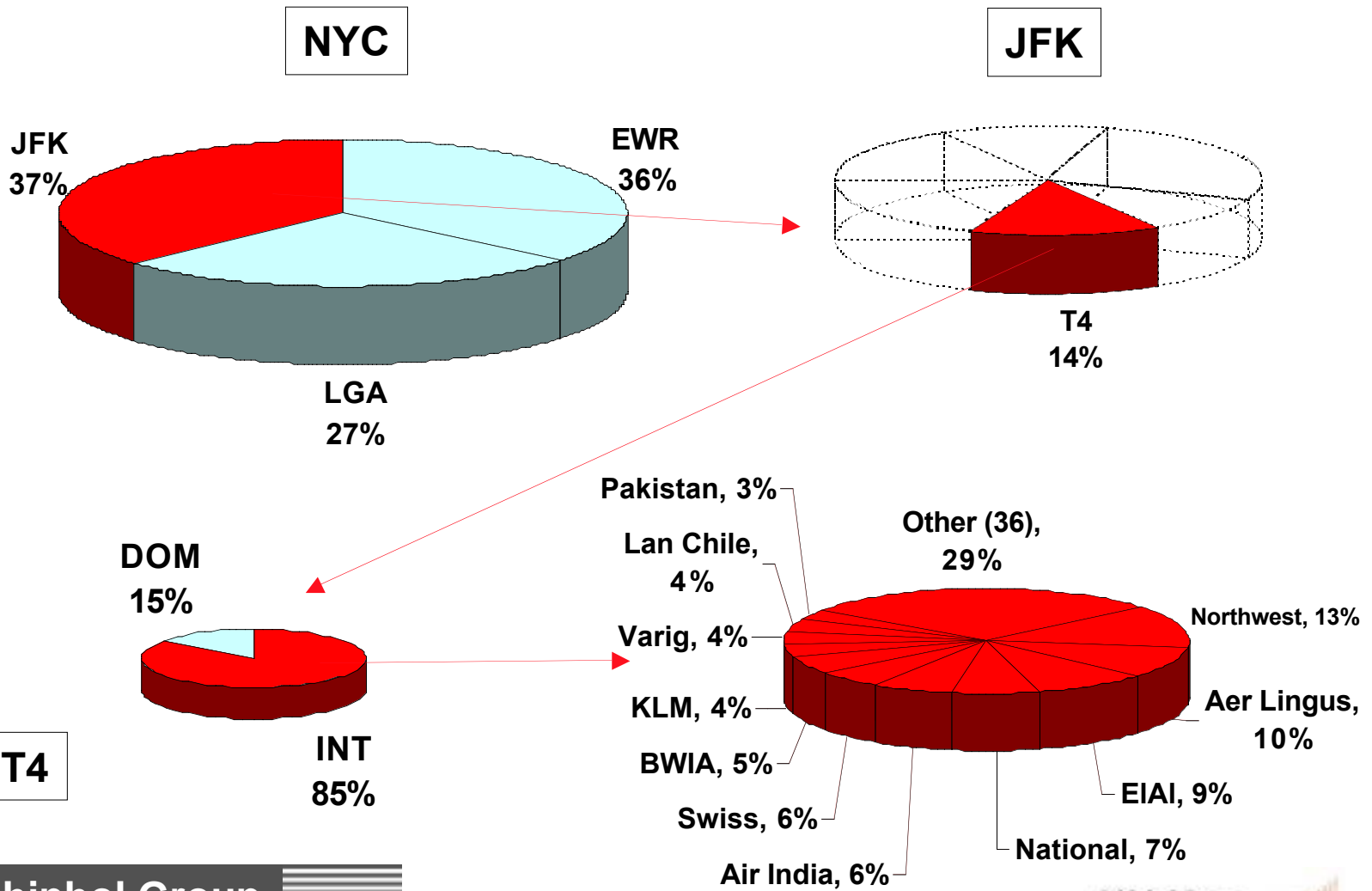
Current Situation, Issues, Proposal, Cost & Implications

PREVIEW



New York: Air Traffic

(based on 2002 DATA)



