

# **Canadian Security Guide Book**

**2007 EDITION**

*An Update of Security Problems in Search of Solutions*

**AIRPORTS**

**Standing Senate Committee  
on National Security and Defence**

**March 2007**

\*According to the minutes of Monday, February 12, 2007, both the airport and seaport sections were adopted that day with a motion.

Present:

*Members of the committee present:* The Honourable Senators Atkins, Banks, Day, Kenny, Meighen and Moore (6).

*In attendance:* From the Parliamentary Research Branch, Library of Parliament: Steven James, Melissa Radford, Analysts and Jason Yung, Research Assistant; Barry Denofsky, National Security Advisor; Inspector Richard Haye, RCMP Liaison Officer; and Kevin Thomas, Office of Senator LeBreton.

Motion Moved By:

It was moved by the Honourable Senator Day that, subject to minor editorial edits and a review of the recommendations, the committee adopt the reviewed sections of the draft report.

The question being put on the motion, it was adopted.

\* Senators Meighen and St. Germain were active members of the Committee when this report was adopted. Senator Tkachuk had become a member of the Committee but had not yet attended his first meeting at the time of adoption.

Subsequently, the Conservative leadership in the Senate decided to remove all three of these Senators from the Committee, leaving the Committee without Conservative representation.

The Committee has been objective and non-partisan on the handling of defence and security issues by both the current Conservative government and its Liberal predecessor.

The previous government was not always pleased with our criticisms, but respected our independence. The current government is apparently determined to show its displeasure at our independence.

Senators Meighen and St. Germain were an important part of our team, as Senator Tkachuk undoubtedly would have been.

The remaining members of the Committee are hopeful that the Conservative leadership will reconsider this move, and that all three members who have departed the Committee will soon return.

We very much look forward to that day.

Senator Colin Kenny,  
Chair,  
Senate Standing Committee  
on National Security and Defence

## MEMBERSHIP

### 39<sup>th</sup> Parliament – 1<sup>st</sup> Session

#### STANDING COMMITTEE ON NATIONAL SECURITY AND DEFENCE

The Honourable Colin Kenny, *Chair*

The Honourable Norman K. Atkins, *Deputy Chair*

and

The Honourable Tommy Banks

The Honourable Joseph A. Day

The Honourable Wilfred P. Moore

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\*The Honourable Marjory Lebreton, P.C., (or the Honourable Gerald Comeau)

\*The Honourable Céline Hervieux-Payette (or the Honourable Claudette Tardif)

*\*Ex Officio Members*

Other Senators who participated during the 39<sup>th</sup> Parliament – 1<sup>st</sup> Session:

The Honourable George Baker

The Honourable Janis G. Johnson

The Honourable Grant Mitchell

The Honourable Pierre Claude Nolin

The Honourable Hugh Segal

The Honourable Terry Stratton

(\*)The Honourable Michael A. Meighen

(\*)The Honourable Gerry St. Germain

(\*)The Honourable David Tkachuk

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The Honourable J. Michael Forrestall, *Deputy Chair*

and

The Honourable Norman K. Atkins

The Honourable Tommy Banks

The Honourable Jane Cordy

The Honourable Joseph A. Day

The Honourable Michael A. Meighen

The Honourable Jim Munson

The Honourable Pierre Claude Nolin

\*The Honourable Jack Austin, P.C. (or the Honourable William Rompkey, P.C.)

\*The Honourable Noël A. Kinsella (or the Honourable Terry Stratton)

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Other Senators who participated during the 38th Parliament – 1st Session:

The Honourable Ione Christensen

The Honourable Anne C. Cools

The Honourable Percy Downe

The Honourable Rose-Marie Losier-Cool

The Honourable John Lynch-Staunton

The Honourable Terry M. Mercer

The Honourable Wilfred P. Moore

The Honourable Donald H. Oliver

The Honourable Gerard A. Phalen

The Honourable William Rompkey

The Honourable Peter A. Stollery

The Honourable David Tkachuk

The Honourable Marilyn Trenholme Counsell

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The Honourable Tommy Banks

The Honourable Jane Cordy

The Honourable Joseph A. Day

The Honourable Michael A. Meighen

The Honourable Jim Munson

The Honourable David P. Smith, P.C.

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The Honourable Michael A. Meighen

The Honourable David P. Smith, P.C.

The Honourable John (Jack) Wiebe

\*The Honourable Sharon Carstairs, P.C. (or the Honourable Fernand Robichaud, P.C.)

\*The Honourable John Lynch-Staunton (or the Honourable Noël A. Kinsella)

*\*Ex Officio Members*

## **MEMBERSHIP**

### **37th Parliament – 1st Session**

#### STANDING COMMITTEE ON NATIONAL SECURITY AND DEFENCE

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and

The Honourable Norman K. Atkins

The Honourable Tommy Banks

The Honourable Jane Cordy

The Honourable Joseph A. Day

The Honourable Laurier L. LaPierre

The Honourable Michael A. Meighen

The Honourable John (Jack) Wiebe

\*The Honourable Sharon Carstairs, P.C. (or the Honourable Fernand Robichaud, P.C.)

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*\*Ex Officio Members*





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# Airports

There are three significant dates that you might wish to keep in mind while reading this update on the state of security in Canada's airports and airways.

The first date will be deeply embedded in the minds of all Canadians, and especially in the minds of friends and relatives of the 329 passengers killed when Air India Flight 182 out of Vancouver exploded over the Atlantic Ocean: **June 28, 1985.**

The second date should be deeply embedded in nearly every adult's mind, everywhere: **September 11, 2001.**

There were 16 years between those two dates. In those 16 years there was some marginal upgrading of security at Canadian airports. One notable improvement: passengers were no longer allowed to take one flight when their baggage was checked on another flight.

This new rule assumed that terrorists would not plant a bomb on the same aircraft on which they were flying. That assumption later went by the boards, but it seemed valid enough at the time.

After September 11, 2001 there were more widespread changes in security regulations at Canadian airports. Passengers clearing security were subjected to greater scrutiny. Depending on whatever the latest scare had been, shoes had to be removed, penknives and nail clippers were seized, liquids and gels were restricted, and so on.

Those two dates – June 28, 1985 and September 11, 2001 – were both tragic and historic.

Which brings us to the third date to remember: **January 21, 2003.**

That was the date this Committee tabled the report *The Myth of Security at Canada's Airports* in the Senate.

The first two dates will make the history books. The third won't, except, perhaps, as a footnote. So why bother mentioning it?

Because *The Myth of Security at Canada's Airports* opened a lot of Canadians' eyes to the fact that the new, seemingly stringent regulations instituted at Canadian airports in the wake of 9/11 were occasionally useful but largely cosmetic.

It is fair to say that many Canadians were shocked to discover that while authorities had become sticklers for security where the system was in the public eye (most obviously at check-in counters and security gates) behind the scenes, airports security remained slack.

Mail and other cargo were being stuffed into the holds of passenger planes without being scanned or searched in any meaningful way. Baggage scanning was neither thorough nor reliable. Workers and caterers with no background checks or cursory background checks had easy access to aircraft. Those are just a few examples of the findings of the Committee's 2003 report.

## **A Wakeup Call? Or a Snoozer? Zzzzz . . .**

That report received a lot of attention. It is fair to say that if ordinary Canadians were shocked, so were a lot of Canadian journalists. Some of these journalists followed up by testing the system on their own, and confirmed our findings.

In one sense, the 2007 report that you are now reading – a slimmed-down version of that 2003 report – is even more shocking than its predecessor. That is not because the 2007 version uncovers all kinds of newly-discovered security flaws at Canadian airports. In fact, it does not.

What you may find shocking is that so many of the gaping security holes we drew attention to in 2003 are still gaping holes more than four years later.

The federal government could at least argue in 2003 that it had only been 16 months since 9/11, and that it takes any government time to buy new technology, improve systems and hire new people. In fact, the Committee found that argument tenuous – the government of the day could have accomplished much more in 16 months than it did. But we at least have to acknowledge that 16 months is a tighter time frame than 5+ years.

More than five years has passed since 9/11. That's a long time in which to get things done – even for a bureaucracy. So why has security reform at Canada's airports over that period been so negligible in the context of what needs to be done?

Why does the whole process keep shuffling along at such a snail's pace? Why is there no apparent vision of what kind of security paradigm might give Canadians confidence that their government is not depending mostly on luck to get them to their destination?

## **Mutter, Mumble – What Was the Question Again?**

There is another phenomenon that we keep encountering that is not so shocking as it is annoying: why do bureaucrats find it necessary to go to such extraordinary lengths to argue that meaningful change is underway, when in most cases it is clearly not?

The Committee informed government officials last year that we were updating our earlier reports on airport security, seaport security, border crossings security, coastline security, the state of the Canadian forces, and national emergency preparedness.

The government was kind enough to instruct officials in various departments to draft responses to the long list of reform recommendations the Committee has made across that spectrum in recent years.

Those responses, we have been told, were scrutinized in both the departments themselves and at the Privy Council Office before being sent off in our direction.

Some of those responses do actually deal with the recommendations we have made, and claim (legitimately or otherwise) that progress has been made. By our count, for 10 of the 32 recommendations in this chapter, the responding department (and the PCO, which vetted the responses) did not even attempt to address the recommendations in any meaningful way. Sometimes this was disguised with a flurry of verbiage, sometimes they presented completely unrelated information, but the bottom line was no response. We asked for the time; they gave us the weather. As for the others, many of the responses lacked details – vague generalities were the order of the day.

## **Striking a Balance Between Paranoia and Willful Neglect**

The Committee recognizes that neither individuals nor governments can spend all their time fretting about security. Life is full of chances every time a person goes out the door, and the person who spends his or her life hiding under their bed has no chance of living life to its fullest.

But people who get blown out of the sky don't have a chance of living life to its fullest either. Everyone has to do their own careful risk assessments, balancing prudence against luck. From what the Committee has seen – and heard from witnesses – two successive Canadian governments have now failed to invest in achieving the kind of balance at Canadian airports that would make luck less of a factor.

There are still *way* too many holes in security at Canada's airports for any Canadian's comfort.

Think of all this in another way. Why are so many people (and governments) in Canada right now so determined to take a tougher approach to law and order on our streets? Because nobody likes the idea of a society in which ordinary innocent people can fall victim to violence that they did nothing to incite.

The Air India disaster killed 329 of those kinds of people. The lives of an estimated 2,973 of those kinds of people were snuffed out on September 11, 2001.<sup>1</sup>

When it comes to law and order, the Committee recognizes that street crime can probably be reduced if the proper investments are made. But it will never be eliminated. Streets are by their nature open places. Airports are much easier places to control. Well, they should be.

Airline terrorism could be eliminated – or at least the probabilities of successful terrorist attacks could be dramatically reduced – if governments made wise investments in protecting air passenger travel. So far these investments have been few and far between, and much more aimed at comforting travelers than protecting them.

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<sup>1</sup> Wikipedia, "September 11, 2001 Attacks". Last accessed on March 8, 2001. Available at [http://en.wikipedia.org/wiki/September\\_11,\\_2001\\_attacks](http://en.wikipedia.org/wiki/September_11,_2001_attacks)

## We Aren't Alone Voicing Our Concerns

In the 19<sup>th</sup> century, Canada was born on the back of a railroad. But in the 21<sup>st</sup> century, air travel is far more central to the lives of Canadians.

The latest Statistics Canada figures show that nearly 94 million passengers landed and departed at Canada's 89 major airports and 545 smaller certified airports in 2005. More than 660,000 tonnes of cargo were loaded and unloaded.<sup>2</sup>

The smooth operation of our airports is clearly critical to the Canadian economy. The *safe* operation of our airports is even more critical to Canada's economy *and* security.

Is the Committee alone in voicing its concerns? No. Transport Canada's mandatory 5-year legislative review of the Canadian Air Transport Security Authority (CATSA) entitled "Flight Plan: Managing the Risks in Aviation Security – Report of the Advisory Panel" conducted by an independent panel of airport security experts articulated many of these same security gaps relating to intelligence sharing, air cargo security and the screening at fixed base operations, just to name a few.

Although the Committee disagrees with some of the Advisory Panel's recommendations<sup>3</sup> - such as the Panel's conclusion that Transport Canada should remain the lead department on airport security and not, as the Committee suggests, Public Safety and Emergency Preparedness Canada - the main point is that the Advisory Panel's findings are exactly what the Committee has been pushing Transport Canada to fix for years! In fact, the Committee looks forward to Transport Canada's formal response to the Advisory Panel's recommendations this spring.

Meanwhile, the Committee's work is not done.

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<sup>2</sup> Statistics Canada, "Air Carrier Traffic at Canadian Airports 2005," (February 2007)

<sup>3</sup> Transport Canada, *Flight Plan: Managing The Risks In Aviation Security – Report Of The Advisory Panel*. (Ottawa: CATSA Act Review Secretariat, 2006), p.31, Recommendation 2.1

**Canadian Security Guide Book**  
**2007 Edition - AIRPORTS**

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What follows is a list of problems set out in our 2005 Canadian Security Guide, with updates on how they have been addressed. Or not. The problems are set out somewhat differently than they were in the 2005 Security Guide Book – some that stood alone have been consolidated under more general headings.

If we could reduce the following pages to a few words, they would be these:

*Let's smarten up, before it's too late.*



## **Problem 1:** **The Tentacles of Organized Crime**

“If we simply enhance the security at any one area, we know that the criminals are not stupid; they will go to the areas where they think that they can best attack us. We have to respond in a systemic, holistic way to all of the vulnerable points. The airports in particular, are a major source of concern for us in terms of organized crime, and obviously from a national security perspective.”

Former RCMP Commissioner Giuliano Zaccardelli, 29 May 2006

Canadian airports and seaports are riddled with organized crime. There have been some well-publicized arrests in recent years,<sup>4</sup> but the police know that those caught only represent the tip of the iceberg. Why does this Committee care about organized crime at airports and seaports? Two reasons.

The first is that the success of organized criminals at airports and seaports depends upon security gaps. Without these gaps these people would not be able to steal and smuggle. It is clearly in their interests to do everything they can to keep the gaps open. Unfortunately, if thieves and smugglers can take advantage of open security gaps, so can terrorists.

Secondly, while most organized crime has no interest in terrorism, some organized crime does. The international smuggling of blood diamonds, for instance, has financed insurgents in Africa for decades. The smuggling of opium from Afghanistan subsidizes the Taliban. When former RCMP commissioner Giuliano Zaccardelli appeared before the Committee on May 8, 2006, he pointed out that “there seems to be an emerging trend or indication that some terrorist groups clearly using organized crime groups to fund some of their activities.” While he had no evidence that this was happening in Canada, Mr. Zaccardelli said the RCMP was “re-examining” some criminal organizations to try to ascertain whether they had connections to terrorist operations.

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<sup>4</sup> In January 2007, seven baggage handlers at Pearson airport were arrested for stealing thousands of dollars worth of electronic goods from the luggage of both inbound and outbound passengers. The article also mentions the incident in 2004 where about a dozen suspects, mostly airport employees, were charged with stealing assorted items that ended up being sold on the Internet auction site eBay. The Globe and Mail, “Pearson baggage handlers face theft charges,” (January 5, 2007), p.A10; In November 2006, police raided a top Montreal criminal organization that had infiltrated Trudeau airport and co-opted a dozen airport employees as well as a federal customs agent into its drug smuggling ring. Globe and Mail, “Police arrest more than 70 in mob raids,” (November 23, 2006), p.A3

What can airport authorities do to deal with organized crime? The Committee sees opportunities under a variety of headings. We will open this section by examining three of them:

- a. Insufficient policing**
- b. Inadequate background checks**
- c. Inadequate control of access to restricted areas**

## **Problem 1(a):** **Insufficient Airport Policing**

One obvious deterrent to organized crime – and to terrorists – is rigorous policing.

After the airport authorities assumed control of their airports after the government privatized them in the last 1990s, many airports greatly reduced the size of their police contingents. Pearson International Airport is a good example. The number of police officers at the Toronto airport declined from 290 officers in 1995 to 162 officers in 2005, 59 of which are RCMP.<sup>5</sup> Within that same time period, passenger traffic at Pearson International Airport increased by over 3.3 million passengers.<sup>6</sup> Between 2002 and 2005, that number skyrocketed by over a further 4.1 million.<sup>7</sup>

At the same time, organized crime has a significant presence there. Royal Canadian Mounted Police (RCMP) Inspector Sam Landry, the officer in charge of the airport's RCMP detachment, testified to the Committee that "criminal activity at Toronto airport that has been linked to criminal organizations such as traditional

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<sup>5</sup> The RCMP in 1995 was contracted by Transport Canada to provide the vast majority of law enforcement functions, whereas today these functions are contracted out to police forces of local jurisdiction and private companies. Proceedings of the Standing Senate Committee on National Security and Defence, "Issue 18 – Evidence, Sam Landry, Officer in Charge, Toronto Airport Detachment", (June 24, 2002)

<sup>6</sup> Pearson processed 20,909,173 passengers in 1995 and 24,253,473 passengers in 2002. The difference comes to 3,344,300. Statistics Canada, *Air Carrier Traffic and Canadian Airports 2002*. (Ottawa: Minister of Industry, June 2004), p.12; *Statistics Canada, Air Carrier Traffic and Canadian Airports 1996*. (Ottawa: Minister of Industry, December 1997), p.11

<sup>7</sup> The number of passengers enplaned and deplaned in 2005 is 28,377,391, which is an increase of 4,123,918 from 2002. Statistics Canada, *Air Carrier Traffic and Canadian Airports 2005*. (Ottawa: Minister of Industry, February 2007), p.8

organized crime, Eastern European-based organized crime, Asian-based organized crime and outlaw motorcycle gangs.”<sup>8</sup>

Not only is the number of police at airports inadequate, but policing services at airports are too fragmented. Currently, the physical security of airports is the responsibility of the airport authorities, the police forces of local jurisdiction who enforce the *Criminal Code* and provincial statutes, as well as the RCMP who enforce federal statutes at all airports.

The RCMP does not have overall responsibility for security at airports. Right now, no one is “in charge”.

## COMMITTEE’S RECOMMENDATIONS

- **The Committee recommended that all airport policing directly related to air travel security be removed from the airport authorities and assigned exclusively to the RCMP, who can in turn contract parts of it to Canadian Aviation Transportation Security Authority (CATSA).<sup>9</sup> (January 2003)**
- **The Committee recommended that the RCMP be given the authority to contract CATSA to supervise all security policing at airports as it relates to passenger, cargo, aircraft and airside security.<sup>10</sup> (January 2003)**
- **The Committee recommended that local police forces and security guards contracted by airport authorities be responsible for criminal offences that are not related to air travel security.<sup>11</sup> (January 2003)**

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<sup>8</sup> Proceedings of the Standing Senate Committee on National Security and Defence, “Issue 18 – Evidence, Sam Landry, Officer in Charge, Toronto Airport Detachment”, (June 24, 2002)

<sup>9</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada’s Airports*. (Ottawa: Senate of Canada, January 2003), pp.107,125, Recommendation # VII.1 and # VIII.4

<sup>10</sup> After printing, the Committee discovered that Recommendation VIII.4 was printed in error and did not reflect its views. It should read “The RCMP should be given the authority to contract CATSA to supervise all policing at airports as it relates to passenger, cargo, aircraft and airside security.” The original Recommendation VIII. 4 reads: “CATSA should be given the authority to contract the RCMP to supervise all policing at airports as it relates to passenger, cargo, aircraft and airside security.” Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada’s Airports*. (Ottawa: Senate of Canada, January 2003), pp.107,125, Recommendation # VII.1 and # VIII.4,

<sup>11</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada’s Airports*. (Ottawa: Senate of Canada, January 2003), p.107, Recommendation # VII.2

## **GOVERNMENT RESPONSE**

In its July 7, 2006 response to the Committee, Transport Canada stated:

“While there are a number of enforcement bodies involved in security at Canada's major airports, Transport Canada's experience is that jurisdictional responsibilities are well understood by all the organizations in those airports—the enforcement bodies, the airport authority, and Transport Canada. Transport Canada is confident that there is effective co-operation between these bodies.

Combating organized crime is not within the principal mandate of Transport Canada and is a RCMP issue.

There is a CATSA provision for a Statutory review every five years, which is currently under way. This proposition could be addressed under this review.<sup>12,</sup>

“Physical security at Canadian airports remains the responsibility of airport authorities. Police forces of local jurisdiction have the responsibility to enforce the Criminal Code and provincial statutes at each airport. In most cases, local airport authorities contract with local police forces for additional police presence. CATSA subsidizes these contracts in some airports.

The RCMP is responsible for the enforcement of federal statutes at all airports, which includes conducting national security investigations and organized smuggling operations.”<sup>13</sup>

## **CHALLENGE TO GOVERNMENT**

For some reason the Prime Minister's Office chose to assign Transport Canada to respond to our recommendations about inadequate policing at Canadian airports. One can only wonder why.

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<sup>12</sup> Transport Canada, “Response to Committee's Recommendations,” (July 7, 2006), p. 12.

<sup>13</sup> Transport Canada, “Response to Committee's Recommendations,” (July 7, 2006), p. 14.

The result: Transport Canada replies lamely that “combating organized crime is not within the principal mandate of Transport Canada and is a RCMP issue.”

It should be an issue for Public Safety and Emergency Preparedness Canada (PSEPC), which is the department that should have been assigned to respond to our recommendations.

Here we have the (then) head of the RCMP telling the Committee that organized crime is a huge problem at Canadian airports, and also telling us that the RCMP is concerned about the connection between organized crime and terrorism and is re-examining some Canadian crime operations to see if there is such a connection.

