

**BEFORE THE
COMMITTEE ON HOMELAND SECURITY
TRANSPORTATION AND PROTECTIVE SECURITY SUBCOMMITTEE
UNITED STATES HOUSE OF REPRESENTATIVES
WASHINGTON, D.C.**

**Hearing on Insider Threats to Aviation Security:
Airline and Airport Perspectives**

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**Testimony of Stephen A. Alterman
President, Cargo Airline Association**

Chairman Katko, Ranking Member Watson Coleman and members of the Subcommittee.

Good morning. My name is Steve Alterman and I am President of the Cargo Airline Association, the nationwide organization representing the interests of the all-cargo air carrier segment of the aviation marketplace.¹ I also have the honor of currently serving as Chairman the TSA Aviation Security Advisory Committee (ASAC). Thank you for inviting me to testify today on the issue of insider threats to our industry.

While the recent incident in Seattle involving the theft and subsequent fatal crash of a Horizon Air aircraft has again raised the issue of insider threats to aviation, the issue is not a new one for aviation interests. Members of our industry – and TSA – have for years recognized the need to address this issue. Accordingly, members of the all-cargo industry have taken steps to deal with the risk by designing and instituting programs that better enable them to recognize potential problems and to devise mitigation programs. While these programs are unique to each carrier and are considered proprietary, they include training in recognizing potentially dangerous behavior, usually coupled with a form of TSA’s “See Something, Say Something” program. Some even reward employees who provide information that leads resolving troublesome issues. And our member companies, along with our colleagues in the passenger airline and airport industry segments, have continued to work with TSA to develop and build more robust protections against these threats.

¹ Air carrier members are ABX Air, Inc., Atlas Air, DHL Express, FedEx Express, Kalitta Air and United Parcel Service Co.

Even though the investigation into the Seattle incident is not yet complete, and we urge everyone to await the findings of the FBI before drawing any conclusions, virtually all members of the industry – passenger airlines, all-cargo airlines and airports – recognized the need to come together to share information, develop a set of recommended “best practices”, and share those practices among all industry participants. This effort is ongoing and it is anticipated that the practices developed will be shared with the new ASAC Insider Threat Subcommittee that was established in late May of this year.

This Insider Threat Subcommittee replaces, and expands upon, ASAC’s former Employee Access Working Group that made 28 separate recommendations to TSA for controlling access to the secure area of airports. Many of these recommendations have been instituted and others are in varying stages of development. In addition, ASAC, in a Report sent to the Administrator on July 19, 2018, has reviewed existing programs both in the United States and overseas to:

- Compare existing domestic Insider Threat initiatives;
- Recognize practices that are common among mature insider threat programs; and
- Review Insider Threat mitigation programs at international airports.

The next phase of this project will be to expand the inquiry to make specific mitigation recommendations to the TSA Administrator. This ongoing effort will also take into account the specific provisions of the FAA Reauthorization Act of 2018 (HR 302) that is expected to be enacted by Congress within the next several weeks. These provisions include, among others, sections 1933 and 1934 that deal with the requirement to conduct a cost and feasibility study of airport worker access controls and a review of existing credentialing standards.

To conclude, the issue of insider threats in all segments of our economy is a serious one and every effort must be made to develop strategies that deter and defeat efforts to do harm from within. This effort encompasses both members of industry individually and between industry and our Government partners. The all-cargo airlines are committed to this effort, as are the members of the Aviation Security Advisory Committee.

Thank you again for inviting me to testify. I would be happy to answer any questions.