The Project: Employee Access Control Security Solution

Pilot II: JFK Terminal 4

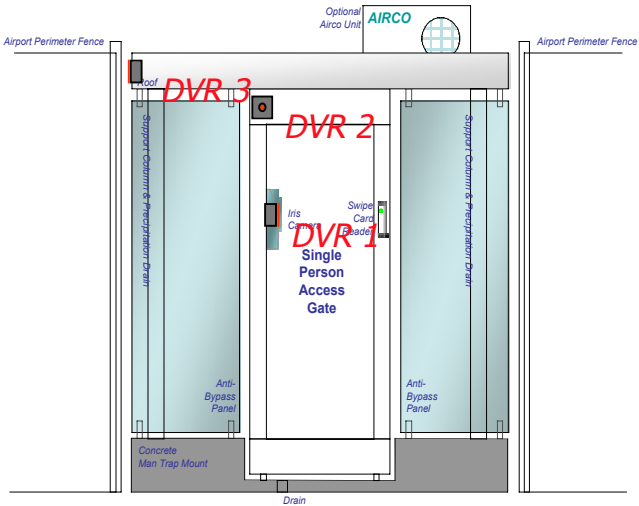


East Pilot II

West Pilot II



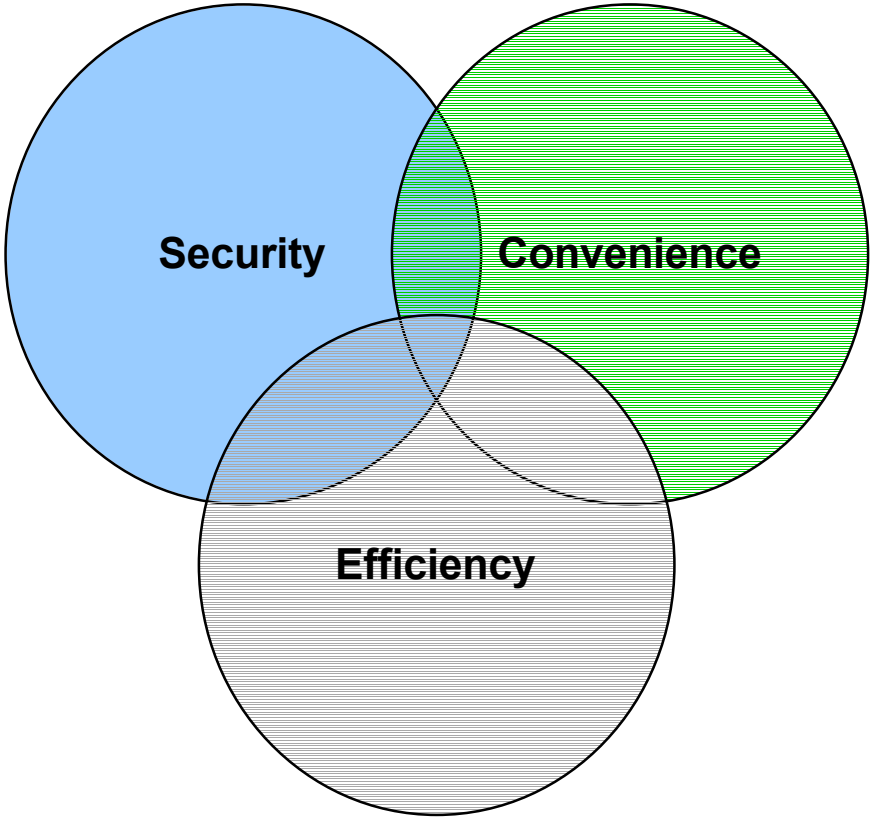
Current Situation



Pilot Set up



Schiphol Group Vision: security innovations



Schiphol Group Experience: Security Innovations

Employee Access: 50,000 airport employees

- Access Levels
- Piggybacking/tailgating
- Iris ID verification
- Smart card
- Baggage Screening and X-ray will remain in place





Schiphol Group criteria: security innovations

- Failsafe performance
- Low implementation risk
- Ease of use/privacy
- Low cost



Pilot II JFK: Project Objectives

**Design, develop, implement and test
an interoperable enterprise security solution**



Pilot II: Project Deliverables/project partners

- 12 month quality managed, tested and analyzed pilot programme
- Solution demonstration
- Quarterly reporting
- Final Reporting