So the RCMP gets the problem, and is on the case. Unfortunately, the RCMP does not have a large presence at Canadian airports. The Committee believes that it should. In fact, it should supervise all policing at Canadian airports.

The RCMP’s role must evolve to include oversight and responsibility for security at all 89 airports within the National Airport System. The RCMP must also significantly expand its investigative, analytical, support and technical capabilities at airports nation-wide. This effort should focus on Canada’s eight major airports initially and expand operations to smaller airports over time.

We repeat what we said in our 2005 *Security Guide* before Mr. Zaccardelli publicly connected organized crime, airports, and terrorism:

“The RCMP should be running security at Canadian airports. It should have the authority to designate appropriate security measure and delegate responsibility for implementing those measures to agencies like CATSA. Airport policing, like port policing, requires specialized knowledge and skills that can only be developed over time. The RCMP has a long history and extensive experience in airport policing and has the capacity for this type of specialization to be developed within the force.

“Airport Authorities have not demonstrated any particular competence or inter-authority cooperation in this area, resulting in a hodge-podge of systems with each authority trying to reinvent the

wheel. The RCMP knows all the spokes on the wheel and how to tighten them.”

Transport Canada says that “while there are a number of enforcement bodies involved in security at Canada's major airports [the department] is confident that there is effective co-operation between these bodies.”

What is this confidence based on? Have there been tests? Drills? There have been numerous drills conducted to assure that federal departments in Ottawa are cooperating effectively on security issues. Have there been such drills at airports and seaports? Or is Transport Canada’s confidence an ethereal kind of thing? So far, Transport Canada has not earned a reputation for adequate testing to assure that its systems are working.

According to the Auditor General’s April 2005 Report on “*National Security in Canada—The 2001 Anti-Terrorism Initiative — Air Transportation Security, Marine Security, and Emergency Preparedness*”:<sup>14</sup>

“[Transport Canada] has set no system-wide performance levels for CATSA [the Canadian Air Traffic Security Authority] and completed no assessments of its performance. The Department has not defined the sanctions it will use against CATSA if education and persuasion fail to get timely results.

...Transport does have a general threat assessment that is updated annually by its intelligence directorate, which also sends specific notices and alerts to airports as needed. However, we did not find any comprehensive assessment of key risks or any measuring of the likelihood or potential impact of specific threats.

...We do not believe that Transport Canada's enforcement regime works well in the case of CATSA. No performance goals have been established. The Department's internal studies and analyses are not adequate, and there appear to be no effective sanctions available should education and encouragement fail.

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<sup>14</sup> The 2005 report was the second of two Auditor General reports on National Security in Canada. The first was published in 2004 as *National Security in Canada—The 2001 Anti-Terrorism Initiative*.

**The Auditor-General recommended that:**

“Transport Canada should complete a formal analysis of threats and risks to the entire air transport system and use the results as a basis for deploying resources and focusing enforcement efforts.”<sup>15</sup>

The Committee believes that Transport Canada should apply that recommendation to its current system of airport and sea port policing, rather than expressing blind confidence in the system.

On a closing note on this issue, one worries when the Government cannot even point to the right department to respond to us on this issue. That being the case, what likelihood is there that anyone in government sees organized crime and lack of effective policing as major problems at our airports and seaports? What chance is there that anyone in government is alert to the fact that the RCMP is the one agency that has identified the problem and is trying to deal with it? The RCMP is left with its hands tied behind its back because of its lack of personnel and overall authority at airports!

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<sup>15</sup> Auditor General of Canada, “National Security in Canada—The 2001 Anti-Terrorism Initiative — Air Transportation Security, Marine Security, and Emergency Preparedness,” *2005 Report of the Auditor General of Canada* (April 2005) Available at <http://www.oag-bvg.gc.ca/domino/reports.nsf/html/20050402ce.html>

## **NEW RECOMMENDATIONS**

- A1. The Committee recommends that the Government of Canada increase the size of the RCMP by between 600 and 800 full-time equivalents (FTEs) in order to provide the RCMP with the capacity to:**
- **execute a new mandate of oversight and responsibility for security at airports and,**
  - **expand its investigative and analytical capabilities at airports within the National Airport System.**
- A2. The Committee recommends that Public Safety and Emergency Preparedness Canada conduct tests to ascertain the level of cooperation of multiple police forces operating at major Canadian airports. These tests should be conducted within the next year, and the results should be made public and recommendations acted upon six months after they are issued.**

### **Problem 1(b):** **Inadequate Background Checks**

When you have been around as long as most senators have, you know that people's lives can change very quickly – for better or for worse.

Background checks of airport employees who receive passes into restricted areas are conducted every five years. That's not often enough. And the checks aren't good enough.

The Auditor General's March 2004 *National Security in Canada — The 2001 Anti-Terrorism Initiative* report echoed the Committee's concern about the degree of criminality at airports. According to the report, approximately 3.5 percent of employees at the five airports examined had criminal records, and about 5.5 per cent of clearance holders hired between January 2001 and May 2003 had criminal records.<sup>16</sup>

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<sup>16</sup> The report stated that the trend in criminality at airports is of concern. Auditor General of Canada, "Chapter 3 — National Security in Canada — The 2001 Anti-Terrorism Initiative," *2004 Report of the Auditor General of*



The background checks have not been probing enough. According to the Auditor General's report, the Royal Canadian Mounted Police (RCMP) "provides only information on whether a person has been charged or convicted of a criminal offence—information that does not identify for Transport Canada whether a person has associations with organized crime or is a refugee claimant."<sup>17</sup>

## COMMITTEE'S RECOMMENDATIONS

- **The Committee recommended that more rigorous security and police checks be undertaken for all prospective pass recipients.<sup>18</sup> (February 2002)**
- **The Committee recommended that the current 5-point background check for restricted area passes – Canada Police Information Centre (for criminal record), CSIS (for potential security threats), and Transport Canada (domicile, employment background and credit records) – should be conducted every three years, replacing the current schedule of every five years.<sup>19</sup> (January 2003)**

## GOVERNMENT RESPONSE

In its July 7, 2006 response, Transport Canada outlined the current system to the Committee:

"Transport Canada does background checks, in cooperation with the RCMP and CSIS, for people who are to be issued a Restricted Airport Pass. The Airport Authorities are currently responsible for issuing the passes to the employees. The Canadian Air Traffic Security Agency is implementing of a new biometric pass system at airports – the Restricted Area Identity Card – which will enhance the

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Canada, (March 30, 2004) Sections. 3.144, 3.150, <http://www.oag-bvg.gc.ca/domino/reports.nsf/html/20040303ce.html>, (accessed November 12, 2004).

<sup>17</sup> Auditor General of Canada, "Chapter 3 - National Security in Canada - The 2001 Anti-Terrorism Initiative," *2004 Report of the Auditor General of Canada*, (March 31, 2004), <http://www.oag-bvg.gc.ca/domino/reports.nsf/html/20040303ce.html>, (accessed November 13, 2004) 3.140.

<sup>18</sup> Standing Senate Committee on National Security and Defence, *Canadian Security and Military Preparedness*. (Ottawa: Senate of Canada, February 2002), p.130, Recommendation # 11.C

<sup>19</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.76, Recommendation # IV.5

system by adding an extra layer of security by adding biometric identifiers.

Transport Canada's current practice of conducting background checks to obtain transportation security clearances for restricted area pass holders is aligned with time periods [five years] used for granting security clearances to federal employees, including employees in departments that deal with sensitive national security matters. These requirements match or exceed the requirements for security clearances instituted by other countries, including the United States.

The receipt of any adverse security information during the five-year validity period is dealt with immediately and could lead to the suspension or revocation of an individual's security clearance. In addition, it should be emphasized that each security clearance is currently reviewed in full at the end of five years, even if no negative information has emerged during the period.

The introduction of the Transport Canada Automated Fingerprint Identification System (TCAFIS) is speeding up the review process. As part of this program, a certain number of automated records of clearance-holders will be sent daily to the RCMP for information updates to allow for the immediate capture of any new information.”<sup>20</sup>

## **CHALLENGE TO GOVERNMENT**

Some progress has been made in this area – checking now apparently includes looking for links to criminal associations and organized crime, rather than simply for a criminal record. But people's lives do change quickly. Each airport employee should receive a background check every three years, not every five years.

In addition, because not every airport employee requires a background check, the current ratio of those with background checks escorting or supervising those that

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<sup>20</sup> Transport Canada, “Response to Committee's Recommendations,” (July 7, 2006), p.4

do not have background checks is currently no better than 1 to 10, and sometimes as high as 1 to 15.<sup>21</sup>

This is just one of a handful of measures that, if implemented, would help clamp down on organized crime at airports and seaports, lessening the risk of terrorist intrusions.

### **NEW RECOMMENDATION**

**A3. The Committee recommends that the ratio of airport employees with background checks/pass escorting or supervising employees without background checks/pass be 1 to 5.**

### **Problem 1(c):**

### **Inadequate Control of Access to Restricted Areas**

On February 16, 2004 the previous government proudly announced that two and a half years after 9/11, it had determined that persons entering restricted areas at Canadian airports should be searched. It took two and a half years to introduce a policy that would help protect vulnerable areas that afforded access to aircraft and the luggage, cargo and other commodities that would be carried on those aircraft.

Those to be screened, the announcement said, included: airline personnel, airport employees, refuelers, flight crews, caterers, aircraft groomers, maintenance personnel and ground handlers.

Unfortunately, the announcement also said that such searches would be “random” when such people were entering restricted areas. “Random” is a code word for “seldom.” “Random” also allows searchers to pick and choose who they search, and when.

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<sup>21</sup> The proposed amendments to the Regulations are scheduled to come into force on December 31, 2006. Canada Gazette, “Regulations Amending the Canadian Aviation Security Regulations,” (November 11, 2006) Last accessed on March 2, 2007 <http://canadagazette.gc.ca/partI/2006/20061111/html/regle3-e.html>.

Why random, when every passenger boarding every aircraft gets searched each and every time he or she goes through security? Why random when authorities know the airports are havens for organized crime?

And why only on entrance, when authorities know that the best way to plug the holes created by organized crime would be to catch criminals taking their booty *out* of restricted areas?

On October 15, 2004 the same government proudly announced that more than three years after 9/11 it was introducing new restricted area identification cards for major Canadian airports that would contain biometrics to ensure that people entering a restricted area are who they say they are.

That was encouraging – the word biometrics instills such confidence. However, by that time, passes had been devised that would not only ensure correct identity, but would help keep a record of each and every time a person enters and leaves a restricted area. If that person turns out to be entering and leaving in an unusual pattern – on his or her day off, late at night, many times for no obvious reason – or trying to access a room he or she is not authorized to enter, the system would know and silent alarms would be sounded.

This is called geo-fencing. By stopping short of geo-fencing, the previous government took a half-measure to improve security in restricted areas at Canadian airports.

In September 2006, Sun Media was able to publish a story about how one of its reporters, Fabrice De Pierrebourg, had obtained a Canadian Air Transport Security Authority uniform and a permanent pass to Montreal’s Trudeau Airport, because a former CATSA employee who hadn’t worked at the airport for more than two years gave him one. As the reporter said: “all one has to do is insert a picture and a false name . . . after that, moving around freely on the tarmac is no problem since airport security agents can only rely on an impressively thick list of lost or stolen badges.”<sup>22</sup>

Biometrics will help, but geo-fencing has to be made an integral part of security passes.

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<sup>22</sup> Fabrice De Pierrebourg, “Airport Garb Grab Too Easy to Pass Up,” *Calgary Sun*, (September 27, 2006), P.5

## Front Door Seems Locked But Back Door Wide Open

The Committee's original recommendation was stronger than the action the government eventually took. We recommended that everyone entering a restricted area be searched, and that random exit searches be conducted. We also recommended that all vehicles be searched, our recommendation on vehicles is only at the study stage now – more than four years after we made it.

It is now clear that only about one percent of workers entering a restricted zone are being checked, and nobody leaving a restricted zone is being checked. This is nothing short of blatant stupidity. How ludicrous to search every passenger, but only one percent of people with access to the aircraft. This is ridiculous given the level of organized crime that police have testified exists at our airports.

Once again, Transport Canada has chosen efficiency over safety. Once again, we have good reason to argue that Transport Canada should not be in charge of security at Canada's airports.

### **COMMITTEE'S RECOMMENDATIONS**

- **The Committee recommended that the Canadian Air Transport Security Authority (CATSA) be responsible for assuring that all persons and vehicles are physically searched on entry to restricted areas at Canada's airports. Persons and vehicles leaving these areas should be searched on a random basis, with provision for more extensive exit searches whenever extraordinary threats are perceived.<sup>23</sup> (January 2003)**
- **The Committee recommended that a nation-wide system of electronic identification (smart passes) be introduced to control the movement through high-risk security areas.<sup>24</sup> (February 2002)**
- **The Committee recommended that a review be conducted of the entry and exit control systems that monitor the movement within secure areas of terminals and airport perimeters.<sup>25</sup> (February 2002)**

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<sup>23</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.76, Recommendation # IV.4

<sup>24</sup> Standing Senate Committee on National Security and Defence, *Canadian Security and Military Preparedness*. (Ottawa: Senate of Canada, February 2002), p.130, Recommendation #11.A

## GOVERNMENT RESPONSE

In its July 7, 2006 response to the Committee, Transport Canada stated:

“CATSA is mandated to do screening of airport workers to ensure that items are not carried into restricted areas. About 2,300 airport workers are screened every day at 89 airports across Canada. These are random checks. To further improve the security system surrounding airport workers, we are adding another layer of security with biometric readers for airport workers and air crews. All airport workers entering restricted areas undergo a background criminal check by Transport Canada before they are issued their restricted area passes.”<sup>26</sup>

Further, concerning the screening of airport workers, Transport Canada stated:

“On February 16, 2004, the Minister of Transport announced the Non-Passenger Screening (NPS) program. Under this program, non-passengers as well as goods in their possession are subject to CATSA screening when they enter restricted areas at airports. The personnel entering restricted areas at airports include airline or airport employees, aircraft refuelers, flight crews, caterers, aircraft groomers, maintenance personnel and ground handlers. Any employee who refuses to be searched will have to leave the restricted area and will have his or her pass taken away.

Implementation of the program is being phased in, resulting in coverage of airports handling 92% of Canada's air passenger travel. On April 30, 2004, CATSA met Transport Canada's initial regulatory requirements by completing Phase 1 of the NPS program implementation. At the end of November 2004, CATSA completed Phase 2 of the NPS program implementation at smaller airports.

In order to increase the level of service, CATSA will be increasing hours of operation and working with airports to install permanent NPS

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<sup>25</sup> Standing Senate Committee on National Security and Defence, *Canadian Security and Military Preparedness*. (Ottawa: Senate of Canada, February 2002), p.130, Recommendation #11.B

<sup>26</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 5.

checkpoints at major airports. CATSA is currently working with Transport Canada on implementation strategies for vehicle searches.”<sup>27</sup>

After receiving this response, Committee staff queried Transport Canada on the following sentence in the response:

“In order to increase the level of service, CATSA will be increasing hours of operation and working with airports to install permanent NPS checkpoints at major airports.”

The Committee wished to know to what extent the hours of operation the NPS program would be increased. Would proper checking be done around the clock? We received no response on hours of operation when this report was printed.

The Committee also wished to know at which airports would permanent NPS checkpoints be set up, and how they would operate. When asked, CATSA replied:

“The Canadian Air Transport Security Authority (CATSA) implemented non-passenger screening at Canada’s 28 largest airports in 2004, covering over 92% of commercial passenger traffic. This random screening program covers personnel who have access to restricted areas at airports. In addition to permanent checkpoints, mobile teams of screening officers are deployed daily in each of the airports to conduct random screening inside the restricted area.

...We currently have six (6) permanent non-passenger screening checkpoints. Two are located in Calgary, one in Halifax, two in Winnipeg and one in Edmonton. Fifteen more permanent checkpoints are planned.”

## **CHALLENGE TO GOVERNMENT**

See our comments above. Persons and vehicles should be checked every time going into restricted areas. Random checks should be conducted coming out – they are one rung lower in terms of importance because they are designed

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<sup>27</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p.8.

primarily to nab criminals, not terrorists. Security cards should incorporate geofencing.

And again, the weasel words. Non-passengers and goods in their possession “are subject to” CATSA screening when they enter restricted areas at airports. That means they might be screened, but there is no indication of whether there is always somebody around to screen them, and whether they get screened every second time or once in a hundred times. Nobody has provided us with any kind of evidence that random checks are frequent checks. In fact we heard evidence that CATSA screens about 1,200 airport workers a day - which amounts to little more than 1 percent of non-passengers entering restricted areas.<sup>28</sup>

We have also heard evidence that employees have found ways to avoid random checks, such as by using cellular phones to tip off others when an NPS check is being conducted.

According to the Auditor General’s December 2006 “Special Examination Report”:

“Non-passenger screening is another area of concern. Security measures require CATSA to screen non-passengers randomly at any restricted area access point. CATSA has not conducted screening at restricted area access points outside the air terminal buildings. The limited number of non-passenger check points where random screening occurs and the random nature of the “mobile” non-passenger screening check points enable the non-passengers to avoid screening”<sup>29</sup>

Transport Canada’s very mention that there will be an increase in “hours of operation” makes it clear that at some hours there is no screening. Wouldn’t anyone trying to circumvent being screened know when those hours are? Shouldn’t air crews and ground crews be searched *every time* they approach an aircraft?

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<sup>28</sup> Proceedings of the Standing Senate Committee on National Security and Defence, “Issue 6 - Evidence, Mark Duncan, Executive Vice-President and Chief Operating Officer, Canadian Air Transport Security Authority,” (October 30, 2006)

<sup>29</sup> Office of the Auditor General of Canada, “Special Examination Report – Redacted Version,” (December 15, 2006), p.10, Available at [http://www.catsa-acsta.gc.ca/english/about\\_propos/rep\\_rap/oag\\_bvg/CATSA%20Spec\\_Exam\\_E.pdf](http://www.catsa-acsta.gc.ca/english/about_propos/rep_rap/oag_bvg/CATSA%20Spec_Exam_E.pdf)



When service people who haven't been screened load an aircraft, what system is in place to assure that what is being loaded is not a danger to the people who will fly on that aircraft? Is there any system of inspecting what is loaded on a truck, then sealing the truck and inspecting it at the entrance to the aircraft to assure that seals have not been broken?

The response suggests that a reliable system is in place at airports handling 92 percent of Canada's air passenger travel. In fact the system is not reliable – it is hit-and-miss. What it really means is it's in place at seven or eight of Canada's 89 major airports. The large airports at places like Toronto, Montreal, Vancouver, Ottawa, Calgary and Edmonton account for a high percentage of passenger traffic – it does not mean they are at 92 of Canada's airports, or check 92% of anything.

All the Committee's recommended deadlines for an inclusive and reliable system have been missed, and if phrases like "currently working on" continue to be a mainstay of every response, this problem will still be with us when we issue Canada's Security Guide 2009.

## **NEW RECOMMENDATIONS**

- A4. The Committee recommends that the level of random checking on departure be set at a minimum of 10 percent daily, or at a higher level so as to ensure that the smuggling of contraband is deterred.**
- A5. The Committee recommends that by December 31, 2008 airport restricted area identification cards should be augmented with geofencing to detect irregular employee behaviour.**

## **Problem 2:**

### **Checking the Legitimacy of Flight Crews and Ground Crew**

This problem is clearly related to the lack of proper supervision of restricted areas, and the recommendations for improved passes in the previous section also apply here.

Various checking (or non-checking) systems appear to apply to flight crews at different airports. Sometimes whether a crew is checked depends upon the time of day – or night.

In his appearance before the Committee on October 30, 2006, Mark Duncan, Executive Vice-President and Chief Operating Officer of the Canadian Air Transport Security Authority (CATSA), confirmed that at some airports, random inspections for pilots might be at 100%, and at others, it might be a percentage that is far less than that.<sup>30</sup>

Flight crews and ground crews obviously have direct access to aircraft. They should carry the same kinds of passes recommended in 1(c). These passes should be issued by CATSA, and include biometrics for accurate identification and geofencing to detect irregular patterns of behaviour.

All flight and ground crews should be searched when entering a restricted area, and random searches should be conducted when flight and ground crews leave restricted areas.

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<sup>30</sup> Proceedings of the Standing Senate Committee on National Security and Defence, “Issue 6 - Evidence, Mark Duncan, Executive Vice-President and Chief Operating Officer, Canadian Air Transport Security Authority,” (October 30, 2006)

## COMMITTEE'S RECOMMENDATIONS

[These are in addition to the recommendations applying to restricted areas in the previous section, 1(c).]

- **The Committee recommended that the Canadian Air Transport Security Authority (CATSA) issue national passes for aircrew and all other persons who fall more naturally under a national – rather than a regional – jurisdiction. If local airport authorities are permitted to continue to issue passes allowing access to restricted areas at their airports, these local passes should be:**
  - of national, uniform design, based on national configurations defined by the CATSA;
  - cancellable by CATSA; and
  - validated through CATSA's national database.<sup>31</sup> (January 2003)
- **The Committee recommended that all Canadian airports should, by December 31, 2003 introduce new electronic airside access passes containing biometric identifiers, that:**
  - are encoded to prevent access to zones beyond any employee's work area;
  - expire automatically after three years; and
  - can be deactivated by a central control mechanism at any time.<sup>32</sup> (January 2003)
- **The Committee recommended that CATSA be the issuing authority for passes for all employees, contract workers, other personnel and vehicles that operate airside.<sup>33</sup> (January 2003)**

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<sup>31</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.75, Recommendation # IV.1

<sup>32</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.75, Recommendation # IV.2,

## GOVERNMENT RESPONSE

On July 7, 2006, Transport Canada responded to the Committee with the following information:

“Canada is taking advantage of new and developing technology to develop an improved airport restricted area pass system that will enhance security at Canadian airports. To this end, Transport Canada and CATSA worked with key stakeholders to develop a system to enhance the security of credentials necessary for persons to enter airport restricted areas.

