

**The Context**

This document is the summary of a report by the Government Accountability Office (GAO) to Congress.

**Instructions**

To copyedit this part of the report, you will need to make decisions about spelling (including hyphenation), capitalization, and abbreviations as well as edit for consistency. Use the information in Chapters 3-7 of *Technical Editing*, and use correct copyediting marks. Use *The Chicago Manual* and a dictionary to resolve questions of capitalization, hyphenation, and other choices of mechanical style. (Your own choices are not acceptable if they conflict with the manual or a standard dictionary.) Do not edit for sentence structure and organization.

**Attach a style sheet.** Record choices that require editorial judgment (not simple spelling choices) on the **style sheet**. *Even when you choose to retain the usage in the document, you may need to specify the choice on the style sheet so that it can be applied consistently in the complete report. This point applies especially to the use of dates and other numbers and to hyphenation.* .

**Include queries to the author** when there are style questions that the printed resources cannot resolve. Respect the writer’s knowledge about the subject. Be cautious about changing words, and query any that you think ought to be changed, but do not expect the author to look up things you can look up for yourself.

**Mark for graphic design** according to these specs:

Header (“Report...”)	Left-justified in Times 10 ital.
Title	Centered, bold, Times 14, caps and lowercase
Subtitle (“Efforts...”)	Separate line (mark the line break and delete the colon) Centered, bold, Times 10, caps and lowercase
Author-Audience statement	Left-justified Times 10
Headings	Left-justified in 10-point bold Times bold, initial cap only (only the first word of the heading is capitalized unless there is a proper noun or )
Paragraphs	Left-justified, ragged right with a one-em paragraph indent on a 30-pica line in 10-point Times.

*Collaboration* with one partner is appropriate if you will contribute equally to consulting the dictionary and style manual and to creation of the style sheet. Please identify yourselves as collaborators and turn in just one assignment for the pair.

**Warning:** collaboration may reduce anxiety, but it has its own risks (you may agree to erroneous decisions as well as to good ones). Do not “follow the leader” in marking. Check resources (dictionary, *Chicago Manual of Style*) just as if you were working alone.

Report of the Government Accounting Office (GAO)

AVIATION SECURITY: Efforts to Measure Effectiveness and address  
Challenges

Statement of Cathleen A. Berrick, Director Homeland Security and  
Justice Issues, to the Committee on Commerce, Science and Technology,  
U.S. Senate

Why GAO Did This Study:

It has been 2 years since the attacks of September 11, 2001, exposed vulnerabilities in the nations aviation system. Since then, billions of dollars have been spend on a wide range of initiatives designed to enhance the security of commercial aviation. However, vulnerabilities in aviation security continue to exist. As a result, questions have been raised regarding the effectiveness of established initiatives in protecting commercial aircraft from threat objects, and whether additional measures are needed to further enhance security. Accordingly, GAO was asked to describe the efforts of the Transportation Security Administration efforts to (1) measure the effectiveness of it's aviation security initiatives, particularly its passenger screening program; (2) implement a risk management approach to prioritize efforts and focus resources, and (3) Address key challenges to farther enhance aviation security.

What GAO Found

TSA has implemented numerous initiatives to enhance aviation security, but it has collected limited infromation on the affectiveness of these initiatives in protecting commercial aircraft. Our recent work on

passenger screening found that little testing or other data exist that measures the performance of screeners in detecting threat objects. However, TSA is taking steps to collect data on the effectiveness of its security initiatives, including developing a five-year performance plan detailing numerous performance measures, as well as implementing several efforts to collect ongoing performance data on the effectiveness of passenger screening—such as fielding the Threat Image Projection System and increasing screener testing.

TSA has developed a risk management approach to prioritize efforts, assess threats, and focus resources related to its Aviation Security initiatives as we previously recommended, but has not yet fully implemented this approach. A risk-management approach is a systematic process to analyze threats, vulnerabilities, and the criticality (or relative importance) of

assets to better support key decisions. TSA is developing and implementing both a criticality and a vulnerability assessment tool to provide a basis for risk-based decision-making. TSA is currently using some components of these tools and plans to fully implement its risk management approach by the Summer 2004.

TSA faces a number of programmatic and management challenges as it continues to enhance aviation security. these include the implementation of the new computer-assisted passenger prescreening system, as well as strengthening baggage screening, airport perimeter and access controls, air cargo, and general aviation security. TSA also must manage the costs associated with aviation security and address human capital challenges, such as sizing its workforce as efficiency is improved with security-enhancing technologies—including the integration of explosive detection systems into in-line baggage-handling systems.

Further challenges in sizing its workforce may be encountered if airports are granted permission to opt out of using federal screeners.

What Gao Recommends:

In prior reports and testimonies, GAO has made numerous recommendations to strengthen aviation security and to improve the management of Federal aviation security organizations. We also have ongoing reviews assessing many of the issues addressed in this testimony and will issue separate reports on these areas at a later date.

### **Style sheet: Aviation Security**

Do not record every change you made. Rather, record choices that should be followed in the rest of the report when a choice (in spelling, capitalization, punctuation, numbers...) had to be made. Do not include the type specs. Use the *Chicago Manual of Style* or other style manual that your instructor identifies.

### **Terms**

### **Numbers**

### **Miscellaneous**

Dictionary consulted