



# Maryland Aviation Administration

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

John D. Porcari  
Secretary

Timothy L. Campbell, A.A.E.  
Executive Director

## Testimony of Timothy L. Campbell, A.A.E.

Executive Director

Maryland Aviation Administration

Before the

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Subcommittee on Aviation

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Chairman Costello, Ranking Member Petri, and members of the Subcommittee, on behalf of the Maryland Aviation Administration (MAA) and Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall), thank you for this opportunity to update the Committee on security efforts at BWI Marshall Airport.

My name is Tim Campbell, and I am the Executive Director of the MAA, an agency of the Maryland Department of Transportation, which is the owner and operator of BWI Marshall. BWI Marshall is Maryland's largest commercial airport and the largest origination and destination (O&D) airport within the Metropolitan Washington region. BWI Marshall's status as an O&D airport is significant because O&D passengers, rather than connecting passengers, are the direct users of airport security programs. In 2007, BWI Marshall welcomed over 21 million passengers, approximately 85 percent of whom were O&D passengers. I am pleased to report that BWI Marshall has not yet experienced a downturn in passenger activity due to the current climate in the aviation industry and other economic pressures. Our passenger activity is up over 4 percent through May of this year. Passengers in the Greater Washington Region are taking advantage of the relative lower fares offered by the airlines serving BWI Marshall and our convenient airport facilities.

BWI Marshall has consistently worked in partnership with the federal government to improve aviation security. You will recall that, in January 2002, BWI Marshall was named the primary airport for the field-testing of new federal security measures. BWI Marshall was the first U.S. airport to serve as a Transportation Security Administration (TSA) site to study airport security operations, to test TSA screening techniques and technologies, and to train senior TSA managers. The first deployment of federal airport security screening personnel in a U.S. airport started at BWI Marshall in April 2002. The successful installation of these first 200 federal screeners marked the beginning of TSA's effort to hire, train, and mobilize thousands of security screening personnel for airports nationwide.

Since that time, BWI Marshall has continued to work with TSA to help test, develop, and implement new security technologies and procedures to enhance passenger safety. BWI Marshall shares the TSA's commitment to consistently improve security. I must acknowledge the professional, dedicated work of our TSA partners, at both the local and national levels.

## **BWI THURGOOD MARSHALL AIRPORT FACTS AND STATISTICS**

BWI Marshall is a single-terminal airport with five concourses, each concourse with its own security checkpoint. There are multiple portals throughout the terminal complex for badged employee access to secure facilities, and there are multiple gates in the security fence for badged employee access to the airfield. For outbound baggage screening, the airlines at BWI Marshall utilize a combination of stand-alone explosive detection systems (EDS), quasi-in-line EDS, and in-line EDS.

In addition to the 21 million passengers that fly through BWI Marshall annually, there are more than 11,000 employees working at the Airport. These workers are employed by a multitude of agencies, companies, and organizations.

BWI Marshall's newest passenger terminal facility, is utilized by Southwest Airlines for over 300 daily flights. The terminal accommodates approximately 52 percent of the Airport's passenger traffic. This facility is equipped with a state-of-the-art, fully-automated, in-line baggage handling system (BHS) that is designed to screen 2,400 bags per hour. BWI Marshall worked closely with Southwest Airlines and the TSA to design, construct, and fund the sophisticated in-line BHS. The in-line system provides a number of important benefits, including lowered personnel costs for TSA and faster baggage screening.

This summer, BWI Marshall started construction on a new in-line baggage screening system that will provide additional screening capacity for the Airport's second-largest airline, AirTran Airways. This two-year, \$36 million project will provide efficient, expedited baggage security screening for AirTran, similar to the system created for Southwest. Much of this upgrade will be financed through Passenger Facility Charges (PFCs), although BWI Marshall is seeking federal funds for the TSA-specific screening improvements. The additional funding provided by Congress to the TSA for inline systems will allow us to partially fund this important security improvement.

## **RECENT SECURITY INITIATIVES**

BWI Marshall has been a consistent partner with the TSA in recent years to test new security protocols.

Just last week, the TSA and the Air Line Pilots Association (ALPA) introduced the crewPASS program at BWI Marshall, as well as at two other airports. This initiative allows airline pilots to use a separate checkpoint to enter the sterile concourses and reach their aircraft. The TSA will use a sophisticated database to verify the pilots' identification at the separate checkpoint. The TSA and the ALPA believe that this program will benefit passengers by removing the airline pilots from the checkpoint queue, thereby reducing the number of individuals being screened.

In April, the TSA introduced its Checkpoint Evolution program at BWI Marshall. Our experiences with this pilot program have been, on the whole, positive. The new Southwest terminal facility is a large, modern passenger terminal with plenty of space at the checkpoints to accommodate the Checkpoint Evolution initiative. This "checkpoint of the future" program as currently configured does require a larger footprint than traditional security checkpoints, which could be a problem for many airports across the country. Airport customers seem to welcome the features of the Checkpoint Evolution program, although we have noticed a somewhat slower throughput. We know that TSA is aware of this and they are working to address it. That is the purpose of a pilot program like Checkpoint Evolution. The pilot gives the TSA the opportunity to test the program in a real-world airport environment—to understand what works, and what procedures may need further development.

BWI Marshall has also benefited from TSA's recent deployment of new screening technologies. BWI Marshall was one of the first airports selected as the TSA is expanding its use of Advanced Technology X-Ray (AT) and Whole Body Imaging (WBI) units. These updated technologies are being rolled-out to airports nationwide this summer.

This summer, BWI Marshall has issued a Request for Proposals seeking a private sector Registered Traveler program. The goal is to simplify and enhance the passenger experience, and to expedite passenger security screening. The preliminary schedule calls for the Registered Traveler program to be in place at BWI Marshall in late 2008.

There are a number of other security initiatives ongoing at BWI Marshall. For example, the Airport is currently replacing the perimeter security fence and examining the use of biometric technology at employee portals. BWI Marshall will continue working with TSA and the airlines to help lead the way in making air travel safe and customer friendly.

## **CONCLUSION**

Thank you again for providing me with this opportunity to offer my thoughts on airport security. Aviation security is a collaborative effort. Airports, the federal government, and airlines must all work together to ensure the security and safety of our customers, the traveling public. I look forward to answering any questions that you may have.