Identification cards with biometric identifiers, to be called the Restricted Area Identity Card (RAIC), will be required for all persons who access airport restricted areas. The RAIC will verify that the person who was issued the card is the same person presenting the card at a restricted area access point, that the card is valid and the individual has a current security clearance.

Security enhancements achieved by the RAIC:

- Card can be verified, revoked, suspended in real time, no need for distribution of paper-based lists, no delays incurred;
- Card contains biometric identifiers;
- Employees will not have to be concerned about identity theft;
- Eliminates possibility of fraudulent acquisition and use of multiple cards;
- Tamper and counterfeit resistant.”<sup>34</sup>

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<sup>33</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.75, Recommendation # IV.3

<sup>34</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p.4.

## **CHALLENGE TO GOVERNMENT**

There is nothing in place now to stop an airport employee with a valid security card from entering a secure area any time, night or day, on shift or off shift, once or many times. Irregular patterns need to be detected.

There are reasons that organized crime persists at Canadian airports and seaports. It wouldn't take much to put a damper on criminal activities at these ports that open doors for terrorist activities.

Half measures won't do it.

We know that flight crews and ground crews are often not inspected. We know that anyone with a pass can wander through restricted areas at any time of the day or night with impunity, no matter how strange their behaviour pattern. We know how vulnerable aircraft are.

How can this be taking so long?

### **Restricted Area Identification Card (RAIC)**

According to the Canadian Air Transport Security Authority (CATSA),<sup>35</sup>:

- The RAIC is the world's first dual biometric airport identification program is operational at Canada's 29 largest airports;
- The new Restricted Area Identity Card (RAIC) covers approximately 100,000 airport personnel who work in restricted areas of airports;
- The card has several security features: a smart chip embedded with a unique algorithm representing unique fingerprint and iris patterns; a tamper-proof hologram; an expiry date;
- An airport worker is granted a biometric smart card only after receiving security clearance from Transport Canada. Transport Canada conducts an extensive background check in cooperation with RCMP and CSIS;
- The RAIC covers non-passengers such as caterers, ground crews, maintenance workers, pilots and flight attendants and other airport workers (non-passengers) who have access to restricted areas; and,
- The RAIC program, in conjunction with Non-Passenger Screening, ensures that restricted areas at airports are kept secure.

### **Read the "Fine Print"**

- The RAIC program will be operational at 29 airports. At the other 60 airports where CATSA provides screening services – no RAIC program.
- The RAIC does not have the ability to control or track the movement of people within restricted areas – technology known as Geofencing.<sup>36</sup>
- Non-passenger screening to only 1200 out of 100,000 or 1.2% of workers being screening every day.<sup>37</sup>
- FIVE years after 9/11 and the expansion of the RAIC program to airport's security perimeter, including vehicle gates, fixed base operations, and tenant facilities is still in the planning stages.

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<sup>35</sup> Canadian Air Transport Security Authority, "New Biometric Security Card in Force at Canada's Largest Airports," (February 6, 2007) Available at [http://www.catsa-acsta.gc.ca/english/media/rel\\_comm/2007-02-06.shtml](http://www.catsa-acsta.gc.ca/english/media/rel_comm/2007-02-06.shtml), Last viewed on February 13, 2007; Canadian Air Transport Security Authority, "Backgrounder - Restricted Area Identity Card," [http://www.catsa-acsta.gc.ca/english/media/rel\\_comm/info/raic\\_cizr.shtml](http://www.catsa-acsta.gc.ca/english/media/rel_comm/info/raic_cizr.shtml) Last viewed on February 13, 2007. The information on the RAIC was taken from CATSA's website.

<sup>36</sup> Currently, passes "are used only at that point of entry and currently are not used at all to control movement within the area". When asked if the new passes could control whether or not a person is authorized to be there at a

### **Problem 3:** **Unscreened Airmail and Other Cargo**

Mail that travels on passenger planes from Canadian airports has never been properly inspected.

Canada Post ships approximately four percent of the mail it carries everyday by air (approximately 1.9 million pieces), mostly on passenger planes<sup>38</sup>. Parcels are not scanned. Canada Post employees do visual inspections looking for suspicious parcels, but parcels are not scanned.<sup>39</sup>

Airlines, Transport Canada and the Canadian Air Transport Security Authority (CATSA) do not scan mail either.<sup>40</sup>

The concept of visual inspections would be amusing, were this not such a serious subject. What terrorist is likely to pack a bomb in the mail and label it “DANGEROUS – MAY EXPLODE”?

Over a five year period, Transport Canada successfully put into place a system that checks most baggage and passengers going onto aircraft at Canadian airports – but they have yet to come up to speed with airmail and cargo.

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particular time, Mr. McGarr said, “that is within the capability of the airport authority to institute that type of control.” Mr. McGarr added that he did not know whether or not the airport authorities had implemented this type of control. Proceedings of the Standing Senate Committee on National Security and Defence, “Kevin McGarr, Vice-President and Chief Technology Officer, Canadian Air Transport Security Authority,” (October 30, 2006)

<sup>37</sup> Proceedings of the Standing Senate Committee on National Security and Defence, “Issue 6 - Evidence, Mark Duncan, Executive Vice-President and Chief Operating Officer, Canadian Air Transport Security Authority,” (October 30, 2006)

<sup>38</sup> On August 15, 2002, Bob Stiff, General Manager of Corporate Security at Canada Post testified that Canada Post ships approximately 15 percent of the mail it carries everyday by air (approximately 2.5 million pieces), mostly on passenger planes. In an email to Committee researchers on December 14, 2006, Transport Canada in consultation with Canada Post updated these figures to the numbers stated above. The reduction in the volume of mail carried by aircraft is due to an overall increase in mail that is not flown (direct mail), a decrease in parcel volumes and an increase in the use of surface transportation. It is important to note that parcels, Xpresspost and Priority Courier (containing goods) represent 3.6% of the 1.9 million pieces carried by aircraft each day. The remaining 96.4% of the mail carried by aircraft represents lettermail, Xpresspost and Priority Courier (containing documents).

<sup>39</sup> Proceedings of the Standing Senate Committee on National Security and Defence, “Issue 20 – Evidence, Bob Stiff, General Manager, Corporate Security, Canada Post,” (August 15, 2002). The fact that mail is still not screened was confirmed by Transport Canada representatives in the Committee’s June 19, 2006 hearing: Proceedings of the Standing Senate Committee on National Security and Defence, “Issue 4 – Evidence, Louis Ranger, Deputy Minister, Transport Canada,” (June 19, 2006).

<sup>40</sup> It should be noted that screening inbound international mail is under the jurisdiction of the Canada Border Services Agency.

## COMMITTEE'S RECOMMENDATIONS

- **The Committee recommended that the movement of mail and parcels at airports be reviewed to ensure adequate security inspection.<sup>41</sup> (February 2002)**
- **The Committee recommended that dedicated and trained personnel should immediately begin carrying out random and targeted screening of all checked baggage, parcels, mailbags, and cargo.<sup>42</sup> (January 2003)**

## GOVERNMENT RESPONSE

Regarding Checked Baggage, Transport Canada in its July 7, 2006 response stated:

“The International Civil Aviation Organization (ICAO) designated January 1, 2006 as the deadline for countries to have in place checked baggage screening for international flights. CATSA and Transport Canada have exceeded ICAO requirements and are screening checked baggage on all international and most domestic flights as of December 31, 2005.”<sup>43</sup>

Concerning Air Mail and Cargo, Transport Canada in its July 7, 2006 response stated:

“Starting in 2004, Transport Canada directed new attention to the air cargo security gap by holding policy discussions with stakeholders and other government departments; conducting an air cargo risk assessment; reviewing international practices; and developing an air cargo security strategy. Budget 2006 allocated \$26 million over two years for the design and pilot-testing of an air cargo security program

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<sup>41</sup> Standing Senate Committee on National Security and Defence, *Canadian Security and Military Preparedness*. (Ottawa: Senate of Canada, February 2002), p.130, Recommendation #14

<sup>42</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.55, Recommendation # III.1

<sup>43</sup> Transport Canada, “Response to Committee's Recommendations,” (July 7, 2006), p. 2.



to mitigate security risks to aviation and facilitate the efficient movement of goods domestically and globally.

Transport Canada will work closely with Canada Border Services Agency (CBSA) to explore and evaluate a spectrum of efficiency measures from establishing comparable requirements to possible integration of security programs.

The *Security and Prosperity Partnership of North America* (SPP) commits Canada to work with the U.S. to develop comparable supply chain security programs; develop comparable screening and inspection protocols; and explore the potential for an interoperable known shipper database. Transport Canada's approach will seek to maintain the efficiency of the cargo and aviation industries while improving security.”<sup>44</sup>

## CHALLENGE TO GOVERNMENT

The good news is that this response finally puts the Government of Canada firmly on record as acknowledging the existence of “the air cargo security gap” – a gap the Committee has been pointing to for five years now. Heretofore government spokespersons have reacted as though the Committee was hell-bent on a mission to alarm Canadians for no good reason. So let’s repeat the first part of that first sentence in Transport Canada’s response: “Starting in 2004, Transport Canada directed new attention to the air cargo security gap . . .” GOOD START!

After that, the weasel words start taking over. Once Transport Canada recognized the air cargo security gap, what did it do? Did it take quick action to close it quickly, since all that uninspected cargo was getting on planes carrying passengers? It did not.

Transport Canada started talking to “stakeholders,” which sounds suspiciously like a description of people with a financial stake in the air transport business. Did it talk to them about the huge threat to passenger safety posed by the air cargo security gap? Yes, but the response notes carefully that Transport Canada did not let this terrifying gap dominate the conversation to the point that everybody

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<sup>44</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 2.

somehow forgot about the imperative to “facilitate the efficient movement of goods domestically and globally.”

In other words, whatever solution we arrive at to improve cargo security can’t be allowed to slow things down.

The Committee recognizes that if security were the only concern of human beings nothing would ever get done. But Transport Canada’s constant reminder to the business community that it isn’t going to jeopardize profits is a constant reminder to the Committee of why it is taking so long to deal with security problems that should have been solved by 2004. Instead, that turns out to be the year that Transport Canada started “directing new attention” to a glaring weakness in its airport security system that was apparent to anyone connected to the world of flight.

And what is Transport Canada doing now? It is “working with” the Canadian Border Security Agency and the United States to . . . close the air cargo security gap? Or rather, to explore and evaluate a spectrum of “efficiency measures?”

These are not security measures. These are efficiency measures. At the beginning, the response recognizes the air cargo security gap. At the end, it reminds us that closing that gap can’t be allowed to get in the way of efficiency: “Transport Canada's approach will seek to maintain the efficiency of the cargo and aviation industries while improving security.”

First the dog. Followed by the tail. Efficiency trumps security again. The Committee repeats its recommendation which it made in 2003, at least a year before Transport Canada “directed new attention” to this serious problem:

- **The Committee recommended that the Canadian Air Transport Security Agency (CATSA) should implement full multi-layer screening (vapour detection supplemented by x-rays and other kinds of searches) of all checked baggage, mailbags and cargo by January 1, 2004.**<sup>45</sup>

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<sup>45</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada’s Airports*. (Ottawa: Senate of Canada, January 2003), p.55, Recommendation # III.2

January 1, 2004. More than three years ago. How long can Transport Canada talk to stakeholders before it actually does something? More to the point, how long can Transport Canada talk to stakeholders before some terrorist actually does something?

## **Problem 4:** **Screening Checked Baggage**

Not all checked baggage is screened for explosives. Airport workers know which baggage is screened at which locations, and which is not. If large numbers of workers know, that kind of knowledge obviously isn't impossible for would-be terrorists to access. One bomb planted in one bag would be enough to destroy many lives and bring air traffic to a virtual standstill.

### **COMMITTEE'S RECOMMENDATIONS**

- **The Committee recommended that equipment be installed at airports to be designated by Transport Canada to ensure that all baggage and passengers are screened for weapons and explosives and that, as reliable equipment capable of detecting the presence of chemical or biological or bacteriological agents becomes available, it also be installed.<sup>46</sup> (February 2002)**
- **The Committee recommended that the Canadian Air Transport Security Agency (CATSA) should implement full multi-layer screening (vapour detection supplemented by x-rays and other kinds of searches) of all checked baggage, mailbags and cargo by January 1, 2004.<sup>47</sup> (January 2003)**

### **GOVERNMENT RESPONSE**

In its July 7, 2006 response to the Committee, Transport Canada reports that:

**“In the budget of December 2001, the government committed more than \$1 billion over the following five years for the purchase, deployment and operation of advanced Explosives Detection Systems**

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<sup>46</sup> Standing Senate Committee on National Security and Defence, *Canadian Security and Military Preparedness*. (Ottawa: Senate of Canada, February 2002), p.130, Recommendation #12

<sup>47</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.55). Recommendation # III.2

(EDSs) at airports across the country, covering 99% of all air passengers. EDSs for the screening of carry-on luggage are now implemented at designated airports servicing the Canadian flying public.

The International Civil Aviation Organization (ICAO) designated January 1, 2006 as the deadline for countries to have in place checked baggage screening for international flights. The Canadian Air Transport Security Authority (CATSA) and Transport Canada have exceeded ICAO requirements and are screening checked baggage on all international and most domestic flights as of December 31, 2005.

CATSA developed a deployment plan for the EDS equipment covering the three-to-five year implementation timeframe announced in Budget 2002. Transport Canada worked with CATSA to accelerate the deployment through additional interim measures that can be taken to allow for some form of EDS screening prior to the final permanent installations at major airports.

Once the full complement of EDS equipment has been deployed at the designated airports, all carry-on and checked baggage will be screened for explosives. The use of other screening methods, such as X-ray equipment, sniffer dogs and manual search procedures will continue and in many cases, be expanded.

Transport Canada will work with CATSA and other departments to explore the issue of installing equipment capable of detecting the presence of chemical or biological or bacteriological agents at airports.”<sup>48</sup>

Committee staff asked for some clarifications of the above response and received a response from Transport Canada, as follows:

**QUESTIONS:** What “interim measures” have been taken? What does “some form” of EDS screening mean?

**RESPONSE** from Transport Canada on December 18, 2006:

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<sup>48</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 2.

“Due to the complexities involved with the deployment of these systems, especially in the larger airports, the installation of some of the larger systems were not due to be completed until the latter part of the schedule in 2005. To address this, CATSA implemented complementary (interim) measures at Montreal, Toronto and Vancouver airports until the full installation had been completed.

The complementary measures were in place as of September 15, 2004, at all three airports and consisted of the screening of checked bags destined for flights going to the US and international destinations using Explosives Trace Detection Equipment. As the permanent screening systems progressively become operational, they replaced the complementary (interim) measures.”<sup>49</sup>

**QUESTIONS:** What concrete evidence can the department provide that illustrates that the issue is being dealt with adequately? When does the department expect to have a solution/plan for this issue finalized?

**RESPONSE** from Transport Canada on December 18, 2006:

“The Chemical/Biological/Radiological/Nuclear (CBRN) Research and Technology Initiative (CRTI) was launched in May 2002 as the federal science community’s response to providing science and technology solutions to CBRN terrorist threats. Transport Canada is a participant in this government horizontal initiative jointly led by Public Safety and Emergency Preparedness Canada and the Defence Research and Development Corporation of the Department of National Defence. This initiative funds science and technology research, development, testing and evaluation of counter-terrorism projects on behalf of the government science and technology and security departments.

CRTI has pursued science and technology initiatives:

- To enhance detection capabilities
- To equip and train first responders

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<sup>49</sup> Transport Canada, “Response to Committee’s Additional Questions,” (December 18, 2006)

- To enhance Canada's ability to contain and decontaminate a CBRN event
- And to find ways to better understand and mitigate the psychosocial aspects of CBRN terrorist threats

Transport Canada establishes its priorities based on on-going threat and risk assessments. Transport Canada is also maintaining an awareness of the initiatives being undertaken by our major allies (United States/United Kingdom) as they explore this requirement.

The department expects to have an approach to this issue finalized following further interdepartmental consultation and discussion with aviation industry stakeholders.<sup>50</sup>

## **CHALLENGE TO GOVERNMENT**

More consultation. More discussion. More stakeholders.

The solutions aren't that difficult. Five years after 9/11, Canadians are still waiting for permanent EDS installations that will do a proper job of scanning passenger luggage.

## **NEW RECOMMENDATION**

**A6. The Committee recommends that since all passengers are searched for liquids, gels and weapons, all materials being loaded onto aircrafts should also be checked for weapons and potentially volatile liquids and gels, which in combination could be explosive. This includes searching airline catering service carts.**

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<sup>50</sup> Transport Canada, "Response to Committee's Additional Questions," (December 18, 2006)

## **Problem 5:** **Vulnerable Cockpit Doors**

Anyone who has ever flown has witnessed pilots and co-pilots moving in and out of the cockpit. Sometimes they do it to eat, sometimes to nap, sometimes to relieve themselves, and sometimes just to stretch their legs. Needless to say the cockpit door opens numerous times during a flight, creating a moment of vulnerability each time.

Because Canadian passenger jets are only equipped with single cockpit doors, there will always be moments when the cockpit is vulnerable to unwanted intrusions from, for example, hijackers. This should have been the indelible message of 9/11, but more than five years later, this glaring gap in security has not been corrected.

### **COMMITTEE'S RECOMMENDATION**

- **The Committee recommended that by 30 June 2003, Transport Canada require design completion of a double door system or systems to protect cockpits, and order air carriers to complete the installation of such systems by 31 December 31 2004.<sup>51</sup> (January 2003)**

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<sup>51</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.35, Recommendation # II.2



## **GOVERNMENT RESPONSE**

In its July 7, 2006 response to the Committee, Transport Canada stated:

“In the December 2001 Budget, \$35 million was allocated to assist Canadian operators with security modifications to existing aircraft, including the installation of locking cockpit doors. On April 10, 2002, the Minister of Transport finalized regulations relating to locking cockpit doors by mandating the installation of internal locking devices by May 1, 2002, and new intrusion resistance requirements by April 9, 2003.

The nature and timing of any further design enhancements for cockpit security are being considered in the context of a variety of recommendations for the adoption of North American and international standards.”<sup>52</sup>

## **CHALLENGE TO GOVERNMENT**

Moments of vulnerability persist. Why not close them?

The Committee stands by its January 2003 recommendation. Locking the cockpit door simply isn't enough. Even if the door can be locked from the inside, it still has to be opened regularly.

Besides, locking the door would not prevent terrorists from gaining access to the cockpit. According to the British Air Line Pilots Association, cockpit doors are meant to give way under a calculated amount of pressure in the event of a violent decompression in the cockpit, as overly-strengthened doors would cause the cockpit floor to collapse inward.<sup>53</sup> Even though the FAA now requires heavier, bulletproof doors for airline cockpits across the U.S. commercial air fleet, there

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<sup>52</sup> Transport Canada, “Response to Committee’s Recommendations,” July 7, 2006, p. 7.

<sup>53</sup> Duncan Graham-Rowe, “Double door protection for Virgin aircraft,” 31 October 2001 New Scientist Print Edition.

have been two instances of the cockpit door being breached – once by a drunken passenger, the other by a cleaning crew cart.<sup>54</sup>

An interesting short term solution was introduced by United Airlines in 2004. The airline installed secondary barriers on all its aircraft.<sup>55</sup> The 2006 cost: about \$2,000 to \$4,000 per jetliner.<sup>56</sup> These barriers are designed to block any charge toward the cockpit when pilots or copilots are leaving or entering. The barrier is deployed and locked across the aisle by a flight attendant when the pilot is about to come out of the cockpit. When the pilot is back in the cockpit, the barrier is easily stowed, giving passengers access to the forward lavatory.<sup>57</sup>

The Air Canada Pilots Association would prefer the installation of double doors. Double doors are used by El Al Airlines, the Israeli national airline that has seen its share of hijacking attempts.<sup>58</sup> A former El Al security chief describes the two cockpit door system: “the one closest to the pilots can't be opened unless the outer door is closed and locked.”<sup>59</sup>

According to the Air Canada Pilots Association, a two-door system creates a secure space between the cabin and the cockpit which would be the most effective method of securing the cockpit from potential terrorist attacks<sup>60</sup>.

Nearly all large passenger aircraft now have bulletproof doors. The Committee sees no reason why the entire bulkhead between the cockpit and the passengers' cabin should not be bulletproofed. Otherwise, an assailant could fire through the wall from the forward washroom or any other part of the bulkhead other than the door.

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<sup>54</sup> Airline Pilots Security Association, “Fortified Cockpit Doors – Reliability 15%” <http://www.secure-skies.org/fortifieddoors.php>, last accessed March 2, 2007.

