

Addendum to Testimony of Paul Hudson,  
Before the Senate Commerce Committee  
September 20, 2001

The following aviation security measures were recommended by Presidential Commissions or enacted since 1990 but never really implemented due primarily to aviation industry opposition:

- 1) criminal history background checks for all persons with access to secure areas of airports.
- 2) use of bomb detectors for checked luggage.
- 3) passenger - checked luggage bag matching.
- 4) upgrade security screener training (was 0-5 hours now about 12, recommended to be 40 to 350).
- 5) mail and cargo on passenger airliners to be screened for explosives.
- 6) appointment of assistant secretary for Intelligence and Security (position has been left vacant)
- 7) hardening of airframe and luggage containers to resist explosives.
- 8) Policies and procedures to ensure that international terrorism reporting on air transportation are shared with DOT/FAA.
- 9) Federal monetary benefits to victims and families of terrorist victims.
- 10) Improve human intelligence gathering on terrorism.
- 11) FAA certification of screeners and aviation security companies.

Also the Federal Sky Marshall Program was essentially disbanded in the 1990's.

The President's Commission on Aviation Security and Terrorism concluded in May 1990 (p. i ) that "the U.S. civil aviation security system is seriously flawed and has failed to provide the proper level of protection for the public." The Commission found the FAA "to be a reactive agency - preoccupied with responses to events to the exclusion of adequate security planning in anticipation of future threats." The Commission also found that Pan Am had a history of security lapses before and after the bombing of Pan Am 103 in December 1988.

For more detail see my and aviation security advocates testimony before congressional committees in 1989 and 1990, before the President's Commission on Aviation Security and Terrorism (1989-90), the White House Commission on Aviation Safety and Security (1996-98) and before the Congress in 1996-98, including the following:

- 1) Testimony of Paul S. Hudson on behalf of the Families of Pan Am 103/Lockerbie before the Subcommittee on Aviation of the Senate Commerce, Science and Transportation Committee, August 7, 1990, listing 29 amendments to strengthen the then pending Aviation Security Improvement Act of which 4 or 5 were adopted. Measures not adopted included establishment of an outside review board for aviation security to ensure FAA/airline/airport compliance, closing the loophole authorizing undefined exemptions from security employment restrictions, requiring independent or public review of air carrier security standards and plans, minimum funding for aviation security R & D of \$250 million per year, establishment of an Aviation Security Administration reporting to the Secretary of Transportation, mandating installation and use of explosive detection equipment when certain technical criteria were met,

and requiring fair compensation to terrorist victims for economic and non-economic loss.

2) Testimony of Paul S. Hudson on behalf of Families of Pan Am 103/Lockerbie before the Senate Commerce, Energy and Transportation Committee, September 25, 1996.

The key legislation is the Aviation Security Improvement Act of 1990 and various amendments to that law. The key committees are the Senate and House Aviation Subcommittees, the Senate Commerce and House Transportation Committees, the Transportation Appropriation Subcommittees, House Foreign Affairs, Senate SC on Terrorism (Foreign Affairs), Judiciary Committees.