- General Exposure

Pilot II: Project Deliverables/Independent observers



Pilot II: Project Parties - Vendor Team

Main parties:

- Dartagnan Biometric Solutions Inc.
- Wornall
- Georal

suppliers:

- DAON
- International Biometrics Group (IBG)
- Integrated Security Technologies (ISTI)
- Loronix/Lenel

Interested parties are welcome to join Pilot II



Pilot II: Project Parties - Stakeholders

- Terminal 4
- PA NY&NJ
- JFK International Airport
- Airlines, handlers, employees
- Travelling public
- General public



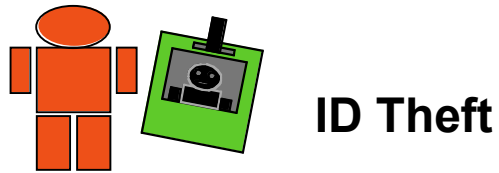
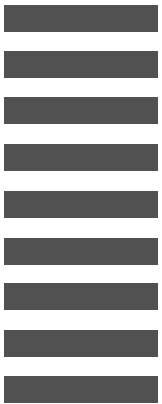
Pilot II: Solution Performance Measurements

- System generated reports (enrol/ verify)
- Administrative data capturing (height, age, glasses/ lenses)
- Quantitative measurement through questionnaires
- Data stored on badge
- Data stored in Database



Pilot II: Input Project Consortium

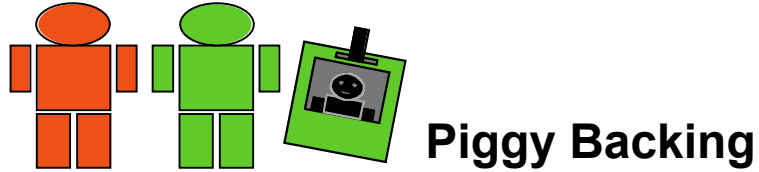
- Basic rules and conditions:
 - 4 Solution Identity vs Vendor identity
 - 4 100% operational availability
 - 4 PR& Media programme approved by PA NY&NJ and JFKIAT
- Commitment for 12 months period starting the Site Acceptance Test date on free of charge base for:
 - 4 time, material, services, licences, etc.



ID Theft

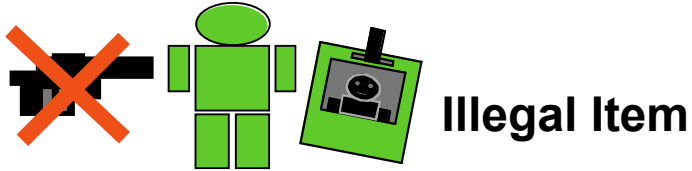
Pilot solution

IRIS



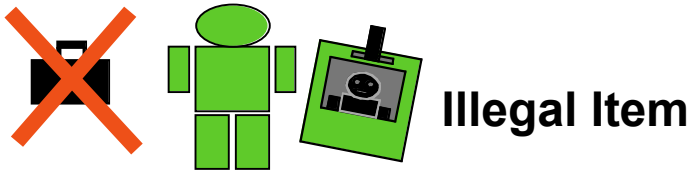
Piggy Backing

PORTAL



Illegal Item

PORTAL



Illegal Item

PORTAL



Social Engineering

PORTAL + IRIS



Illegal item

FENCE + PORTAL



More information

Schiphol Services, Inc.

Pieter Boone
Vice President

T 1 212 319 8481
F 1 212 319 8470
Pboone@schipholusa.com

Website Schiphol Group: www.schiphol.nl
Website Joh.Enschede: www.joh-enschede-jess.nl
Website Privium (ABP): www.privium.nl

Vendors & partners in Pilot II JFK

Georal: www.georal.com
Dartagnan: www.dartagnan-biometrics.com
ISTI: www.istecs.com
Loronix: www.loronix.com
JFK Terminal 4: www.jfkiat.com
LG Electronics: murad@lgiris.com (email)
The Marino Organization: www.themarino.org
Wornall: www.wornall.com
Daon: www.daon.com