<sup>55</sup> “United Airlines Installing Secondary Security Barrier For Cockpit Protection,” Sept 27, 2004, Air Safety Week, [http://findarticles.com/p/articles/mi\\_m0UBT/is\\_37\\_18/ai\\_n6282708](http://findarticles.com/p/articles/mi_m0UBT/is_37_18/ai_n6282708)

<sup>56</sup> Hughes, John, “Pilots Pressure U.S. Agencies to Improve Cockpit Safety Rules,” (June 5, 2006) [http://www.bloomberg.com/apps/news?pid=newsarchive&sid=ahA\\_nvMJzfXQ](http://www.bloomberg.com/apps/news?pid=newsarchive&sid=ahA_nvMJzfXQ)

<sup>57</sup> “United Airlines Installing Secondary Security Barrier For Cockpit Protection,” Sept 27, 2004, Air Safety Week, [http://findarticles.com/p/articles/mi\\_m0UBT/is\\_37\\_18/ai\\_n6282708](http://findarticles.com/p/articles/mi_m0UBT/is_37_18/ai_n6282708)

<sup>58</sup> There has only been one successful hijacking on El Al Airlines in its almost 60-year existence -- Hughes, John, “Pilots Pressure U.S. Agencies to Improve Cockpit Safety Rules,” (June 5, 2006)

[http://www.bloomberg.com/apps/news?pid=newsarchive&sid=ahA\\_nvMJzfXQ](http://www.bloomberg.com/apps/news?pid=newsarchive&sid=ahA_nvMJzfXQ)

<sup>59</sup> Hughes, John, “Pilots Pressure U.S. Agencies to Improve Cockpit Safety Rules,” (June 5, 2006)

[http://www.bloomberg.com/apps/news?pid=newsarchive&sid=ahA\\_nvMJzfXQ](http://www.bloomberg.com/apps/news?pid=newsarchive&sid=ahA_nvMJzfXQ)

<sup>60</sup> Canada in brief, “Two-door system cited as better cockpit security,” The Globe and Mail, (February 26, 2007), p.A10

This kind of protection should make the use of Aircraft Protection Officers redundant. These APOs are expensive and there is no evidence that putting two of them on a flight is an intelligent use of scarce resources. The U.S. government insists that APOs be aboard flights flying into Reagan International Airport in Washington. Passengers who prefer the convenience of flying into Reagan (rather than farther-out Dulles Airport) should pay the extra cost incurred by the presence of APOs on their flight – not the Canadian taxpayer. Airlines that fly into Reagan should pick up the cost of the APOs and pass it on to passengers if they so wish.

## **NEW RECOMMENDATIONS**

**A7. The Committee recommends that all future aircraft used by Canadian airlines should be outfitted with a comprehensive bulletproof divider between the cockpit and the cabin.**

**A7a. The Committee recommends that once these dividers are installed, the use of Aircraft Protection Officers (APO) should be discontinued on all flights other than flights to Reagan Airport in Washington.**

**A7b. The cost of APOs on flights to Reagan should be incurred by the airlines, not Canadian taxpayers.**

## **Problem 6:** **Alerting Air Crews**

Not all aircrew members are necessarily informed when an undercover armed law enforcement official (Aircraft Protection Officer) is on board an aircraft. The Committee heard testimony that Air Canada, for instance, leaves it to the discretion of the crew chief as to whether to inform all crew members of the presence and location of an Aircraft Protection Officer.

Surely if a flight attendant believes that there is a threat on board, he or she will want to know where the APO is in order to alert the APO to the potential threat.

### **COMMITTEE'S RECOMMENDATION**

- **The Committee recommended that all flight crew should be informed when an Aircraft Protective Officer (APO) is on board.<sup>61</sup> (January 2003)**

### **GOVERNMENT RESPONSE**

In its July 7, 2006 response to the Committee, Transport Canada said:

“The air carrier, pilot-in-command and lead flight attendant are always advised when APOs are on board. It is up to the air carrier's internal procedures to delineate whether this information will be disclosed to other crew members.

For security reasons, those informed are requested not to disclose this information before or after the flight. Transport Canada's expectation is that all cabin crew members know the identity of the APO unless there is reason for them not to be informed. This provision provides the airline with some discretion.”<sup>62</sup>

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<sup>61</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.35, Recommendation # II.1

<sup>62</sup> Transport Canada, “Response to Committee's Recommendations,” (July 7, 2006), p. 6.

## **CHALLENGE TO GOVERNMENT**

It may be Transport Canada's expectation that all air crew are informed of the location of an APO, but as long as this responsibility is downloaded to the airlines, the Committee can't be sure this is happening.

## **NEW RECOMMENDATION**

**A8. The Committee recommends that as long as the Aircraft Protection Officer program exists, Transport Canada make it a requirement that all crew members be briefed as to who the APOs are, their seat location, and how the crew is expected to respond in the event of an attempted hijacking.**

## **Problem 7:** **Security Training for Maintenance Workers**

In preparing our report *The Myth of Security at Canada's Airports*, published in January 2003, Committee members heard testimony that maintenance employees working on the airside at airports had not received significant upgrades in security training to identify threats since 9/11. These employees perform key functions all around the aircraft and have access to all its vital areas. With additional training, maintenance workers could become an even greater asset to the airport security system.

The Committee will revisit this issue by questioning workers to see whether their security training has improved. But, to date, we have received no information to suggest that either the Canadian Air Traffic Security Agency (CATSA) or the airlines have developed comprehensive programs to ensure that maintenance workers are part of the effort to improve airport security, nor that drills have taken place or tests done to ensure the programs that have been introduced are doing their job.

### **COMMITTEE'S RECOMMENDATION**

- **The Committee recommended that by September 30, 2003 Transport Canada ensure that all Canadian passenger airlines are providing training courses to maintenance personnel and other personnel working in proximity to aircraft to help them identify potentially dangerous situations and materials.<sup>63</sup> (January 2003)**

### **GOVERNMENT RESPONSE**

On July 7, 2006 Transport Canada gave this response:

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<sup>63</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.25, Recommendation # I.3

“Since January 2004, a working group comprised of representatives from Transport Canada’s Civil Aviation and Security directorates as well as key industry stakeholders has been working on security training requirements for other groups of employees, such as passenger service agents, maintenance workers, ramp personnel and any other individuals working in the vicinity of an aircraft.

As a result, security guidelines were drafted. These guidelines are designed to assist air carriers in the development of aviation security training programs and operational procedures for ground personnel. At its last meeting on October 12th, 2005, members of the working group finalized the document entitled "Security Guidelines for Ground Personnel" and distributed early May 2006.

The National Air Cargo Security Training and Awareness Committee has revised the "Transport Canada Cargo Screening Training Program," which is comprised of five modules including a security training video. The aim of this training program is to provide all employees involved with the acceptance of cargo at cargo handling facilities, located at major Canadian airports, with knowledge and skills necessary to perform their duties as air cargo screeners in accordance with Transport Canada requirements.

For its Winter 2005 Air Cargo Security Awareness Campaign, the National Air Cargo Security Training and Awareness Committee has developed and distributed a poster entitled "**REPORT ALL SUSPICIOUS ACTIVITY**". This poster is targeted to the cargo warehouse environment of the air cargo community.

The committee has also launched its summer 2005 awareness campaign. The purpose of this campaign was to promote the importance of wearing identification and/or restricted area passes and to foster vigilance in reporting security related irregularities.”<sup>64</sup>

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<sup>64</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), pp. 7-8.

## **CHALLENGE TO GOVERNMENT**

While this is a step in the right direction, poster campaigns and awareness ads in the workplace don't nearly go far enough in giving workers the tools they need to identify dangerous materials or situations – especially when you're dealing with a cleverly hidden cargo bomb.

When it comes down to it, “guidelines” is one of those words like “discussions.” It means something may come of this, but nobody in government is taking responsibility if it doesn't.

The Committee would simply like someone in the federal government to take responsibility for assuring that maintenance workers are trained to play a role in airport security, and that tests are in place to measure whether they know how to do that when a crisis arises.

The Canadian public needs to feel comfortable that everyone working in an airport – not just security personnel – has a keen eye to spot danger, whether it be in a suspicious co-worker or cargo that ticks. Do we have any assurances that is happening? We do not.



## **Problem 8:**

### **Who's in Charge of Security at Canadian Airports?**

Responsibilities at Canadian airports are far too diffused. In August 2002, Sam Landry, a Royal Canadian Mounted Police Inspector detailed to Lester B. Pearson Airport in Toronto, provided the Committee with a list of 57 different security firms, police forces, intelligence services and government departments or agencies that had enforcement or regulatory responsibilities at Pearson.

Given the security threats of the 21<sup>st</sup> century, it is imperative that the government claw back some of the responsibility for airports that it devolved to local authorities in the 1990s.

There is too much sharing of security responsibilities between Transport Canada (the aviation security regulatory authority), the Canadian Air Transport Security Authority (the agency that implements air security programs), the Royal Canadian Mounted Police (which enforces federal statutes everywhere and provides policing services in three airports<sup>65</sup>), and local Airport Authorities (which operate individual airports).

Testimony before the Committee has made it clear that responsibility for airport security is too diffused for security to be managed effectively.

Air security demands a more focused approach.

On August 2, 2002 Inspector Sam Landry of the RCMP, Toronto Airport Detachment, sent the following list to the Committee:

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<sup>65</sup> The Royal Canadian Mounted Police is the police force of jurisdiction at the Halifax, Edmonton and Vancouver airports.

**THE 57 ORGANIZATIONS WITH SOME RESPONSIBILITY  
FOR SECURITY AT PEARSON AIRPORT<sup>66</sup>**

1. Royal Canadian Mounted Police
2. RCMP Drug Section
3. RCMP VIP Security
4. RCMP Immigration and Passport
5. RCMP Customs and Excise
6. RCMP Prime Minister's Protection Detail
7. RCMP Federal Enforcement Section
8. RCMP Proceeds of Crime
9. Peel Regional Police
10. Canadian Security Intelligence Service
11. Greater Toronto Airport Authority
12. Canada Customs and Revenue Agency
13. Citizenship and Immigration Canada
14. Passport Office (Department of Foreign Affairs and International Trade)
15. U.S. Immigration and Naturalization Service
16. U.S. Customs
17. Transport Canada
18. NAVCANADA
19. Corps of Commissionaires
20. Ontario Provincial Police
21. Toronto Police Service
22. York Regional Police
23. Niagara Regional Police
24. Hamilton Wentworth Regional Police
25. Halton Regional Police
26. Canada Post
27. Federal Express
28. Purolator
29. United Parcel Service
30. Group 4
31. Wackenhut
32. Mississauga Fire Department

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<sup>66</sup> Submission of follow up request by Inspector Sam Landry, Officer in Charge, Royal Canadian Mounted Police, Toronto International Airport Detachment to the Standing Senate Committee on National Security and Defence, August 2, 2002.

33. Toronto Fire Department
34. Health Canada
35. Regional Municipality of Peel
36. Toronto Transit Authority
37. Canadian Food Inspection Agency
38. Agriculture and Agri-Food Canada
39. Environment Canada
40. Inflight Kitchens
41. CARA
42. Paragon Security
43. Alpha Security
44. ASP Security
45. Canadian Military Police
46. JTF2
47. Airport Group Canada
48. U.S. Federal Aviation Administration
49. U.S. Secret Service
50. U.S. State Department
51. Central Intelligence Agency
52. El Al Airlines Security
53. Air Canada Security
54. Air Transit Security
55. Sky Service Security
56. AMF Security
57. U.S. Air Security

## COMMITTEE'S RECOMMENDATIONS

- **The Committee recommended that a federal agency be created to take responsibility for selection, training, and supervision of persons and systems responsible for passenger and baggage screening at airports, and that this agency report to the RCMP.<sup>67</sup> (February 2002)**
- **The Committee recommended that the Canadian Air Transport Security Authority (CATSA) should be responsible for the design and delivery of all mechanisms and training to assure air travel security, including the management and security screening of the restricted areas of the airport and the security screening of all persons and things boarding aircraft in Canada.<sup>68</sup> (January 2003)**

## GOVERNMENT RESPONSE

On July 7, 2006 Transport Canada responded:

“On April 1, 2002, CATSA was created and was assigned several key aviation security responsibilities. On December 31, 2002, CATSA assumed full operational responsibility for pre-board screening of passengers and baggage. CATSA's responsibilities fall into six major areas:

- Pre-board screening of passengers and their belongings;
- Acquisition, deployment, operation and maintenance of explosives detection systems at airports;
- Contracting for RCMP policing services on selected flights and all flights to Reagan National Airport;
- Implementation of a restricted area identification card;
- The screening of non-passengers entering airport restricted areas; and
- Contributions for supplemental airport policing services.

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<sup>67</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.130, Recommendation #13

<sup>68</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.125), Recommendation # VIII.2

CATSA has taken an integrated approach to the development and implementation of a comprehensive training, certification, validation and continuous improvement program that encompasses many levels of proficiency. CATSA's National Training and Certification Program (NTCP) is based on regulatory requirements and a number of proficiency levels that allow screening officers to progress from the basic screening officer (conventional x-ray, EDT and search methods), to specialized (NPS, EDX and CTX), and possibly supervisory and instructor levels. Based on core competencies, the training curriculum focused on security, people skills, technology and delivery is conducted through expanded classroom, computer-based and on-the-job training. CATSA has also included pre-selection and on-going professional programs.

CATSA invests over \$4,000 in training of every screening officer. Since its creation in-class training has increased threefold, and on-the-job training four-fold. CATSA has also incorporated distance learning. Operational standards have been put in place nation wide. CATSA regularly reviews and improves its national program in line with changing needs. Pre-selection and on-going professional development programs are examples of enhancements to date. Furthermore, CATSA is deploying advanced software programs such as Threat Image Projection System (TIPS) and X-ray Tutor (X-RT). TIPS will improve screening officer vigilance, and X-RT supplements existing training programs by providing on the job training to enhance threat object recognition.

The Government of Canada believes that the current range of responsibilities given to CATSA provides the capacity to significantly enhance aviation security. This range of responsibilities is being considered under the CATSA act review.

While CATSA is responsible for delivery of specific services, Transport Canada provides and monitors the policy and regulatory framework - a division of responsibility that enhances checks and balances in the system.”<sup>69</sup>

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<sup>69</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), pp. 12-13.

## **CHALLENGE TO GOVERNMENT**

The Committee challenged Transport Canada to demonstrate that the lines of authority, accountability and responsibility at Canadian airports are clearly defined.

Transport Canada responded with the text above, which is essentially an abridged report of what the Canadian Air Traffic Security Agency (CATSA) has done to train screening officers.

It's all a bit sad.

At any rate, Transport Canada should not be answering questions on security at Canadian airports. CATSA should.

Transport Canada should get out of the security field and focus on areas in which it has competence. Like making Canada's transportation network more efficient. This is what Transport Canada is really interested in – moving people and things with maximum efficiency. The Committee is not saying that this is not a worthy pursuit. It surely is.

But others should be in charge of security, primarily because the need for proper security sometimes gets in the way of moving people and things as quickly as they could be moved without proper security. Putting Transport Canada in charge of security is comparable to putting Industry Canada in charge of the environment. Industry Canada wants maximum production. Environmentalists want to ensure that production doesn't despoil the planet. The roles don't mix.

CATSA should report to Parliament through the Minister of Public Safety and be under the operational control of the Royal Canadian Mounted Police. Such a move would foster the security-based culture that is emerging at CATSA and provide for a more effective working relationship between the two organizations.

The Committee urges that the Government consider putting CATSA in charge of security operations and the RCMP in charge of security strategy.

Then, perhaps, it wouldn't be taking years of consultation with stakeholders before half-measures get taken. Then, perhaps, full and responsible security measures would be put in place within a reasonable time frame.

**NEW RECOMMENDATION**

**A9. The Committee recommends that Transport Canada be relieved of its responsibility for security at airports and that this responsibility be transferred to the Department of Public Safety and Emergency Preparedness Canada.**

## **Problem 9:**

### **“Known Shipper” System Lessens Aircraft Security**

The Committee has recommended full and rigorous screening of all cargo passing through Canada’s 89 major airports. However, until full screening is implemented, the government should discontinue its program designating certain shippers as “safe” or “known” shippers – shippers that can get parcels onto aircraft quickly without screening.

How can any shipper be considered safe when there are virtually no guarantees that known shippers screen both their staff and their customers before putting parcels and other types of cargo on aircraft?

#### **COMMITTEE’S RECOMMENDATION**

- **The Committee recommended that the practice of offering blanket security shortcuts for “known” shippers should be discontinued. The Committee encourages the development of a protocol for shippers based on proven capacity to assure security, similar to the one currently being introduced under the Smart Borders arrangement with the United States.<sup>70</sup> (January 2003)**

#### **GOVERNMENT RESPONSE**

On July 7, 2006, Transport Canada provided the following response:

“Transport Canada has security requirements in place to address air cargo and airmail security. Compliance with these requirements is monitored by the department.

In addition, Transport Canada has security requirements in place to address air cargo and airmail security. Compliance with these requirements is monitored by the department. Starting in 2004,

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<sup>70</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada’s Airports*. (Ottawa: Senate of Canada, January 2003), p.55, Recommendation # III.3



Transport Canada directed new attention to the air cargo security gap by holding policy discussions with stakeholders and other government departments; conducting an air cargo risk assessment; reviewing international practices; and developing an air cargo security strategy.

Budget 2006 allocated \$26 million over two years for the design and pilot-testing of an air cargo security program to mitigate security risks to aviation and facilitate the efficient movement of goods domestically and globally. Transport Canada will work closely with Canada Border Services Agency (CBSA) to explore and evaluate a spectrum of efficiency measures from establishing comparable requirements to possible integration of security programs.

The *Security and Prosperity Partnership of North America* (SPP) commits Canada to work with the U.S. to: develop comparable supply chain security programs; develop comparable screening and-inspection protocols; and explore the potential for an interoperable known shipper database. Transport Canada's approach will seek to maintain the efficiency of the cargo and aviation industries while improving security.

The National Air Cargo Security Working Group - Education and Training (members include officials from Transport Canada Security Education and Training, air cargo industry stakeholders and other government departments) has revised the "Transport Canada Cargo Screening Training Program," which is comprised of five modules including a security training video. The aim of this training program is to provide all employees involved with the acceptance of cargo at cargo handling facilities, located at Canada's major airports, with knowledge and skills necessary to perform their duties as air cargo screeners in accordance with Transport Canada requirements.

During summer 2004, Transport Canada worked in partnership with the air cargo industry and finalized a new and innovative air cargo security awareness campaign."<sup>71</sup>

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<sup>71</sup> Transport Canada, "Response to Committee's Recommendations," (July 7, 2006), p. 3.

## CHALLENGE TO GOVERNMENT

This is boilerplate. These responses have been lifted from other responses to other recommendations. So deficient is this as a reply that it does not even include the fact that Transport Canada has already commenced with a \$26 million study to improve air cargo security, at least partially spurred by acknowledgements that the Government has reservations about the current “known shipper” program. The following is testimony given to the Committee on June 19, 2006:

**Senator Banks:** Can you tell us exactly what that \$26 million will be used for, and when, and what key stakeholders will be involved in that process, and what functions will they carry out? Can you walk us through, just for the record, what the timeline is that you now plan on the implementation of that initiative? Give us an idea of how long it will take before that program is in place. The one about trucks on the airside was three and a half years ago and we have never had an undertaking from anyone to say "This is how long it will take us to fix that." Now, here you have \$26 million new dollars to deal with cargo and airplane. How long will it take?

**Mr. Louis Ranger, Deputy Minister of Transport, Infrastructure and Communities, Transport Canada:** First, it is not as if nothing exists now. I know it has been criticized, and rightly so, but there is a known shipper program that exists already. We have been concerned. There are gaps there that we need to deal with. That money will serve to design a program that will undergo a pilot test. There will be some specific interventions.

**Senator Banks:** Is that to address those gaps?

**Mr. Ranger:** To address those gaps. I will ask Mr. Grégoire to elaborate on what the intentions are.

**Marc Grégoire, Assistant Deputy Minister for Safety and Security, Transport Canada:** This money is to design and pilot test enhancements of air cargo. It is not to fill in all the gaps yet. We want to evaluate and develop regulated agent and known shipper security programs to increase security in the supply chain integrity. That will be done with approximately 1,000 companies, give or take a few dozen. We want to evaluate and develop a known shipper database to help identify low-risk supply chain partners. Here we would like to eventually have up to 30,000 registered companies.

While it is discouraging that air cargo security is still at the discussion stage more than five years after 9/11, the Committee was at least encouraged by Transport Canada’s recognition that “there are gaps that we need to deal with.”

The Committee's primary concern, beyond the molasses-like speed of this process, is that "stakeholders" will come up with a program based on voluntary buy-ins, best practices and videos.

The Government needs to lay down some hard and fast rules about background checks and security precautions that must be taken if parcels and air cargo are to be shipped on aircraft that carry passengers.

### **NEW RECOMMENDATIONS**

**A10. The Committee recommends that the Government of Canada take the appropriate steps to expedite this study on air cargo security to bring forth results by Spring 2008.**

**A11. The Committee recommends that the Government of Canada use the results of the study to create a fail-safe system that will fill the gaps in air cargo security within a year after the study's results are identified.**

## **Problem 10:** **Lack of Security at Fixed-Base Operations**

Fixed-Base Operations – essentially private aircraft facilities attached to major airports for the use of charter aircraft, executive jets and general aviation – are subject to almost no scrutiny. Fixed-Base Operations need to be screened by the Canadian Air Transport Security Authority (CATSA). Without appropriate security, large private or charter aircraft could fall into the wrong hands. Such aircraft could be used as a missile and cause massive damage and loss of life.

