

**BEFORE THE**  
**COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION**  
**SUBCOMMITTEE ON AVIATION OPERATIONS, SAFETY, AND**  
**SECURITY**

**Testimony of Stephen A. Alterman**  
**President**  
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**September 28, 2017**

Mr. Chairman and Members of the Subcommittee:

Good Morning. My name is Steve Alterman and I am the President of the Cargo Airline Association, the nationwide organization representing the interests of the all-cargo segment of the aviation community.<sup>1</sup> I also have the honor of currently serving as the Chairman of the Aviation Security Advisory Committee (ASAC), the federal committee established by Congress to advise the TSA Administrator on issues relating to all areas of aviation security. Thank you for inviting me to testify today.

When I testified before you in February, I mentioned several issues involving security policy that were having a significant impact on either the air cargo industry or on the work of ASAC. These issues included the use of third-party canines to screen air cargo; the need for a fixed five-year term for the TSA Administrator; and the activity of ASAC in a number of areas. Much has happened since February, but the basic issues remain the same.

To put today's comments on these issues and your proposed legislation into context, I would like to take a minute or two describing the significant events that have taken place between February and today:

- We have a new Administrator at TSA.
- The ASAC has continued its work schedule, including, but not limited to, the submission of its report on the Checkpoint of the Future to TSA and Congress, and the continued monitoring of the implementation of recommendations relating to airport worker screening.

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<sup>1</sup> Association members include direct air carriers ABX Air, Atlas Air, Federal Express Corporation, Kalitta Air and United Parcel Service Co., as well as Associate Members Amazon, DHL Express, Memphis Airport, Louisville Airport, Ft. Wayne Airport, Columbus (OH) Airport, Spokane Airport and the Alaska Airport System.

- TSA is now moving forward to develop a program that would allow the third-party canine screening of air cargo. This program is not yet finalized, and the devil is always in the details, but there has been significant movement.
- The House of Representatives has passed its version of a DHS Authorization bill (H.R. 2825) that includes provisions similar to those in the Senate's proposed bill.

It is against this background that today's comments are submitted.

The proposed Senate TSA bill is a much-needed piece of legislation. We urge that it be passed as soon as possible and that any differences between the Senate and House versions be quickly resolved. We are particularly encouraged by the provision to give the TSA Administrator a fixed five-year term of office. The instability caused by a rapid turnover at the top of the Agency creates internal chaos and inhibits the ability to plan strategically for the challenges ahead. We also support wording in the proposed legislation that would make the five-year term applicable to the current Administrator without the need for a re-nomination and confirmation.

The bill also contains several separate provisions related to the activities of the Aviation Security Advisory Committee. On behalf of the members of ASAC, I want to thank you for your confidence in our work. We look forward to working with TSA to implement any provision in the proposed legislation that requires our assistance.

From the air cargo perspective, perhaps the most significant provisions in the legislation relate to the use of third-party canines to screen air cargo. As noted on numerous previous occasions, the members of the all-cargo air carrier industry strongly support this program and we thank the committee for including a third-party canine provision in the proposed legislation. We believe that the proposed section 234 relating to the screening of air cargo by third-party canines contains the appropriate elements and succinctly lays out the process to be followed by TSA. While, as noted previously, TSA is in the process of moving in the direction of adopting the elements described, legislation is needed to ensure that the program is made permanent and not subject to future personnel changes within the Agency.

And finally, while I am on the subject of air cargo security, we strongly believe that TSA needs a more centralized focus on the air cargo supply chain. At the present time, TSA policies that focus on air cargo are not centralized, but rather are spread across the Agency in a somewhat uncoordinated manner. This structure (or lack of structure) has often led to confusion and an uncoordinated application of security standards.

Thank you very much. I would be happy to answer any questions.