

The Association of Independent Aviation Security Professionals

For immediate release

For additional information please contact

Steve Wolff

+1 858 695-0460

Steve@wolffconsultingservices.com

Re: The Lessons of Flight 253

As the “Christmas Bomber” once again showed us - fortunately without loss of life - today’s passenger checkpoint, which was designed to find the guns and knives of the 1970’s hijacking era, is woefully inadequate for today’s IED threat. Putting our hope into body imaging systems alone is likewise foolhardy. Only a layered approach combining intelligence and passenger information with a careful selection of data-redundant and data-integrated technologies will have a chance of countering the IED threat.

While all travelers must be screened, they do not need to be screened to the same level. For watch-list and some normal passengers, one out of 3 or 4 checkpoint lanes should be converted to a High Security Lane, which uses intelligence and passenger data coupled with effectively selected, integrated technologies for primary- and especially, secondary search. Everyone else would be screened by baseline methods.

The current security system only screens bag-by-bag or passenger-by-passenger and does not integrate passenger and scanner data to permit detection of a possible threat dispersed across one or more individuals. A layered data-integrated approach represents the best option for detecting and deterring such threats.

Several post-911 initiatives have been proven to lead to real, measurable security improvements but many aviation security experts believe that the TSA is not strategically addressing the above shortfalls, focusing instead on adding more “boxes”. A change of focus, mentality and organization at the passenger screening checkpoint is urgently needed; otherwise the next bombing attempt may well succeed.

Sincerely,

The Association of Independent Aviation Security Professionals

Steve Wolff - Former VP Product Development, InVision Technologies, Inc.

R.Adm. Cathal Flynn - Former FAA Associate Administrator for Security

Douglas R. Laird, former Director of Security for Northwest Airlines

Jim Welna - Former Airport Police Chief at Minneapolis Airport; former Security Committee Chair of the Airports Council International

Peter Reiss – Former IFALPA Security Chairman and Representative to International Civil Aviation Organization Panels. Retired NWA Captain.

Larry Johnson – Former Deputy Director for Transportation Security and Anti-Terrorism Assistance at the State Department's Office of Counter Terrorism