### **COMMITTEE’S RECOMMENDATION**

- **The Committee recommended that Transport Canada require that private aircraft departing airports under CATSA’s supervision should not leave until aircraft, passengers and their baggage have been screened. Private aircraft departing from any air facility not supervised by CATSA should be searched on arrival, whether they arrive from private airfields in Canada or any locations in foreign countries in order to ensure the integrity of security at Canadian airports.<sup>72</sup> (January 2003)**

### **GOVERNMENT RESPONSE**

Transport Canada, in its July 7, 2006 response to the Committee, said:

“Though the current regime does not require screening "on arrival," passengers and baggage incoming from non-designated airports are screened if they are connecting at a designated airport. In addition, measures are in place at airports to prevent screened and unscreened passengers from mixing, which protects the integrity of the screening process.

Based on threat and risk assessment, the department continues to focus screening resources on commercial air operations – those that

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<sup>72</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada’s Airports*. (Ottawa: Senate of Canada, January 2003), p.91, Recommendation # V.1

are accessible to the traveling public - including scheduled service and charter operations.

The department is undertaking a comprehensive review of commercial flights at designated airports with a view to broadening the application of screening requirements to more flights than are currently captured under screening requirements. We produced and consulted on recommendations to expand screening requirements to more commercial flights and continue to work closely with our partners in industry and at the Canadian Air Transport Security Authority to consider their views and impacts on their operations. Discussions with Stakeholders will continue through 2006 and we aim to implement new enhancements in 2006-2007.”<sup>73</sup>

In its December 18, 2006 response to a request for clarification from the Committee, Transport Canada responded:

“Passengers and baggage that have already been screened at their originating airport do not have to be rescreened before proceeding to their connecting flight so long as they do not depart the sterile area.

A “designated” airport is an airport that has been designated to provide CATSA screening. An undesignated airport does not have CATSA presence. There are 89 designated airports covering approximately 99% of all Canadian commercial air passengers. In addition, there are 545 other certified airports, which, because of their level of activity, need to meet Transport Canada’s certification standards. Also, there are 1096 registered aerodromes, which, by definition, are facilities registered with Transport Canada as aircraft landing and take-off sites (these can include sites on water).”<sup>74</sup>

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<sup>73</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 13.

<sup>74</sup> Transport Canada, “Response to Committee’s Additional Questions,” (December 18, 2006)

## CHALLENGE TO GOVERNMENT

This is an interesting sentence: “The department is undertaking a comprehensive review of commercial flights at designated airports with a view to broadening the application of screening requirements to more flights than are currently captured under screening requirements.”

The time for considering should be long past. Fixed-Base Operations on the periphery of airport terminals present the same potential threats as passenger and cargo terminal operations. Fairly large aircraft leave from some of these operations. With no screening, what is to prevent a terrorist from commandeering one of these planes and flying it into a building?

Other glaring examples of security neglect involve a large variety of aircraft landing and taking off in the centre of major cities without any security searches of baggage or passengers. Two obvious examples are the seaplane and helicopter services at Vancouver Harbour and Victoria Harbour. These types of operations – which are fixed-base, but not attached to an airport – need to be included under CATSA’s passenger and baggage search regulations.

## NEW RECOMMENDATION

**A12. The Committee recommends that all individuals and vehicles, including private aircraft, be searched at all fixed-base operations that are attached to the current 89 designated airports.**

**A12a. The Committee recommends that aviation facilities in the core of municipalities such as Victoria and Vancouver be immediately designated for CATSA supervision.**

## **Problem 11:** **Small Airports are Weak Links in the Aviation Security Net**

Like fixed-base operations attached to Canadian airports, flights arriving from small airports that may have weak security or no security also create a security gap in Canada's overall air traffic network.

Air cargo originating from local airports is not checked upon arrival at any of the 89 Designated Airports under the Canadian Air Transport Security Authority's (CATSA) responsibility. Canada has 1,419 airfields or airports in total. Cargo originating from the 1,370 smaller airports needs to be screened upon arrival at designated airports. If they aren't, dangerous goods could easily be transported to larger airports undetected and used to endanger those airports and their surroundings.

### **COMMITTEE'S RECOMMENDATION**

- **The Committee recommended that people, cargo and aircraft coming from small airports without sophisticated screening systems should receive a full screening when they arrive at a Designated Airport under CATSA's jurisdiction.<sup>75</sup> (January 2003)**

### **GOVERNMENT RESPONSE**

On July 7, 2006, Transport Canada responded:

**“There are security controls in place to prevent mixing of screened and unscreened passengers between smaller airports and airports under CATSA's jurisdiction.**

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<sup>75</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.55, Recommendation # III.4

Transport Canada is always assessing the entire aviation system, including operations at small airports and will implement more rigorous security procedures as appropriate.”<sup>76</sup>

“The International Civil Aviation Organization (ICAO) designated January 1, 2006 as the deadline for countries to have in place checked baggage screening for international flights. The Canadian Air Transport Security Authority (CATSA) and Transport Canada have exceeded ICAO requirements and are screening checked baggage on all international and most domestic flights as of December 31, 2005.

CATSA developed a deployment plan for the EDS equipment covering the three-to-five year implementation timeframe announced in Budget 2002. Transport Canada worked with CATSA to accelerate the deployment through additional interim measures that can be taken to allow for some form of EDS screening prior to the final permanent installations at major airports.

Once the full complement of EDS equipment has been deployed at the designated airports, all carry-on and checked baggage will be screened for explosives. The use of other screening methods, such as X-ray equipment, sniffer dogs and manual search procedures will continue and in many cases, be expanded.”<sup>77</sup>

## **CHALLENGE TO GOVERNMENT**

“Transport Canada is always assessing the entire aviation system, including operations at small airports and will implement more rigorous security procedures as appropriate.”<sup>78</sup>

**TRANSLATION:** Buzz off. Maybe we’ll get to small airports some day, and maybe we won’t. If we do, we’ll let you know.

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<sup>76</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 8.

<sup>77</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 2.

<sup>78</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p. 8.



This was the Committee's recommendation four years ago. This remains the Committee's recommendation now:

- **Transport Canada should require that private aircraft departing airports under CATSA's supervision should not leave until aircraft, passengers and their baggage have been screened. Private aircraft departing from any air facility not supervised by CATSA should be searched on arrival, whether they arrive from private air fields in Canada or any locations in foreign countries in order to ensure the integrity of security at Canadian airports. [January 2003 - The Myth of Security at Canada's Airports (page 91)]**

Unsearched aircraft arriving from non-designated airports which land at designated airports are even more dangerous than unsearched trucks given airside access. They should be treated accordingly.

## **Problem 12:**

# **The Canadian Air Transport Security Intelligence Gap**

The Canadian Air Transport Security Authority (CATSA) does not have the capacity or connections to other parts of the security and intelligence community that it needs to pre-empt dangerous situations for Canadian air travellers.

The Committee has believed for some time that CATSA needs the capacity to directly receive and use the latest CSIS and RCMP intelligence analysis of terrorist incidents and potential threats. CATSA should also have clear procedures in place to allow it to share and funnel this kind of analysis with personnel working on the front lines.

According to the Auditor General's December 2006 "Special Examination Report":

"CATSA considers greater access to intelligence information to be one of its corporate priorities. Canada's security and intelligence community is comprised of Transport Canada and several other departments such as the RCMP and CSIS, but does not include CATSA. Transport Canada passes intelligence information to CATSA. However, CATSA has stated that it needs direct access to intelligence information and that this is imperative for it to effectively carry out its work. It has engaged two employees to collate and assess intelligence information. These employees prepare daily intelligence briefs and weekly intelligence reports for CATSA's senior management."<sup>79</sup>

CATSA needs an intelligence capability for its training of pre-board screeners and non-passenger screeners. If CATSA is to stay a step ahead of terrorists and criminals, its training needs to be based on sound, up-to-date intelligence.

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<sup>79</sup> Office of the Auditor General of Canada, "Special Examination Report – Redacted Version," (December 15, 2006), p.19 Available at [http://www.catsa-acsta.gc.ca/english/about\\_propos/rep\\_rap/oag\\_bvg/CATSA%20Spec\\_Exam\\_E.pdf](http://www.catsa-acsta.gc.ca/english/about_propos/rep_rap/oag_bvg/CATSA%20Spec_Exam_E.pdf)

## COMMITTEE'S RECOMMENDATION

- The Committee recommended that CATSA develop an intelligence capability in order to effectively carry out its responsibilities.<sup>80</sup> (January 2003)

## GOVERNMENT RESPONSE

In its July 7, 2006 response to the Committee, Transport Canada stated:

“CATSA has implemented national standards through its multi-level training and certification programs for screening officers. CATSA introduced standard operating procedures and operational plans for all 89 airports.

CATSA currently receives intelligence information that is appropriate to its responsibilities from Transport Canada. CATSA is actively working with Transport Canada and Public Safety and Emergency Preparedness Canada (PSEPC) to ensure adequate sharing of threat information. Any consolidation of the roles and responsibilities for airport/aviation security would be decided by the Government of Canada.”<sup>81</sup>

## CHALLENGE TO GOVERNMENT

Why would a security agency continue to receive security intelligence from a Department that is focused on moving people and things quickly, and not on security?

Why would the security agency not have its own intelligence capacity?

Is this one more Ottawa turf war?

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<sup>80</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.125, Recommendation # VIII.3

<sup>81</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), p.14.

## **NEW RECOMMENDATIONS**

- A13. The Committee recommends that the Government of Canada ensure that CATSA has access to all available intelligence related to aviation safety.**
- A14. The Committee recommends that in partnership with the RCMP and CSIS, CATSA develop its own intelligence analysis capabilities.**

## **Problem 13:** **Unnecessary Secrecy Over Security**

Canadian authorities are quick to invoke the need for secrecy about seaport and airport security, maintaining that the release of any information providing insights into the state of security at these vital hubs could well play into the hands of would-be terrorists.

The Committee doesn't reject the argument that there should be secrecy concerning details that might help someone circumvent a security system. But our experience is that unnecessary secrecy hides inefficiencies, provides cover for poor administration, and generally fosters weak security.

Hiding information about security gaps at seaports and airports won't deter anybody seriously looking for those gaps, because anybody who works in and around a seaport or an airport knows where they are. The only people who will be left in the dark are the Canadian public. Voters need information if they are to apply pressure on governments to upgrade security where upgrades are needed.

When the Committee started probing seaport and airport security after 9/11, many bureaucrats and some politicians reacted as though airport security and aviation safety was their private preserve and the public would just have to "trust us."

In early testimony, the Committee was appalled at the way officials from Transport Canada used the need for secrecy in matters of security as a shield against questions designed to determine whether the government was taking appropriate action to safeguard the travelling public. The Committee, looking for the straight goods, finally turned to the people who actually do the work at airports. These people told us what all airport workers know: that security at Canadian airports is largely an illusion.

Security that relies on secrecy is weak because as soon as someone publishes the secret, the security that depended on the secret is forever breached. As Bruce Schneier points out in his book *Beyond Fear*, the security of a house lock depends on thieves not knowing that the owner keeps a key under the doormat. Once they know...

At Canada's airports, we discovered that everybody and their brother knew where the keys were hidden, and which locks were vulnerable. Organized crime long ago opened up huge security gaps at airports that governments said were being filled.

Our Committee discovered that the gaps weren't being filled. Once that secret was out of the bag, security began to improve. So which gets the job done – secrecy or a degree of openness?

Secrecy won't fix security problems. It will delay them getting fixed.

## **COMMITTEE'S RECOMMENDATIONS**

- **The Committee recommended that the federal government design and implement air travel security measures that provide transparency and full financial accountability to the Canadian public.<sup>82</sup> (January 2003)**
- **The Committee recommended that Airport authorities and the airlines must recognize that security of air travel is the public's business and be forthright in explaining the measures they are taking to protect against terrorist or criminal activity, on the ground, and in the air.<sup>83</sup> (January 2003)**

## **GOVERNMENT RESPONSE**

Transport Canada's July 7, 2006 response:

“CATSA works with the Office of the Auditor General of Canada to ensure that all expenditures are reported appropriately. In the interest of transparency and financial accountability, CATSA also posts all information on its website.”<sup>84</sup>

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<sup>82</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.141, Recommendations #X.1 and# X.2

<sup>83</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003),p.141, Recommendations #X.1 and# X.2

<sup>84</sup> Transport Canada, “Response to Committee's Recommendations,” (July 7, 2006), p.14.

## **CHALLENGE TO GOVERNMENT**

Since 9/11 Canadian governments have made some reforms to security at Canadian seaports and airports. In many other cases they have not made reforms recommended by this Committee and others, such as the Auditor General, concerned about the security of Canadians.

The responses we have had from officials of successive governments in attempting to update this Security Guide are often either bland assurances that the universe is unfolding as it should, or bland assurances that one government department or another is working with stakeholders toward ... blah, blah, blah.

**What is missing from the picture is a clear government vision that recognizes its responsibility to provide comprehensive air security and – as the Auditor General pointed out in her 2005 report – to provide a system of measuring what is working or not working.**

We received not one government response giving evidence that tests had been conducted to show that a security system was working properly, or was in need of repair.

Not only do we not know the results of any testing that may be going on, in most cases we do not even know whether any testing is going on.

How can anyone know if a security system is working properly if it isn't tested? How can the Canadian public judge the safety of air travel in Canada if the results of tests are not shared with them? If test results are positive, the publicity will build confidence. If they are not good, the public deserves to know.

The Auditor General complained about “a lack of institutionalized risk-assessment mechanisms in Transport Canada.” Have they been introduced since her report? Have they produced results? Not to our knowledge.

The Government is getting away with up front cosmetics. Making people jump through hoops at passenger security checks makes it look like security is tight and flights are safe.

What about security behind the curtains, where luggage is scanned, mail and other cargo is loaded, and airport workers and outside suppliers service the aircraft? Are

airport authorities testing interior security systems? If they aren't, they should be. If they are, they should be sharing results. Airport security is an issue of vital importance to Canadians. The public should not have to fly blind.

A good example is "intrusion testing," which we know takes place. This is where government agents surreptitiously try to get guns, knives, and "explosives" past screeners to determine whether CATSA scanning is effective. Prior to 9/11, the government regularly made the results public. Since then, it has not – ostensibly because the United States does not.

The Committee has information from senior officials that the failure rate – the percentage rate that officials get things past the screeners – is in double digits.

This is outrageous, and if the public knew the real figures people would be clamoring for action.

The Government of Canada's response to the Committee's demands that this information be made public has been that such information would be of assistance to terrorists – even if released in the aggregate rather than pinpointing specific machines. The Committee countered with a proposal that the results be made public six months after the tests or whatever reasonable period was deemed necessary to correct the deficiencies. The government flatly refused.

### **NEW RECOMMENDATION**

**A15. The Committee recommends that the Government of Canada make public results of "intrusion tests" within six months of the tests being conducted by the airport, or that the Government of Canada put into effect a plan that would make the results public on a regular basis after a longer, but reasonable, period so that it has sufficient time to remedy the deficiencies uncovered by the tests.**



In the words of a man who has studied the subject:

“Don’t accept anyone telling you that secrecy requires keeping details of a security system secret. I’ve evaluated hundreds of security systems in my career, and I’ve learned that if someone doesn’t want to disclose the details of a security system, it’s usually because he’s embarrassed to do so. Secrecy contributes to the “trust us and we’ll make the trade-offs for you” mentality that ensures sloppy security systems. Openness demystifies; secrecy obscures.”<sup>85</sup>

Bruce Schneier

*Beyond Fear: Thinking Sensibly about Security in an Uncertain World, page 278*

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<sup>85</sup> Bruce Schneier, *Beyond Fear: Thinking Sensibly about Security in an Uncertain World* (New York: Copernicus Books, 2003), p.278.

## **Problem 14:** **Air Travelers Security Charge**

The Air Traveler Security Charge was imposed on flights out of Canadian Airports on March 27, 2002 as a direct tax on air travellers to pay for upgrades in security in the Canadian air traffic system in the wake of 9/11<sup>86</sup>.

The amount of the tax has changed four times since then. Here are the charges imposed during various time periods since the tax came into effect:

### **CHANGES IN THE AIR TRAVELLERS SECURITY CHARGE FROM MARCH 2002 - PRESENT<sup>87</sup>**

#### **March 27, 2002 – June 18, 2003**

Domestic flights – \$24

Continental flights – \$24

Out of continent flights – \$24

#### **June 19-2003 – May 12, 2005**

Domestic flights – \$14

Continental flights – \$24

Out of continent flights – \$24

#### **May 13, 2005 – June 28, 2005**

Domestic flights – \$12

Continental flights – \$20

Out of continent flights – \$20

#### **June 29, 2005 – June 21, 2006**

Domestic flights – \$10

Continental flights – \$17

Out of continent flights – \$17

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<sup>86</sup> This charge was recommended by Senator Colin Kenny, Chairman of the Standing Senate Committee on National Security and Defence in his op-ed “We should start charging airline travelers a safety tax of \$10” dated October 29, 2001, which appeared in a number of newspapers including the Hill Times.

<sup>87</sup> The Air Travellers Security Charge for Canadian/Continental flights are lower **if** subsection 165(1) of the Excise Tax Act (aka. GST) is not required to be paid. These figures all assume GST is applicable.

**June 22, 2006 - present**

Domestic flights – \$9.90

Continental flights – \$16.84

Out of continent flights – \$17.00

The Committee's original complaint about this tax in our 2003 report *The Myth of Security at Canada's Airports*, was that the public had no idea whether it was getting its money's worth out of the deal. Was the initial tax somebody's guess at what security improvements would cost? How much money was actually being spent on security upgrades? Where was it being spent, and on what? Details were not forthcoming.

The Committee wanted to know the details, based on our belief that the public has a right to know (a) how its money is being spent, and (b) whether improved security measures really were being introduced and whether they were effective.

The Committee now has a second area of concern about the tax. The size of the tax has dropped in four stages since it was introduced. The most obvious decline has been for domestic flights – from \$24 round trip to \$9.90 round trip. But continental flights have also dropped from \$24 to \$16.84, and out of continent flights from \$24 to \$17 as it then was.

In some circumstances we would be as enthused as other air travellers at this development – nobody likes to pay more taxes than they have to, and air travellers have rightly been grumbling at all the add-ons that are tacked onto ticket prices these days.

Just one problem. Our assessment is that the reforms that need to be made to airport security are only about 25 percent completed, if that. If this is because the cost of moving quickly on improvements is too expensive for the government's budget, then the Air Travellers Security Charge shouldn't be decreasing.

There is a lot still to do:

## **LIST OF COSTLY ITEMS THAT STILL NEED TO BE IMPLEMENTED AT CANADA'S AIRPORTS**

- Item 1. Increase the number of the RCMP at airports by between 600 and 800 full-time equivalents. (problem 1a)
- Item 2. Implement changes to system of background checks for airport workers to every three years instead of every five. (problem 1b)
- Item 3. Implement system to search all personnel and vehicles entering restricted areas (which will amount to searching more than 100,000 workers per day<sup>88</sup>) and random searches for 10% of personnel leaving restricted areas. (problem 1c)
- Item 4. Implement a nation-wide system of electronic identification passes equipped with geofencing to monitor and control suspicious movement in high-risk security areas (problem 2)
- Item 5. Implement system for full multi-layer screening (vapour detection supplemented by x-rays and other kinds of searches) of all checked baggage, mailbags and cargo. (problem 3)
- Item 6. Implement screening system of service carts going on board aircraft. (problem 4)
- Item 7. Install cockpit double doors or dividers on all Canadian aircraft. (Problem 5)
- Item 8. Implement system of training courses, drills and testing for baggage handlers and maintenance workers to enhance aviation security. (problem 7)
- Item 9. Conduct study of Air Cargo Security Gap, create and implement system based on this study to close the gap. (Problem 9)
- Item 10. Implement system to search all persons and cargo arriving at airport terminal from fixed-base operations (problem 10)
- Item 11. Implement system to search private aircraft departing from any air facility not supervised by CATSA on arrival (problem 11)
- Item 12. CATSA needs to develop in-house intelligence capabilities (problem 12)

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<sup>88</sup> "We screen about 1,200 workers a day across the system. More than 100,000 people work in Canadian airports." Proceedings of the Standing Senate Committee on National Security and Defence, "Issue 6 - Evidence, Mark Duncan, Executive Vice-President and Chief Operating Officer, Canadian Air Transport Security Authority," (October 30, 2006)

Of course, it is possible that money isn't the problem – it's simply that the bureaucracy keeps talking to “stakeholders” and dithering about what to do instead of pushing ahead with reforms. But if money is a constraining factor, the public should know. The public should have all the details as to exactly on what the Security Charge is being spent, where it is being spent, and whether it is adequate to cover improvements that haven't yet been started – such as the scanning of cargo and mail.

## COMMITTEE'S RECOMMENDATIONS

- **The Committee recommended that the Government of Canada detail how much money is being collected from the \$12 [one-way] Air Travellers Security Charge – better known as the departure tax – and from which airports.<sup>89</sup> (January 2003)**
- **The Committee also recommended that the Government of Canada account for how much of the \$12 [one-way] Air Travellers Security Charge is being spent by the Canadian Air Transport Security Authority (CATSA) and how much is being spent by other departments and agencies and how much is being spent at each airport, and for what.<sup>90</sup> (January 2003)**

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<sup>89</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.135, Recommendation #IX.1 and #IX.2

<sup>90</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.135. Recommendation #IX.1 and #IX.2

## GOVERNMENT RESPONSE

According to Finance Canada's July 4, 2006 response:

“Revenue from The Air Travellers Security Charge (ATSC) <sup>91</sup> is reported monthly in *The Fiscal Monitor* published by the Department of Finance Canada and annually in the Public Accounts of Canada. ATSC revenue is also subject to audit by the Auditor General of Canada, as noted above. The ATSC is payable by air passengers and collected and remitted by air carriers, with the result that revenue is not reported on an airport-by-airport basis. This approach reflects the fact that the ATSC funds an enhanced air travel security system of national application, and is consistent with the general principle that collection and remittance should be undertaken in the most efficient manner possible, subject to reasonable requirements with respect to verification and audit.

