United States Department of Transportation
TRANSPORTATION SECURITY ADMINISTRATION

400 Seventh Street, S.W.
Washington D.C. 20590

June 21, 2002

Dear Airport Manager:

This letter is to solicit your participation in helping me meet one of the requirements of the Aviation and Transportation Security Act that was passed last November. Specifically, Section 106 (d) requires me to "...establish pilot programs in no fewer than 20 airports to test and evaluate new and emerging technology for providing access control and other security protections for closed or secure areas of the airports." (emphasis added).

The pilot programs will verify the operational suitability and technological readiness of access control technologies that are not commonly used in the airport environment, but that may provide a cost-effective solution for problems experienced in access control systems currently in use. Some examples of the new or emerging technologies and their applications that we might test include:

- Biometric access control (for example, iris, face, voice, fingerprint, hand geometry)
- Tailgate countermeasures (detectors, controls using emerging security door technology)
- Intrusion surveillance and tracking (advanced video processing, digital CCTV)
- Integration of technologies for system performance (including multi-biometric applications)

Your role in this effort would be to provide a real-life operating environment in which we could install and evaluate the selected technologies or procedures. The pilot programs will have several features you need to be aware of that might influence your decision to participate. They include:

1. The scope of the deployment will be very limited depending on the site. A pilot may include as few as one gate or a single door, an entire remote facility (e.g., food service building), all doors on a single concourse, etc. A pilot program is not intended to deploy and test a new access control measure to be used throughout an entire airport.
2. The range of locations may include any perimeter access points including, but not limited to, terminal building operational doors, perimeter gates (vehicle and pedestrian), perimeter buildings (e.g., cargo, catering, maintenance, FBO).
3. A range of conditions will be selected based on user classes (offices, crew, ramp workers, food services, maintenance, construction), user traffic levels, environmental conditions, or other factors.
4. The duration of the pilot will normally be 3 months, extendable to 6 months. The pilot will be discontinued at any time the project manager believes that the expenditure of government funds will not contribute to the stated goals of the project.

5. Ownership and final disposition of the deployed equipment will not be transferred to the airport unless specifically addressed in an agreement.

If you are interested in participating, please inform the project manager, Mr. Rick Lazarick, of your interest in writing by August 1. He may be contacted via e-mail at rick.lazarick@tc.faa.gov, or by conventional mail at:

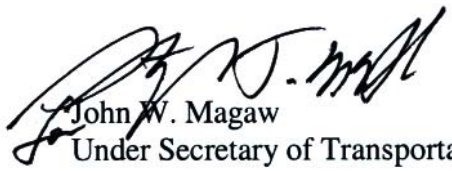
Mr. Rick Lazarick
Aviation Security R&D Division (AAR-500)
Federal Aviation Administration
William J. Hughes Technical Center
Atlantic City International Airport, N.J. 08405
ATTN: Access Control Pilot Program

It would be helpful if your correspondence included a specific access control application or other area of interest that might provide a unique contribution to the pilot programs by your participation.

I am confident that the pilot programs will advance our collective understanding of technological solutions to security problems facing the U.S. civil aviation community. I hope you share my confidence and consider participating under the conditions outlined above.

If you need further information or assistance, my staff and I stand ready to respond.

Sincerely yours,



John W. Magaw
Under Secretary of Transportation for Security