

APA Security Committee disputes scope of “Known Shipper” Program

Over the past five months, members of the APA Security Committee have been participating in a TSA Cargo Working Group. Captain Jay Norelius, APA Security Committee Chairman, and Captain Paul Rancatore, Security Committee Deputy Chairman, reviewed the nation's current policies on cargo security, identifying possible problems and how best to mitigate them. They have also studied the newest screening technologies for cargo inspection.

On October 1, the TSA Working Groups made their final recommendations to the Aviation Security Advisory Committee (ASAC). Both APA and the Coalition of Airlines Pilots Associations (CAPA) dissented to the final document, citing the narrow scope of the total Working Group and the focus of some recommendations on the TSA's current "Known Shipper" Program. APA also objected to the fact that the recommendations did not establish solid deadlines with mandatory Congressional oversight.

APA, along with CAPA, maintains that cargo needs to be inspected on all aircraft—not just passenger carriers. The added economic burden to passenger carriers is onerous to those carriers, both in added time to inspect its cargo and expense in the proper screening equipment. Cargo-only carriers have less rigid standards.

Norelius points out that the TSA has done limited work in the cargo area, and he believes that the agency needs to continue to move rapidly forward to help the nation with the technical side of many security issues. According to Norelius, "Many effective security policies should have already been implemented as common practice since the events of 9/11."