Concerning the reporting of expenditures, the ATSC was introduced to fund an enhanced air travel security system, including the establishment of the CATSA to consolidate the delivery of key aviation security services, as well as certain expenditures by Transport Canada and the Royal Canadian Mounted Police. As required under the *Financial Administration Act*, CATSA's Annual Report is tabled in both Houses of Parliament. CATSA has now presented three annual reports, for fiscal years 2002-2003 through 2004-2005, providing a broad range of financial and operating information.”<sup>92</sup>

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<sup>91</sup> Finance Canada, “Response to Committee Recommendations,” July 4, 2006, p. 1. “By way of background, the Air Travellers Security Charge (ATSC) came into effect on April 1, 2002 to fund the enhanced air travel security system that was announced in Budget 2001... Since March 1, 2005 the ATSC has been imposed at rates of \$5 for one-way and \$10 for round-trip air travel within Canada, \$8.50 for transborder air travel and \$17 for other international air travel.. ATSC rates (which include GST, where applicable) would be reduced for air travel purchased on or after July 1, 2006, to \$4.95 for one-way and \$9.90 for round-trip air travel within Canada, and to \$8.42 for transborder air travel. The ATSC rate for other international air travel, which is not subject to the GST, remains at \$17.”

<sup>92</sup> Finance Canada, “Response to Committee Recommendations,” (July 4, 2006), p.2.

## **CHALLENGE TO GOVERNMENT**

- **Itemize Revenues and Expenditures Airport by Airport**

The reports in each of the last two Federal Budgets did provide a general accounting for the Air Travellers Security Charge, but they do not allow the public to easily draw the relationship between the charge and the security that it is paying for on a per-airport basis.

- **Do Annual Reviews of the Security Charge**

The Committee believes that the government needs to evaluate the Air Travellers Security Charge every year. The government should continue to report annually on the appropriateness of the level of the charge until it can demonstrate over a period of multiple years that it has achieved the right level for the charge.

- **Cost and Implement the Recommendations of this Report**

Has the Committee not explained itself enough?

## **Problem 15:** **Lack of Transparency Over Security Expenditures** **Generally**

The Canadian Air Transport Security Authority (CATSA) has not provided a full accounting of the money it spends. The public needs to know how much money is being spent, in which areas, to address airport security. The need to keep some security details secret should be balanced with the right of Parliament and Canadians to know where the money is being spent to lessen risk.

Canadians should know what the government is spending on security at every major Canadian airport, and the Auditor General should have the right to do value-for-money audits on security expenditures at individual airport authorities. At the moment, she does not. Legislation should be passed to give her that power.

### **COMMITTEE'S RECOMMENDATIONS**

- **The Committee recommended that CATSA fully report the amounts that it is spending on its internal administration and report annually how much it has spent at each airport for: passenger screening, mail and cargo screening, airside searching of non-passengers and policing.<sup>93</sup> (January 2003)**
- **The Committee recommended that the Government of Canada introduce legislation providing the Auditor General of Canada with the power to audit each airport authority for accuracy, and value received for all security revenues and expenditures made by the authority, which would complement ongoing auditing and supervision by Transport Canada of security expenditures by airport authorities.<sup>94</sup> (January 2003)**
- **The Auditor General of Canada should conduct audits – including value for money audits – of security expenditures both by the federal**

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<sup>93</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.135, Recommendation IX.3

<sup>94</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.135, Recommendation IX.4



government and airport authorities (the Minister of Transport should make this possible through new legislation).<sup>95</sup> (January 2003)

## GOVERNMENT RESPONSE

According to Transport Canada's July 7, 2006 response:

"CATSA does not publicly break down its expenditures on a per airport basis. CATSA does not have a mandate to screen mail and cargo.

CATSA's total expenditures are accessible to the public in CATSA's Annual Report and Corporate Plan Summary, which are tabled in Parliament. Overall expenditure information is provided through the CATSA corporate plan and through audited financial statements. The Auditor General of Canada, as required under the Canadian Air Transport Security Authority Act, audits them to verify that proper financial practices are being followed."<sup>96</sup>

In a separate July 7, 2006 response to the Committee on the recommendations related to the Auditor General, Transport Canada stated:

"Airport authorities have their own external auditors reporting to the airport authorities and their boards of directors; introducing a second external auditor with a very specialized scope could cloud accountabilities and induce a confusion of roles. Nothing should preclude the Auditor General of Canada following up on CATSA or the department in the discharge of their respective roles, including their management of grants, contributions or contracts and obtaining proper value for money.

Moreover, the Auditor General of Canada reviewed Canada's security and intelligence community with emphasis on transportation. Phase I

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<sup>95</sup> Standing Senate Committee on National Security and Defence, *The Myth of Security at Canada's Airports*. (Ottawa: Senate of Canada, January 2003), p.125), Recommendation VIII.5

<sup>96</sup> Transport Canada, "Response to Committee's Recommendations," (July 7, 2006), p. 14.

of the report was released in March 2004, while phase II was released in March 2005.”<sup>97</sup>

## **CHALLENGE TO GOVERNMENT**

The federal government used to run Canada’s airports. When it devolved this responsibility to individual airport authorities in the 1990s, it pretty well washed its hands of what gets done at individual airports. Some airports appear to take security seriously – some less so.

The public should know what changes have been made to spending on security at individual airports from year to year, and the Auditor General should be allowed to scrutinize security expenditures at those airports on behalf of the public.

Air transportation is too important to the physical safety and economic well-being of Canadians to allow these authorities to hide their activities away from us.

## **NEW RECOMMENDATION**

**A16. The Committee recommends that the Government of Canada invite the Auditor General of Canada to conduct a “Value-for-money” audit on security expenditures such as the Air Traveller Security Charge to ensure that the money collected from passengers is in fact going to technologies and activities that are protecting them effectively.**

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<sup>97</sup> Transport Canada, “Response to Committee’s Recommendations,” (July 7, 2006), pp. 8-9.

# APPENDIX I

## Order of Reference

Extract from the *Journals of the Senate*, Thursday, April 27, 2006:

It was moved by the Honourable Senator Kenny, seconded by the Honourable Senator Moore:

That the Standing Senate Committee on National Security and Defence be authorized to examine and report on the national security policy of Canada. In particular, the Committee shall be authorized to examine:

(a) the capability of the Department of National Defence to defend and protect the interests, people and territory of Canada and its ability to respond to and prevent a national emergency or attack, and the capability of the Department of Public Safety and Emergency Preparedness to carry out its mandate;

(b) the working relationships between the various agencies involved in intelligence gathering, and how they collect, coordinate, analyze and disseminate information and how these functions might be enhanced;

(c) the mechanisms to review the performance and activities of the various agencies involved in intelligence gathering; and

(d) the security of our borders and critical infrastructure.

That the papers and evidence received and taken during the Thirty-seventh and Thirty-eighth Parliaments be referred to the Committee; and

That the Committee report to the Senate no later than March 31, 2007 and that the Committee retain all powers necessary to publicize the findings of the Committee until May 31, 2007.

After debate,

The question being put on the motion, it was adopted.

Paul C. Bélisle  
*Clerk of the Senate*



## APPENDIX II

# Index of Recommendations

# Canadian Security Guide Book 2005

### **Problem 1(a): Insufficient Airport Policing**

- The Committee recommended that all airport policing directly related to air travel security be removed from the airport authorities and assigned exclusively to the RCMP, who can in turn contract parts of it to Canadian Aviation Transportation Security Authority (CATSA).<sup>98</sup> (January 2003)
- The Committee recommended that the RCMP be given the authority to contract CATSA to supervise all security policing at airports as it relates to passenger, cargo, aircraft and airside security.<sup>99</sup> (January 2003)
- The Committee recommended that local police forces and security guards contracted by airport authorities be responsible for criminal offences that are not related to air travel security.<sup>100</sup> (January 2003)

### **Problem 1(b): Inadequate Background Checks**

- The Committee recommended that more rigorous security and police checks be undertaken for all prospective pass recipients.<sup>101</sup> (February 2002)
- The Committee recommended that the current 5-point background check for restricted area passes – Canada Police Information Centre (for criminal record), CSIS (for potential security threats), and
- Transport Canada (domicile, employment background and credit records) – should be conducted every three years, replacing the current schedule of every five years.<sup>102</sup> (January 2003)

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<sup>98</sup> January 2003 - *The Myth of Security at Canada's Airports* (pages 107 and 125). Recommendation # VII.1 and # VIII.4

<sup>99</sup> After printing, the Committee discovered that Recommendation VIII.4 was printed in error and did not reflect its views. The original Recommendation VIII. 4 reads: "CATSA should be given the authority to contract the RCMP to supervise all policing at airports as it relates to passenger, cargo, aircraft and airside security." January 2003 - *The Myth of Security at Canada's Airports* (pages 107 and 125). Recommendation # VII.1 and # VIII.4

<sup>100</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 107). Recommendation # VII.2

<sup>101</sup> February 2002 - *Canadian Security and Military Preparedness* (page 130). Recommendation # 11.C

**Problem 1(c): Inadequate Control of Access to Restricted Areas**

- The Committee recommended that the Canadian Air Transport Security Authority (CATSA) be responsible for assuring that all persons and vehicles are physically searched on entry to restricted areas at Canada's airports. Persons and vehicles leaving these areas should be searched on a random basis, with provision for more extensive exit searches whenever extraordinary threats are perceived.<sup>103</sup> (January 2003)
- The Committee recommended that a nation-wide system of electronic identification (smart passes) be introduced to control the movement through high-risk security areas.<sup>104</sup> (February 2002)
- The Committee recommended that a review be conducted of the entry and exit control systems that monitor the movement within secure areas of terminals and airport perimeters.<sup>105</sup> (February 2002)

**Problem 2: Checking the Legitimacy of Flight Crews and Ground Crew**

[These are in addition to the recommendations applying to restricted areas in the previous section, 1(c).]

- The Committee recommended that the Canadian Air Transport Security Authority (CATSA) issue national passes for aircrew and all other persons who fall more naturally under a national – rather than a regional – jurisdiction. If local airport authorities are permitted to continue to issue passes allowing access to restricted areas at their airports, these local passes should be:
  - of national, uniform design, based on national configurations defined by the CATSA;
  - cancellable by CATSA; and
  - validated through CATSA's national database.<sup>106</sup> (January 2003)

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<sup>102</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 76). Recommendation # IV.5

<sup>103</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 76). Recommendation # IV.4

<sup>104</sup> February 2002 - *Canadian Security and Military Preparedness* (page 130). Recommendation #11.A

<sup>105</sup> February 2002 - *Canadian Security and Military Preparedness* (page 130). Recommendation #11.B

<sup>106</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 75). Recommendation # IV.1

- The Committee recommended that 11 Canadian airports, by December 31, 2003 introduce new electronic airside access passes containing biometric identifiers, that:
  - are encoded to prevent access to zones beyond any employee's work area;
  - expire automatically after three years; and
  - can be deactivated by a central control mechanism at any time.<sup>107</sup> (January 2003)
- The Committee recommended that CATSA be the issuing authority for passes for all employees, contract workers, other personnel and vehicles that operate airside.<sup>108</sup> (January 2003)

### **Problem 3: Unscreened Airmail and Other Cargo**

- The Committee recommended that the movement of mail and parcels at airports be reviewed to ensure adequate security inspection.<sup>109</sup> (February 2002)
- The Committee recommended that dedicated and trained personnel should immediately begin carrying out random and targeted screening of all checked baggage, parcels, mailbags, and cargo.<sup>110</sup> (January 2003)
- The Committee recommended that the Canadian Air Transport Security Agency (CATSA) should implement full multi-layer screening (vapour detection supplemented by x-rays and other kinds of searches) of all checked baggage, mailbags and cargo by January 1, 2004.<sup>111</sup>

### **Problem 4: Screening Checked Baggage**

- The Committee recommended that equipment be installed at airports to be designated by Transport Canada to ensure that all baggage and passengers are screened for weapons and explosives and that, as reliable equipment capable of

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<sup>107</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 75). Recommendation # IV.2,

<sup>108</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 75). Recommendation # IV.3

<sup>109</sup> February 2002 - *Canadian Security and Military Preparedness* (page 130) Recommendation #14

<sup>110</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 55). Recommendation # III.1

<sup>111</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 55). Recommendation # III.2

detecting the presence of chemical or biological or bacteriological agents becomes available, it also be installed.<sup>112</sup> (February 2002)

- The Committee recommended that the Canadian Air Transport Security Agency (CATSA) should implement full multi-layer screening (vapour detection supplemented by x-rays and other kinds of searches) of all checked baggage, mailbags and cargo by January 1, 2004.<sup>113</sup> (January 2003)

### **Problem 5: Vulnerable Cockpit Doors**

- The Committee recommended that by 30 June 2003, Transport Canada require design completion of a double door system or systems to protect cockpits, and order air carriers to complete the installation of such systems by 31 December 31 2004.<sup>114</sup> (January 2003)

### **Problem 6: Alerting Air Crews**

- The Committee recommended that all flight crew should be informed when an Aircraft Protective Officer (APO) is on board.<sup>115</sup> (January 2003)

### **Problem 7: Security Training for Maintenance Workers**

- The Committee recommended that by September 30, 2003 Transport Canada ensure that all Canadian passenger airlines are providing training courses to maintenance personnel and other personnel working in proximity to aircraft to help them identify potentially dangerous situations and materials.<sup>116</sup> (January 2003)

### **Problem 8: Who's In Charge of Security at Canadian Airports?**

- The Committee recommended that a federal agency be created to take responsibility for selection, training, and supervision of persons and systems responsible for passenger and baggage screening at airports, and that this agency report to the RCMP.<sup>117</sup> (February 2002)

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<sup>112</sup> February 2002 - *Canadian Security and Military Preparedness* (page 130). Recommendation #12

<sup>113</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 55). Recommendation # III.2

<sup>114</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 35). Recommendation # II.2

<sup>115</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 35). Recommendation # II.1

<sup>116</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 25) Recommendation # I.3

<sup>117</sup> February 2002 - *Canadian Security and Military Preparedness* (page 130) Recommendation #13



- The Committee recommended that the Canadian Air Transport Security Authority (CATSA) should be responsible for the design and delivery of all mechanisms and training to assure air travel security, including the management and security screening of the restricted areas of the airport and the security screening of all persons and things boarding aircraft in Canada.<sup>118</sup> (January 2003)

**Problem 9: “Known Shipper” System Lessens Aircraft Security**

- The Committee recommended that the practice of offering blanket security shortcuts for “known” shippers should be discontinued. The Committee encourages the development of a protocol for shippers based on proven capacity to assure security, similar to the one currently being introduced under the Smart Borders arrangement with the United States.<sup>119</sup> (January 2003)

**Problem 10: Lack of Security at Fixed-Base Operations**

- The Committee recommended that Transport Canada require that private aircraft departing airports under CATSA’s supervision should not leave until aircraft, passengers and their baggage have been screened. Private aircraft departing from any air facility not supervised by CATSA should be searched on arrival, whether they arrive from private airfields in Canada or any locations in foreign countries in order to ensure the integrity of security at Canadian airports.<sup>120</sup> (January 2003)

**Problem 11: Small Airports are Weak Links in the Aviation Security Net**

- The Committee recommended that people, cargo and aircraft coming from small airports without sophisticated screening systems should receive a full screening when they arrive at a Designated Airport under CATSA’s jurisdiction.<sup>121</sup> (January 2003)

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<sup>118</sup> January 2003 - *The Myth of Security at Canada’s Airports*, (page 125) Recommendation # VIII.2

<sup>119</sup> January 2003 - *The Myth of Security at Canada’s Airports* (page 55). Recommendation # III.3

<sup>120</sup> January 2003 - *The Myth of Security at Canada’s Airports* (page 91). Recommendation # V.1

<sup>121</sup> January 2003 - *The Myth of Security at Canada’s Airports* (page 55). Recommendation # III.4

**Problem 12: The Canadian Air Transport Security Intelligence Gap**

- The Committee recommended that CATSA develop an intelligence capability in order to effectively carry out its responsibilities.<sup>122</sup> (January 2003)

**Problem 13: Unnecessary Secrecy Over Security**

- The Committee recommended that the federal government design and implement air travel security measures that provide transparency and full financial accountability to the Canadian public.<sup>123</sup> (January 2003)
- The Committee recommended that Airport authorities and the airlines must recognize that security of air travel is the public's business and be forthright in explaining the measures they are taking to protect against terrorist or criminal activity, on the ground, and in the air.<sup>124</sup> (January 2003)

**Problem 14: Air Travellers Security Charge**

- The Committee recommended that the Government of Canada detail how much money is being collected from the \$12 [one-way] Air Travellers Security Charge – better known as the departure tax – and from which airports.<sup>125</sup> (January 2003)
- The Committee also recommended that the Government of Canada account for how much of the \$12 [one-way] Air Travellers Security Charge is being spent by the Canadian Air Transport Security Authority (CATSA) and how much is being spent by other departments and agencies and how much is being spent at each airport, and for what.<sup>126</sup> (January 2003)

**Problem 15: Lack of Transparency over Security Expenditures Generally**

- The Committee recommended that CATSA fully report the amounts that it is spending on its internal administration and report annually how much it has

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<sup>122</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 125). Recommendation # VIII.3

<sup>123</sup> January 2003 - *The Myth of Security at Canada's Airports*, (page 141). Recommendations #X.1 and# X.2

<sup>124</sup> January 2003 - *The Myth of Security at Canada's Airports*, (page 141). Recommendations #X.1 and# X.2

<sup>125</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 135). Recommendation #IX.1 and #IX.2

<sup>126</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 135). Recommendation #IX.1 and #IX.2

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spent at each airport for: passenger screening, mail and cargo screening, airside searching of non-passengers and policing.<sup>127</sup> (January 2003)

- The Committee recommended that the Government of Canada introduce legislation providing the Auditor General of Canada with the power to audit each airport authority for accuracy, and value received for all security revenues and expenditures made by the authority, which would complement ongoing auditing and supervision by Transport Canada of security expenditures by airport authorities.<sup>128</sup> (January 2003)
- The Auditor General of Canada should conduct audits – including value for money audits – of security expenditures both by the federal government and airport authorities (the Minister of Transport should make this possible through new legislation).<sup>129</sup> (January 2003)

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<sup>127</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 135). Recommendation IX.3

<sup>128</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 135). Recommendation IX.4

<sup>129</sup> January 2003 - *The Myth of Security at Canada's Airports* (page 125). Recommendation VIII.5



## APPENDIX III

# Index of New Recommendations

### **Problem 1(a): Insufficient Airport Policing**

- A1. The Committee recommends that the Government of Canada increase the size of the RCMP by between 600 and 800 full-time equivalents (FTEs) in order to provide the RCMP with the capacity to:
- Execute a new mandate of oversight and responsibility for security at airports and,
  - Expand its investigative and analytical capabilities at airports within the National Airport System.
- A2. The Committee recommends that Public Safety and Emergency Preparedness Canada conduct tests to ascertain the level of cooperation of multiple police forces operating at major Canadian airports. These tests should be conducted within the next year, and the results should be made public and recommendations acted upon six months after they are issued.

### **Problem 1(b): Inadequate Background Checks**

- A3. The Committee recommends that the ratio of airport employees with background checks/pass escorting or supervising employees without background checks/pass be 1 to 5.

### **Problem 1(c): Inadequate Control of Access to Restricted Areas**

- A4. The Committee recommends that the level of random checking on departure be set at a minimum of 10 percent daily, or at a higher level so as to ensure that the smuggling of contraband is deterred.
- A5. The Committee recommends that by December 31, 2008 airport restricted area identification cards should be augmented with geo-fencing to detect irregular employee behaviour.

**Problem 2: Checking the Legitimacy of Flight Crews and Ground Crew**

No change – see Appendix II

**Problem 3: Unscreened Airmail and Other Cargo**

No change – see Appendix II

**Problem 4: Screening Checked Baggage**

- A6. The Committee recommends that since all passengers are searched for liquids, gels and weapons, all materials being loaded onto aircrafts should also be checked for weapons and potentially volatile liquids and gels, which in combination could be explosive. This includes searching airline catering service carts.

**Problem 5: Vulnerable Cockpit Doors**

- A7. The Committee recommends that all future aircraft used by Canadian airlines should be outfitted with a comprehensive bulletproof divider between the cockpit and the cabin.
- A7a. The Committee recommends that once these dividers are installed, the use of Aircraft Protection Officers (APO) should be discontinued on all flights other than flights to Reagan Airport in Washington.
- A7b. The cost of APOs on flights to Reagan should be incurred by the airlines, not Canadian taxpayers.

**Problem 6: Alerting Air Crews**

- A8. The Committee recommends that as long as the Aircraft Protection Officer program exists, Transport Canada make it a requirement that all crew members be briefed as to who the APOs are, their seat location, and how the crew is expected to respond in the event of an attempted hijacking.

**Problem 7: Security Training for Maintenance Workers**

No change – see Appendix II

**Problem 8: Who’s In Charge of Security at Canadian Airports?**

A9. The Committee recommends that Transport Canada be relieved of its responsibility for security at airports and that this responsibility be transferred to the Department of Public Safety and Emergency Preparedness Canada.

**Problem 9: “Known Shipper” System Lessens Aircraft Security**

A10. The Committee recommends that the Government of Canada take the appropriate steps to expedite this study on air cargo security to bring forth results by Spring 2008.

