

Airport ID Badging and Access Control Trends

Presented by

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Background

- Joint TSA/industry effort regarding airport identification and control of access media
- Joint effort included a survey
- Not an endorsement for any specific practice
- Is intended to allow airports to consider data as part of a layered, risk-based approach to security

Survey Questions

- Getting Airport ID Badges Returned to the Airport
- Controlling Unaccountable Media
- Challenge and Display Programs
- Definition of Escort

Survey Questions

- Ensuring the Escort Program is Enforced
- Maintaining Active Airport Badge Holders Records
- Maintaining Accurate and Current Contact Information
- Impact of Turning Non-Public Areas into SIDAs

Survey Respondents

- 78 survey respondents
 - 61 airport operators (65 respondents)
 - 2 airlines
 - 15 other stakeholders
 - cargo handlers
 - fixed base operators
 - ground services
 - tenants
 - contract maintenance services

Getting Airport ID Badges Returned to the Airport

- “security statements” on badge application
- badge reconciliation techniques
- limiting the badge expiration dates
- issuing monetary penalties to individuals or companies
- Require deposit

Getting Airport ID Badges Returned to the Airport

- guaranteeing postage for returning badges through the U.S. Post Office
- communicating with and training authorized signatories

Getting Airport ID Badges Returned to the Airport

- sending a joint airport/local TSA letter
- designating one authorized signatory to handle all badging matters
- handling repeat offenders
 - monitoring loss rate for each tenant,
 - shortened the badge expiration dates
 - placed on a monthly audit list

Controlling Unaccountable Media

- Monetary warnings on individuals and/or companies of employees
- Revoked authorized signatory privileges
- Monitored the percentage of unaccountable badges per company, escalated badge replacement fees
- Law enforcement officers to individuals homes to collect IDs

Controlling Unaccountable Media

- First time badge applicants get a six-month badge
- Recovery efforts increase prior to reaching 5%
- Programmed automatic reports
- Significant impact of having to re-badge the airport population
- Issuing one-year badges

Challenge and Display Programs

- Local TSA participation and enforcement support
- Various incentives
 - movie tickets or other gifts cards
 - community/public recognition at monthly meetings,
 - free parking for one month,
 - “on-the-spot” monetary awards

Escort Criteria

- November 2006 Airports set criteria before granting escort privileges
 - Company justification and certification required
 - No security violation in the past six (6) months
 - Escorted individuals required to carry photo ID while under escort
 - Limits the frequency of escorts
 - 90-days badge holder probation
 - Background checks

Ensuring the Escort Program is Enforced

- random patrols checking IDs
- revoking or suspending badge privileges
- conducting a monthly review of escorted activity by tenant

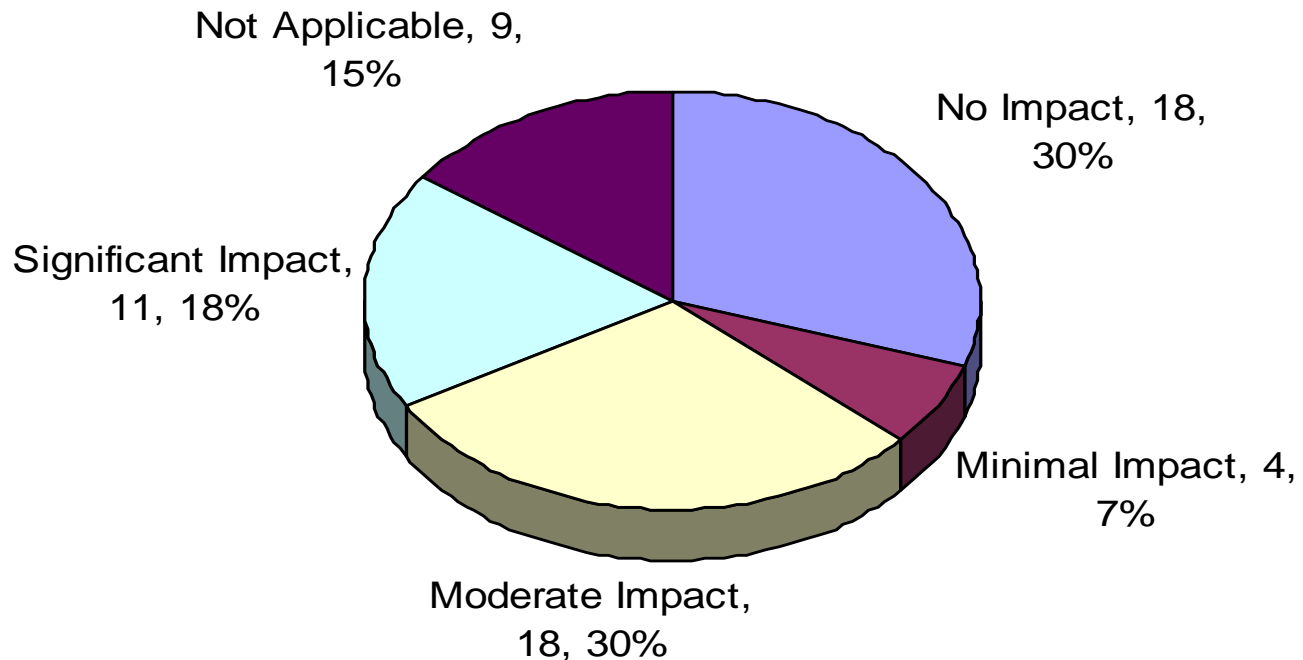
Maintaining Active Airport Badge Holders Records

- (1) provides their tenants with a list of active badge holders and
- (2) asks tenants to verify the list of active badge holders and return it back to the airport for reconciliation.
 - Revoked or suspended the companies badging privileges until list was reconciled
 - Monthly, quarterly, or annually or applied the process to a percentage of tenants.

Maintaining Accurate and Current Contact Information

- Through Tenant meetings
- Annual Signatory Workshops
- Annual Signature Authorization Form
- Records are tied to billing system

Impact of Turning Non-Public Areas into SIDAs



Impact of Turning Non-Public Areas into SIDA

- Security
 - Increase SIDA badge population
 - Increase in the number of unaccountable ID media
- Operational
 - increase in the number of employees that must undergo mandatory SIDA training
- Administrative
 - Additional staff to accommodate training and badging demands
- Financial
 - Staffing costs
 - Fingerprinting costs

Questions?