A11. The Committee recommends that the Government of Canada use the results of the study to create a fail-safe system that will fill the gaps in air cargo security within a year after the study’s results are identified.

**Problem 10: Lack of Security at Fixed-Base Operations**

A12. The Committee recommends that all individuals and vehicles, including private aircrafts, be searched at all fixed-base operations that are attached to the current 89 designated airports.

A12a. The Committee recommends that aviation facilities in the core of municipalities such as Victoria and Vancouver be immediately designated for CATSA supervision.

**Problem 11: Small Airports are Weak Links in the Aviation Security Net**

No change – see Appendix II

**Problem 12: The Canadian Air Transport Security Intelligence Gap**

- A13. The Committee recommends that the Government of Canada ensure that CATSA has access to all available intelligence related to aviation safety.
- A14. The Committee recommends that in partnership with the RCMP and CSIS, CATSA develop its own intelligence analysis capabilities.

**Problem 13: Unnecessary Secrecy over Security**

- A15. The Committee recommends that the Government of Canada make public results of “intrusion tests” within six months of the tests being conducted by the airport, or that the Government of Canada put into effect a plan that would make the results public on a regular basis after a longer, but reasonable, period so that it has sufficient time to remedy the deficiencies uncovered by the tests.

**Problem 14: Air Travellers Security Charge**

No change – see Appendix II

**Problem 15: Lack of Transparency over Security Expenditures Generally**

- A16. The Committee recommends that the Government of Canada invite the Auditor General of Canada to conduct a “Value-for-money” audit on security expenditures such as the Air Traveller Security Charge to ensure that the money collected from passengers is in fact going to technologies and activities that are protecting them effectively.



## **APPENDIX IV**

# **Who the Committee Heard From**

**Abbas, Mr. Leo**  
Mayor  
Town of Happy Valley Goose Bay  
February 3, 2005

**Adams, Mr. John**  
Commissioner  
Canadian Coast Guard  
May 5, 2003

**Addy, Major General (ret'd) Clive**  
National Past Chairman, Federation of Military and  
United Services Institutes of Canada  
October 15, 2001

**Alarie, Master Corporal Bernadette**  
Canadian Forces Dental Services School  
CFB Borden  
June 25-27, 2002

**Allan, Major Murray**  
Deputy Commanding Officer  
Royal Regina Rifles  
January 27, 2003

**Allen, Mr. Jon**  
Director General, North America Bureau  
Department of Foreign Affairs and International Trade  
January 28, 2002, March 17, 2003

**Anderson, Colonel N.J.**  
National Defence  
May 2, 2005

**Arcand, Chief Warrant Officer Gilles**  
5th Combat Engineer Regiment  
CFB Valcartier  
September 24, 2003

**Atkins, Chief Superintendent Ian**  
Criminal Operations Officer, H Division, RCMP  
January 22-24, 2002, September 22-23, 2003

**Adams, Superintendent Bill**  
Federal Services Directorate  
RCMP  
June 9, 2003

**Adams, Corporal Terrance**  
CFB Borden Technical Services  
CFB Borden  
June 25-27, 2002

**Addy, Major General (ret'd) Clive**  
Conference of Defence Associations (Ottawa)  
June 27, 2005

**Alexander, Dr. Jane**  
Deputy Director  
U.S. Defence Advanced Research Projects Agency (DARPA)  
February 4, 2002

**Allard, The Honorable Wayne**  
Ranking Member (Republican – Virginia), U.S.  
Senate Armed Services Committee  
February 5, 2002

**Amos, Chief Warrant Officer Bruce**  
423 Maritime Helicopter Squadron,  
12 Wing Shearwater  
January 22-24, 2002

**Andrash, Mr. P. (Duke)**  
Sergeant 481, Vancouver Police Department  
November 18-22, 2001

**Armstrong, Tim**  
Assistant Chief, Special Operations  
Vancouver Fire & Rescue Services  
January 29, 2007

**Atkinson, Ms. Joan**  
Assistant Deputy Minister, Policy and Program Development  
Department of Citizenship and Immigration  
January 28, 2002

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**Audcent, Mr. Mark**

Law Clerk and Parliamentary Counsel  
Senate of Canada  
December 2, 2002

**Axworthy, Dr. Thomas**

Chairman, Centre for Study of Democracy  
Queen's University  
September 29, 2003

**Baird, Master Corporal Keith**

Bravo Squadron  
CFB Kingston  
May 7-9, 2002

**Baker, Lieutenant-Colonel Roy**

Wing Logistics and Engineering Officer  
CFB Trenton  
June 25-27, 2002

**Balnis, Richard**

Senior Research Officer  
Canadian Union of Public Employees  
November 18, 2002

**Barbagallo, Lieutenant Jason**

The Black Watch  
November 5-6, 2002

**Barr, Colonel David E.**

Commander, Canadian Special Operations Forces Command  
(CANSOFCOM)  
National Defence  
November 20, 2006

**Barrette, Mr. Jean**

Director, Security Operations, Safety and Security Group  
Transport Canada  
November 27, 2002 / December 2, 2002 / October 2, 2006

**Basrur, Dr. Sheela**

Medical Officer of Health  
City of Toronto  
October 30, 2003

**Bastien, Commander Yves**

Formation Administration Officer  
Maritime Forces Atlantic  
January 22-24, 2002

**Avis, Captain Peter**

Director of Maritime Policy, Operations and Readiness  
Department of National Defence  
April 7, 2003

**Badger, Captain Chris J.**

Vice President, Operations, Vancouver Port Authority  
November 18-22, 2001

**Baker, Mr. Mike**

Vice-President, Corporate Management  
Canadian Air Transport Security Authority  
November 25, 2002

**Baker, Phillip**

Director General, Afghanistan, India, Nepal, Sri Lanka Div.  
Canadian International Development Agency  
May 29, 2006

**Baltabaev, M.P., Mr. Tashpolot**

Kyrgyz Republic  
May 12, 2003

**Bariteau, Lieutenant-Colonel François**

Commanding Officer, Canadian Forces  
Leadership and Recruit School  
National Defence  
June 1, 2005

**Barrett, Major Roger R.**

Operational Officer, 2 RCR  
CFB Gagetown  
January 22-24, 2002

**Bartley, Mr. Alan**

Director General, Policy Planning and Readiness, Office of  
Critical Infrastructure Protection and Emergency  
Preparedness  
July 19, 2001

**Bastien, Major-General Richard**

Deputy Commander of Air  
Assistant Chief of the Air Staff  
Department of National Defence  
December 3, 2001

**Baum, Major Nigel**

J4  
CFB Kingston  
May 7-9, 2002

## APPENDIX IV

### Who the Committee Heard From

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**Bax, Ms. Janet**  
Director General, Programs  
Office of Critical Infrastructure Protection and Emergency  
Preparedness  
October 20, 2003

**Beaton, Chief of Police Jack**  
City of Calgary  
February 1, 2007

**Beattie, Lieutenant-Colonel Mark**  
Senior Staff Officer, Canadian Forces Support Training Group,  
CFB Borden  
June 25-27, 2002

**Beers, Master Corporal Robert**  
Canadian Forces School of Electrical and Mechanical  
Engineering  
CFB Borden  
June 25-27, 2002

**Begley, Inspector J.J. (Jim)**  
Federal Policing Service  
RCMP  
November 18-22, 2001

**Bell, Lieutenant-Commander John**  
Commander, HMCS Queen  
National Defence  
March 9, 2005

**Belzile, Lieutenant-General (ret'd) Charles**  
Chairman  
Conference of Defence Associations  
October 15, 2001

**Bernier, Warrant Officer Michel**  
5th Military Police Platoon  
CFB Valcartier  
September 24, 2003

**Berthiaume, Lieutenant-Colonel Philip (Res)**  
Essex and Kent Scottish Regiment  
December 1, 2004

**Bildfell, Mr. Brian**  
Director, Ambulance Services  
City of Windsor  
February 27, 2003

**Beare, Brigadier-General Stuart A.** Commander, Land Forces  
Western Area  
National Defence  
March 7, 2005

**Beattie, Captain Davie**  
Canadian Parachute Centre Adjutant  
CFB Trenton  
June 25-27, 2002

**Beazley, Chief Frank**  
Halifax Regional Police  
Halifax Regional Municipality  
September 23, 2003

**Begin, Mr. Robert**  
Regional Director, Quebec  
Office of Critical Infrastructure Protection and Emergency  
Preparedness  
October 27, 2003

**Belcourt, Chief Warrant Officer Mario**  
12th Canadian Armoured Regiment  
5th Canadian Mechanized Brigade CFB Valcartier  
September 24, 2003

**Bell, Mr. Peter**  
Intelligence Analyst  
Organized Crime Agency of B.C.  
November 18-22, 2001

**Bercuson, Dr. David J.**  
Director, Centre for Military and Strategic Studies  
University of Calgary  
April 19, 2004 and March 8, 2005

**Berry, Major David**  
Canadian Parachute Centre Training Officer Commander  
CFB Trenton  
June 25-27, 2002

**Berthiaume, Mr. Tim**  
Deputy Fire Chief  
City of Windsor  
February 10, 2003

**Bilodeau, Mr. Ronald**  
Associate Secretary to the Cabinet, Deputy Minister to the  
Deputy Prime Minister and Security and Intelligence  
Coordinator, Privy Council Office  
February 24, 2003

## Canadian Security Guide Book 2007 Edition - AIRPORTS

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**Bishop Jr.**, The Honorable Sanford D.  
(Democrat – Georgia)  
U.S. House Select Committee on Intelligence  
February 5, 2002

**Black**, Mr. Bob  
Director, Office of Emergency Preparedness  
City of Edmonton  
January 28, 2003 / January 30, 2007

**Blackmore**, Mr. David  
Director of Building and Property, Emergency Operations  
Centre Manager City of St. John's  
March 31, 2003

**Blair**, Master Warrant Officer Gérald  
Canadian Forces School of Communications and Electronics  
CFB Kingston  
May 7-9, 2002

**Blanchette**, Lieutenant-Colonel Michael  
Commander, Canadian Parachute School  
CFB Trenton  
June 25-27, 2002

**Blight**, Master Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Bloodworth**, Ms Margaret  
Deputy Minister  
Public Safety and Emergency  
Preparedness Canada  
February 15, 2005

**Bolton**, Lieutenant Colonel Bruce D  
Commanding Officer  
The Black Watch, Royal Highland Regiment of Canada  
November 5-6, 2001

**Bonnell**, Mr. R.J. (Ray)  
Superintendent, Officer in Charge, Protective Services  
Branch, RCMP  
December 2, 2002

**Bouchard**, Major-General J.J.C  
Commander, 1 Canadian Air Division  
National Defence  
March 10, 2005

**Bissonnette**, Captain J.R.A.  
Commander, 5th Military Police Platoon  
CFB Valcartier  
September 24, 2003

**Black**, Lieutenant Colonel Dean C.  
Commanding Officer, 403 Squadron  
CFB Gagetown  
January 22-24, 2002

**Blair**, Colonel Alan  
12 Wing Commander  
National Defence  
May 5, 2005

**Blanchard**, Master Corporal Piette  
Canadian Forces Dental Services School  
CFB Borden  
June 25-27, 2002

**Bland**, Professor Douglas  
Chair of Defence Management Program, School of Policy  
Studies  
Queen's University  
October 29, 2001 / May 27, 2002 / June 27, 2005

**Blondin**, Colonel Yvan  
Wing Commander, 3 Wing Bagotville  
National Defence  
June 1, 2005

**Boisjoli**, Lieutenant-Commmander André  
Commanding Officer, HMCS Glace Bay, Maritime Forces  
Atlantic  
January 22-24, 2002

**Bon**, Mr. Daniel  
Director General, Policy Planning, Assistant Deputy Minister,  
Policy  
Department of National Defence  
July 18, 2001

**Boswell**, Lieutenant-Colonel Brad  
Acting Director of Army Doctrine  
CFB Kingston  
May 7-9, 2002

**Boucher**, Mr. Mark  
National Secretary Treasurer  
Canadian Merchant Service Guild  
February 2, 2005

## APPENDIX IV

### Who the Committee Heard From

---

- Boulden**, Ms Jane  
Canada Research Chair in International Relations and Security Studies  
Royal Military College of Canada  
November 29, 2004
- Boutilier**, Dr. James A.  
Special Advisor (Policy), Maritime Forces, Pacific Headquarters  
Department of National Defence  
June 9, 2003
- Boyer**, Colonel Alain  
Commander 15 Wing Moose Jaw  
National Defence  
March 9, 2005
- Brandt**, Mr. Brion  
Director, Security Policy  
Transport Canada  
May 5, 2003 / February 12, 2007
- Brochet**, Inspector Pierre, Chief of Operation,  
Planning Section, Montreal Police Service, City of Montreal  
September 26, 2003
- Brooks**, Captain Melissa  
CFB Petawawa  
June 25-27, 2002
- Brown**, Rick  
Executive Director, Emergency Management Alberta  
Government of Alberta  
January 30, 2007
- Buck**, Vice-Admiral Ron  
Chief of the Maritime Staff  
Department of National Defence  
December 3, 2001, August 14, 2002, April 7, 2003
- Buenacruz**, Corporal  
Wing Administration  
8 Wing Trenton  
June 25-27, 2002
- Bujold**, Mr. Guy  
Assistant Deputy Minister  
Infrastructure Canada  
February 7, 2005
- Bourgeois**, Mr. Terry  
District Chief, Rural District 3, Communications, Fire and Emergency Service, Halifax Regional Municipality  
September 23, 2003
- Bowes**, Lieutenant-Colonel Steve  
Armour School  
C.F.B. Gagetown  
National Defence  
January 31, 2005
- Bramah**, Mr. Brian  
Regional Director  
Transport Canada  
November 18-22, 2001
- Bradley**, Corporal John  
Imagery Technician  
17 Wing Imaging and Associate Air Force Historian, 17 Wing Winnipeg  
November 18-22, 2001
- Brodeur**, Vice-Admiral (Ret'd) Nigel  
As an individual  
March 1, 2005
- Brown**, Major Chris  
424 Squadron  
CFB Trenton  
June 25-27, 2002
- Bryan**, Mr. Robert  
Emergency Planning Coordinator  
City of Vancouver  
January 30, 2003
- Buck**, Vice-Admiral Ron  
Vice Chief of the Defence Staff  
National Defence  
December 6, 2004
- Bugslag**, Mr. Bob  
Executive Director, Provincial Emergency Program  
Government of British Columbia  
March 1, 2005
- Bullock**, Ms. Margaret  
Manager, Security Awareness, Policy and Regulatory Corporate Security, Air Canada  
November 18-22, 2001

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**Burke, Captain (N) Greg**  
Chief of Staff, Maritime Forces Atlantic  
Department of National Defence  
January 22-24, 2002

**Burr, Ms Kristine**  
Assistant Deputy Minister, Policy  
Transport Canada  
February 7, 2005

**Burrell, Fire Chief (William) Bruce**  
Director of Disaster Services  
City of Calgary  
February 1, 2007

**Cabana, Chief Superintendent Mike**  
Royal Canadian Mounted Police  
Federal and International Operations, Director General  
Border Integrity  
October 30, 2006

**Cameron, Colonel Scott**  
Director of Medical Policy on the staff of the Director  
General Health Services (DGHS)  
Department of National Defence  
December 10, 2001

**Campbell, Anthony**  
Vice-President, Canadian Association for Security and  
Intelligence Studies  
June 3, 2002

**Campbell, Master Corporal Steve**  
426 Training Squadron, 8 Wing Trenton  
June 25-27, 2002

**Caouette, Sergeant Denis, Operational Planning  
Section, Montreal Police Service, City of Montreal**  
September 26, 2003

**Caron, Corporal Denis**  
National Support Arrangements Coordinator, Coast  
and Airport Watch National Coordinator, Organized  
Crime Branch, RCMP  
April 7, 2003

**Carroll, Lieutenant-Commander Derek HMCS  
Tecumseh**  
National Defence  
March 8, 2005

**Burke, Mr. Sean**  
Research Associate, National Security Studies,  
Council on Foreign Relations  
February 4, 2002

**Burrell, Mr. Bruce**  
Assistant Deputy Chief Director, Halifax Regional  
Fire Service  
Halifax Regional Municipality  
September 23, 2003

**Butler, Mr. John**  
Regional Director, Newfoundland and Labrador  
Canadian Coast Guard  
February 2, 2005

**Calder, Mr. Kenneth**  
Assistant Deputy Minister, Policy  
Department of National Defence  
November 26, 2001, August 14, 2002, April 26,  
2004, October 25, 2004

**Cameron, Captain Keith**  
CFB Petawawa  
June 25-27, 2002

**Campbell, Lieutenant-General Lloyd**  
Commander of Air Command and Chief of the Air Staff  
Department of National Defence  
December 3, 2001

**Camsell, Lieutenant-Colonel J.F.**  
36<sup>th</sup> Service Battalion  
February 2, 2005

**Capstick, Colonel Mike**  
Director, Land Personnel Strategy  
Patricia's Canadian Light Infantry  
March 10, 2005

**Caron, Lieutenant-General Marc**  
Chief of Land Staff  
National Defence  
February 7, 2005

**Castillo, Corporal Marvin**  
CFB Kingston  
May 7-9, 2002

## APPENDIX IV Who the Committee Heard From

---

**Castonguay**, Staff Sergeant Charles  
Unit Commander, RCMP  
November 5-6, 2001

**Cessford**, Lieutenant-Colonel Michael  
Acting Commader, Canadian Forces Joint Operations Group,  
CFB Kingston  
May 7-9, 2002

**Charette**, Mr. Serge  
National President  
Customs Excise Union Douanes Accise  
January 22-24, 2002

**Chartrand**, Lieutenant-Commander Yves  
Acting Commanding Officer, HMCS Huron  
Maritime Forces Pacific  
November 18-22, 2001

**Christie**, Mr. Ryerson  
Researcher, Centre for International and  
Security Studies  
York University  
March 21, 2005

**Clapham**, Superintendent, Ward D.  
Officer in Charge  
RCMP  
November 18-22, 2001

**Clarke**, Master Corporal James  
Gulf Squadron  
CFB Kingston  
May 7-9, 2002

**Coble**, The Honorable Howard  
Ranking Member (Republican, North Carolina)  
U.S. House Judiciary Committee  
February 7, 2002

**Collenette**, P.C., M.P., The Honourable David Michael  
Minister of Transport  
December 2, 2002

**Cellucci**, H.E. Paul  
Ambassador  
Embassy of the United States of America to Canada  
August 15, 2002

**Chapin**, Mr. Paul  
Director General, International Security Bureau,  
Department of Foreign Affairs and International  
Trade  
February 23, 2004

**Chartier**, Honorary Lieutenant-Colonel Victor G., OMM,  
CD.  
The Black Watch  
November 5-6, 2002

**Chow**, Lieutenant Commander Robert  
Commanding Officer, HMCS *Unicorn* (Saskatoon)  
January 27, 2003

**Cirincione**, Mr. Joseph  
Senior Director, Non Proliferation Project, The  
Carnegie Foundation  
February 5, 2002

**Clark**, Captain Robert  
CO BW No.2497 Cadet Corps  
Head Librarian, Law Library  
McGill University  
November 5-6, 2002

**Clarke**, Mr. Shawn  
Acting Regional Director, Prince Edward Island,  
Office of Critical Infrastructure Protection and  
Emergency Preparedness  
October 27, 2003

**Cohen**, Mr. Andrew  
Associate Professor, School of  
Journalism and Communications  
Carleton University  
March 21, 2005

**Connolly**, Mr. Mark  
Director General, Contraband and Intelligence  
Services Directorate, Customs Branch  
Canada Customs and Revenue Agency  
February 10, 2003, September 22, 2003

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**Connolly, Mr. Mark**

Head, Customs Contraband, Intelligence and Investigations  
Canada Border Services Agency  
February 23, 2004

**Cooper, First Officer Russ**

Toronto Representative, Security Committee  
Air Canada Pilots Association  
November 4, 2002

**Cormier, Master Seaman Michael**

Canadian Forces Military Police Academy  
CFB Borden  
June 25-27, 2002

**Côté, Mr. Bertin**

Deputy Head of Mission  
Canadian Embassy (Washington)  
February 4-7, 2002

**Côté, Brigadier-General Gaston**

Commander, Land Forces Quebec Area  
National Defence  
June 1, 2005

**Coulter, Mr. Keith**

Chief, Communications Security Establishment  
February 24, 2003

**Crabbe, Lieutenant-General (Ret'd) Ray**

Royal Military Institute of Manitoba (RMIM)  
March 10, 2005

**Crober, Mr. Paul**

Regional Director for B.C. and Yukon,  
Emergency Mgmt. and National Security Sector, Public Safety  
and Emergency Preparedness Canada  
March 1, 2005

**Crosman, Colonel John**

Assistant Chief of Staff Plans, Maritime Forces Pacific  
Headquarters  
National Defence  
January 29, 2007

**Croxall, Corporal Kevin**

CFB Borden Administration Services, CFB Borden  
June 25-27, 2002

**Conyers, Jr., The Honorable John**

Ranking Member Democrat-Michigan, U.S. House  
Judiciary Committee  
February 7, 2002

**Corcoran, Mr. James**

Former Deputy Director, Operations  
Canadian Security and Intelligence Service  
October 1, 2001

**Cormier, Captain Michael P.**

Deputy Harbour Master  
Vancouver Port Authority  
November 18-22, 2001

**Côté, Master Corporal Claude**

Bravo Squadron  
CFB Kingston  
May 7-9, 2002

**Côté, Mr. Yvan**

Investigator, Organized Crime Task Force, Montreal  
Urban Community Police Department  
November 5-6, 2001

**Couture, Lieutenant-General Christian**

Assistant Deputy Minister (Human Resources-Military)  
Department of National Defence  
December 10, 2001

**Creamer, Mr. Dennis**

Vice-President, Finance and Administration  
Halifax Port Authority  
January 22-24, 2002

**Crosbie, Mr. William**

Director General, North America Bureau  
Foreign Affairs Canada  
April 11, 2005

**Crouch, Dr. Jack Dyer**

Assistant Secretary of Defence, International  
Security Policy  
Office of the U.S. Secretary of Defence  
February 6, 2002

**Cushman, Dr. Robert**

Chief Medical Officer of Health, City of Ottawa  
February 3, 2003



## APPENDIX IV Who the Committee Heard From

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**D'Avignon, Mr. Michel**  
Director General, National Security, Policing and  
Security Branch, Solicitor General Canada  
July 19, 2001

**Daigle, MSC, CD, MGen. Pierre**  
Special Advisor to the Chief of Defence Staff  
Department of National Defence  
March 17, 2003 / February 23, 2004

**Daniels, Private Jason**  
CFB Kingston  
May 7-9, 2002

**Davies, Ms. Krysta M.**  
Intelligence Analyst Specialist  
KPMG Investigation and Security Inc.  
October 01, 2001

**DeCastro, Second Lieutenant. Rod**  
The Black Watch  
November 5-6, 2002

**Deemert, Mr. Rob**  
Cabin Security, International Association of Machinists and  
Aerospace Workers  
August 15, 2002

**Dempsey, Mr. Lawrence**  
National Secretary Treasurer  
Canadian Merchant Service Guild  
September 22, 2003, February 2, 2005

**De Riggi, Mr. Angelo**  
Intelligence Officer  
Organized Crime Task Force - RCMP  
November 5-6, 2001

**Desrosiers, Chief Warrant Officer Christian**  
5th Canadian Light Artillery Regiment  
September 24, 2003

**deVries, Nicolaas C.W.O. (Ret'd)**  
Military Bands  
January 31, 2005

**D'Cunha, Dr. Colin**  
Commissioner of Public Health, Chief Medical  
Officer of Health, Ministry of Health and Long-Term  
Care, Ontario  
October 30, 2003

**Dallaire, Gabriel**  
Gulf Squadron, CFB Kingston  
May 7-9, 2002

**Davidson, Rear-Admiral Glenn V.**  
Commander, Maritime Forces Atlantic  
Department of National Defence  
September 22, 2003

**Dawe, Mr. Dick**  
Manager, Personnel Support Programmes, Maritime  
Forces Pacific  
November 18-22, 2001

**DeCuir, Brigadier-General Mike**  
Deputy Regional Commander  
Canadian NORAD Region Headquarters  
November 18-22, 2001

**Deering, Richard**  
Chief of Police  
Royal Newfoundland Constabulary  
February 3, 2005

**Dempster, Major-General Doug**  
Director General, Strategic Planning  
National Defence  
April 11, 2005

**Deschamps, Col. André**  
Director, Continental Operations  
Department of National Defence  
May 6, 2002

**Devlin, Mr. W.A. (Bill)**  
Manager, Hub Development, Vancouver  
International Airport  
Air Canada  
November 18-22, 2001

**Dewar, Captain (N) (Ret'd) John**  
Member, Maritime Affairs  
Navy League of Canada  
May 12, 2003, June 2, 2003

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**Dewitt, Mr. David**  
Director, Centre for International and  
Security Studies  
York University  
December 2, 2004

**Dietrich, Chief Warrant Officer Dan**  
Chief Warrant Officer  
One Canadian Air Division  
November 18-22, 2001

**Ditchfield, Mr. Peter**  
Deputy Chief Officer  
Organized Crime Agency of B.C.  
November 18-22, 2001

**Doherty, Lieutenant-Colonel Brian**  
Commanding Officer, 14 Service Battalion  
National Defence  
February 1, 2007

**Douglas, Lieutenant-Colonel Brian**  
Artillery School  
C.F.B. Gagetown  
National Defence  
January 31, 2005

**Downton, Master Corporal Doug**  
426 Training Squadron  
8 Wing Trenton  
June 25-27, 2002

**Droz, Superintendent Pierre**  
Criminal Operations  
RCMP  
November 5-6, 2001

**Dufour, Major Rénaud**  
Commander, 58th Air Defence Battery  
CFB Valcartier  
September 24, 2003

**Duguay, Mr. Yves**  
Senior Director  
Corporate Security Risk Management  
Air Canada  
November 18-22, 2001

**Dumais, Lieutenant-General Marc J.**  
Commander, Canada Command  
National Defence  
October 2, 2006

**Dickenson, Mr. Lawrence T.**  
Assistant Secretary to the Cabinet, Security and  
Intelligence  
Privy Council Office  
October 29, 2001 / February 24, 2003

**Dion, Corporal Yves**  
Canadian Forces Fire Academy  
CFB Borden  
June 25-27, 2002

**Doge, Ms. Trish**  
Director, Risk and Emergency Management, City of  
Vancouver  
January 30, 2003 / January 29, 2007

**Dongworth, Steve**  
Deputy Chief of Emergency Management (Fire Department)  
City of Calgary  
February 1, 2007

**Dowler, Chief Petty Officer First Class George**  
Maritime Forces Atlantic  
January 22-24, 2002

**Doyle, Lieutenant Colonel Bert**  
Commanding Officer, 402 Squadron  
17 Wing Winnipeg  
November 18-22, 2001

**Duchesneau, Mr. Jacques**  
President and Chief Executive Officer  
Canadian Air Transport Security Authority  
November 25, 2002 / October 30, 2006

**Dufresne, Corporal**  
Canadian Forces Postal Unit  
8 Wing Trenton  
June 25-27, 2002

**Dumais, Lieutenant-General Marc J.**  
Deputy Chief of the Defence Staff  
National Defence  
June 27, 2005

**Duncan, Mr. Mark**  
Vice-President, Operations  
Canadian Air Transport Security Authority  
November 25, 2002 / October 30, 2006

## APPENDIX IV Who the Committee Heard From

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**Dunn**, Major General Michael  
Vice Director, Strategic Plans and Policy  
The Pentagon  
February 6, 2002

**Earnshaw**, Commander Paul F.  
Commanding Officer TRINITY, Joint Ocean  
Surveillance Information Centre  
National Defence  
September 22, 2003

**Egener**, Mark  
Managing Director, Emergency Management Alberta  
Government of Alberta  
January 30, 2007

**Elliott**, Mr. William  
Assistant Deputy Minister, Safety and Security Group  
Transport Canada  
November 27, 2002, December 2, 2002, May 5, 2003

**Ellis**, Captain Cameron  
CFB Petawawa  
June 25-27, 2002

**Ellis**, Ms. Karen  
Assistant Deputy Minister (Infrastructure and  
Environment), National Defence  
June 6, 2005

**Erkebaev, M.P.**, The Honourable Abdygany  
Speaker of the Legislative Assembly  
Kyrgyz Republic  
May 12, 2003

**Evraire**, Lieutenant-General (Ret'd) Richard J.  
Confence of Defence Associations  
April 19, 2004

**Fagan**, Mr. John  
Director of Intelligence and Contraband, Atlantic  
Region  
Canada Customs and Revenue Agency  
January 22-24, 2002

**Falconer**, Captain Vic  
Formation Drug Education Coordinator, Formation  
Health Services (Pacific)  
Maritime Forces Pacific  
November 18-22, 2001

**Durocher**, Captain Pascal  
Deputy Commanding Officer,  
2EW Squadron, CFB Kingston  
May 7-9, 2002

**Edmonds**, Captain (N) David  
Chief of Staff Personnel & Training, Naval Reserve  
Department of National Defence  
September 25, 2003

**Elcock**, Mr. Ward  
Director  
Canadian Security Intelligence Service  
August 14, 2002, February 17, 2003

**Elliott**, QC, William J.S.  
Associate Deputy Minister  
Public Safety and Emergency Preparedness Canada  
June 19, 2006

**Ellis**, Colonel Jim  
2nd in Command, Operation Peregrine  
National Defence  
March 1, 2005

**Enger**, Inspector T.G. (Tonia)  
Operations Officer  
RCMP  
November 18-22, 2001

**Evans**, Ms. Daniela  
Chief, Customs Border Services  
Canada Customs and Revenue Agency  
November 18-22, 2001

**Fadden**, Mr. Richard  
Deputy Clerk, Counsel and Security Intelligence  
Coordinator  
Privy Council Office  
October 29, 2001, January 29, 2002, August 14,  
2002

**Fagan**, Mr. Wayne  
Regional Vice-President  
Union of Canadian Transportation  
Employees (UCTE)  
February 2, 2005

**Falkenrath**, Mr. Richard  
Senior Director  
U.S. Office of Homeland Security  
February 7, 2002

## Canadian Security Guide Book 2007 Edition - AIRPORTS

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**Fantino, Chief Julian**  
Toronto Police Service  
May 6, 2002

**Farr, Mr. Bruce**  
Chief and General Manager, Toronto Emergency  
Medical Services  
City of Toronto  
October 30, 2003

**Fergusson, Mr. James**  
Centre for Defence and Security Studies  
Department of Political Studies  
University of Manitoba  
March 10, 2005

**Ferris, Mr. John**  
Faculty of Social Sciences,  
International Relations Program  
University of Calgary  
March 8, 2005

**Fisher, Second Lieutenant Greg**  
The Black Watch  
November 5-6, 2002

**Flack, Mr. Graham**  
Director of Operations, Borders Task Force  
Privy Council Office  
March 17, 2003, February 23, 2004

**Fleshman, Larry**  
General Manager, Customer Service Toronto, Air  
Canada  
June 24, 2002

**Fonberg, Mr. Robert**  
Deputy Secretary to the cabinet, Operations  
Privy Council Office  
March 17, 2003

**Forcier, Vice-Admiral J.C.J.Y.**  
Commander, Canada Command  
National Defence  
May 8, 2006

**Fortin, Jean-Pierre**  
1st National Vice-President  
Customs Excise Union Douanes Accise (CEUDA)  
December 4, 2006

**Farmer, Mr. Rick**  
Area Manager, Ontario East Port of Entries  
Citizenship and Immigration Canada  
May 7-9, 2002

**Ferguson, Mr. Brian**  
Assistant Deputy Minister, Veterans Services  
Veterans Affairs Canada  
January 22-24, 2002

**Fernie, Iain**  
Regional Security Operations Manager  
Air Canada  
June 24, 2002

**Fields, Fire Chief Dave**  
Fire Department  
City of Windsor  
February 27, 2003

**Fisher, Captain Kent**  
J8  
CFB Kingston  
May 7-9, 2002

**Flagel, Mr. Brian**  
Director, Airport Operations  
Canada Customs and Revenue Agency  
November 18-22, 2001

**Flynn, Commander Steven**  
U.S. Coast Guard and Senior Fellow  
National Security Studies, Council on Foreign  
Relations  
February 4, 2002

**Forcier, Rear-Admiral J.Y. Commander, MARPAC**  
National Defence  
February 28, 2005

**Forgie, Mr. John**  
Enforcement Supervisor, Vancouver  
Citizenship and Immigration Canada  
November 18-22, 2001

**Fortin, Lieutenant-Colonel Mario**  
Acting Commanding Officer, 426 Squadron  
CFB Trenton  
June 25-27, 2002

## APPENDIX IV

### Who the Committee Heard From

---

**Foster**, Lieutenant-Colonel Rob  
Acting Commanding Officer, 8 Air Maintenance Squadron  
CFB Trenton  
June 25-27, 2002

**Fox**, James  
Acting Assistant Deputy Minister, Bilateral Relations  
Foreign Affairs Canada  
May 29, 2006

**Francis**, Warrant Officer Charles  
Bravo Squadron  
CFB Kingston  
May 7-9, 2002

**Frappier**, Lieutenant-Colonel Jean  
Commander, 12th Canadian Armoured Regiment, 5th  
Canadian Mechanized Brigade, CFB Valcartier  
September 24, 2003

**Fraser**, Ms. Sheila  
Auditor General of Canada  
December 10, 2001, December 6, 2004

**Frerichs**, Private Travis  
CFB Kingston  
May 7-9, 2002

**Froeschner**, Major Chris  
Acting Commanding Officer, 429 Squadron  
CFB Trenton  
June 25-27, 2002

**Gagné**, Major M.K.  
Officer Commanding Administration  
Company, 2nd Battalion Princess  
National Defence  
March 10, 2005

**Gagnon**, Mr. Jean-Guy, Deputy Director,  
Investigations Department, Montreal Police Service,  
City of Montreal  
September 26, 2003

**Garnett**, Vice-Admiral (Ret'd) Gary L.  
National Vice-President for Maritime Affairs  
Navy League of Canada  
May 12, 2003

**Fox**, Mr. John  
Member  
Union of Canadian Transportation Employees (UCTE)  
February 2, 2005

**Fox**, James  
Assistant Deputy Minister, Bilateral Relations  
Foreign Affairs and International Trade Canada  
December 11, 2006

**Frappier**, Mr. Gerry  
Director General, Security and Emergency  
Preparedness and Chair of Interdepartmental Marine  
Security Working Group, Transport Canada  
April 7, 2003, June 2, 2003, February 25, 2004

**Fraser**, Rear-Admiral Jamie D.  
Commander  
Maritime Forces Pacific  
November 18-22, 2001

**Frederick**, Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Fries**, Mr. Rudy  
Emergency Management Coordinator, London-  
Middlesex Community  
City of London  
March 31, 2003

**Gadula**, Mr. Charles  
Director General, Fleet Directorate, Marine Services,  
Department of Fisheries and Oceans Canada  
April 7, 2003

**Gagnon**, Major Alain  
Commanding Officer, Canadian Forces Recruiting Centre,  
Montreal  
June 25-27, 2002

**Gardner**, Major Craig  
Mechanized Brigade Group  
CFB Petawawa  
June 25-27, 2002

**Garnon**, Lieutenant-Commander Daniel  
Comptroller, National Defence  
September 25, 2003

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**Gauthier**, Corporal  
2 Air Movement Squadron  
8 Wing Trenton  
June 25-27, 2002

**Gauvin**, Major Bart  
Directorate of Army Training 5  
CFB Kingston  
May 7-9, 2002

**Giasson**, Mr. Daniel  
Director of Operations, Security and Intelligence  
Privy Council Office  
January 8, 2002 / January 29, 2002

**Giffin-Boudreau**, Ms. Diane  
Acting Director General, Atlantic Region, Department  
of Citizenship and Immigration Canada  
September 22, 2003

**Gilbert**, Gary D.  
Senior Vice President – Americas  
Hutchison Port Holdings  
November 6, 2006

**Gilkes**, Lieutenant-Colonel B.R.  
Kings Own Calgary Regiment  
National Defence  
March 8, 2005 / February 1, 2007

**Gimblett**, Mr. Richard  
Research Fellow  
Centre for Foreign Policy Studies  
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February 21, 2005

**Girouard**, Rear-Admiral Roger, OMM, CD  
Commander, Maritime Forces Pacific (MARPAF)  
National Defence  
January 29, 2007

**Glencross**, Captain, Reverend Bruce  
Regimental Padre Minister  
The Black Watch  
November 5-6, 2002

**Goatbe**, Mr. Greg  
Director General, Program Strategy Directorate  
Canada Customs and Revenue Agency  
January 28, 2002

**Gauthier**, Lieutenant-General J.C.M.  
Commander, Canadian Expeditionary Forces Command  
National Defence  
May 8, 2006 / May 29, 2006

**Gauvin**, Commodore Jacques J.  
Acting Assistant Chief of the Maritime Staff  
Department of National Defence  
December 3, 2001

**Gibbons**, The Honorable Jim  
Member (Republican – Nevada)  
U.S. House Select Committee on Intelligence  
February 6, 2002

**Gilbert**, Chief Warrant Officer Daniel  
Department of National Defence  
December 3, 2001

**Gilbert**, Staff Superintendent Emory  
Operational Support Services, Toronto Police  
Services, City of Toronto  
October 30, 2003

**Gilmour**, Wendy  
Director, Peacekeeping and Operations Group, Stabilization  
and Reconstruction Task Force  
Foreign Affairs Canada  
May 29, 2006

**Girouard**, Commodore Roger  
Commander, CANFLTPAC  
National Defence  
February 28, 2005

**Giroux**, Master Corporal  
Canadian Parachute Centre  
8 Wing Trenton  
June 25-27, 2002

**Gludo**, Colonel J.D.  
Commander, 41 Canadian Brigade Group of Canada,  
National Defence  
**March 8, 2005**

**Goetz**, Captain J.J.  
Mechanized Brigade Group  
CFB Petawawa  
June 25-27, 2002

## APPENDIX IV Who the Committee Heard From

---

**Goodall**, Superintendent Bob  
Bureau Commander, Field and Traffic Support Bureau  
Ontario Provincial Police  
October 30, 2003

**Gotell**, Chief Warrant Officer Peter  
Operations  
12 Wing Shearwater  
January 22-24, 2002

**Graham**, Master Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Granatstein**, Dr. Jack  
Chair, Council for Defence and Security in the 21st Century  
May 27, 2002, April 28, 2004

**Grant**, Captain Timothy J.  
Commander, 1 Canadian Mechanized  
Brigade Group  
National Defence  
March 7, 2005

**Green**, Major Bill  
Commanding Officer, Saskatchewan Dragoons (Moose Jaw)  
January 27, 2002

**Gregory**, Leading Seaman  
Wing Administration Human Resources Department  
8 Wing Trenton  
June 25-27, 2002

**Guevremont**, Benoît  
Gulf Squadron  
CFB Kingston  
May 7-9, 2002

**Gutteridge**, Mr. Barry  
Commissioner, Department of Works and Emergency  
Services  
City of Toronto  
October 30, 2003

**Haché**, Colonel Mike  
Director, Western Hemisphere Policy  
National Defence  
April 11, 2005

**Goss**, The Honorable Porter  
Chair (Republican - Florida)  
U.S. House Select Committee on Intelligence  
February 6, 2002

**Goupil**, Inspector Pierre  
Direction de la protection du territoire, Unité  
d'urgence, région ouest, Sûreté du Québec  
November 5-6, 2001

**Graham**, Erin  
Manager Safety, Capital District Health  
Halifax Regional Municipality  
September 23, 2003

**Grandy**, Mr. Brian  
Acting Regional Director, Atlantic Region  
Canada Customs and Revenue Agency  
January 22-24, 2002

**Gray, P.C.**, Right Honourable Herb  
Chair and Commissioner, Canadian Section,  
International Joint Commission  
March 29, 2004

**Grégoire**, Mr. Marc  
Assistant Deputy Minister, Safety and Security  
Group  
Transport Canada  
February 25, 2004 / October 2, 2006 /  
February 12, 2007

**Grue**, Superintendent Tom  
Edmonton Police Services  
City of Edmonton  
January 28, 2003

**Guindon**, Captain (N) Paul  
Submarine Division  
Maritime Forces Atlantic  
January 22-24, 2002

**Gupta**, Lieutenant-Colonel Ranjeet K.  
Canadian Forces School of Military Engineering, C.F.B.  
Gagetown  
National Defence  
**January 31, 2005**

**Haeck**, Lieutenant Colonel Ken F.  
Commandant of Artillery School IFT  
CFB Gagetown  
January 22-24, 2002

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**Hall, Major Steve**

Deputy Commandant, Canadian Forces School of  
Communications and Electronics  
CFB Kingston  
May 7-9, 2002

**Hammond, Major Lee**

Artillery  
CFB Petawawa  
June 25-27, 2002

**Hapgood, Warrant Officer John**

Canadian Parachute Centre  
8 Wing Trenton  
June 25-27, 2002

**Harrison, Captain (N) R.P. (Richard)**

Assistant Chief of Staff, Operations, Maritime Forces  
Pacific  
November 18-22, 2001

**Harvey, Lieutenant-Commander Max**

Commander  
H.M.C.S. Cabot  
February 2, 2005

**Hatton, Commander Gary**

Commanding Officer, HMCS Montreal  
Maritime Forces Atlantic  
January 22-24, 2002

**Hazelton, LCol Spike C.M.**

Commandant of Armour School C2 SIM, CFB  
Gagetown  
January 22-24, 2002

**Heath, Captain (N) Jim**

Assistant Chief of Staff Operations (J3), Maritime  
Forces Pacific Headquarters  
National Defence  
January 29, 2007

**Heinbecker, Paul**

Former Ambassador to the U.N.  
As an individual  
February 21, 2005

**Hamel, MWO Claude**

Regimental Sergeant-Major Designate  
The Black Watch  
November 5-6, 2002

**Hansen, Superintendent Ken**

Director of Federal Enforcement  
RCMP  
April 7, 2003, June 9, 2003

**Harlick, Mr. James**

Assistant Deputy Minister, Office of Critical  
Infrastructure Protection and Emergency  
Preparedness, National Defence  
July 19, 2001, October 20 & 27, 2003

**Hart, Corporal**

Wing Administration Human Resources Department, 8 Wing  
Trenton  
June 25-27, 2002

**Haslett, Lieutenant Adam**

Logistics Officer & Course Commander, The Black Watch  
November 5-6, 2002

**Haydon, Mr. Peter T.**

Senior Research Fellow, Center for Foreign Policy  
Studies  
Dalhousie University  
April 28, 2003, February 1, 2005

**Hearn, Brigadier-General T.M.**

Director General, Military Human Resources Policy  
and Planning  
Department of National Defence  
December 10, 2001

**Hébert, Barbara**

Regional Director, Customs, Canada Customs and  
Revenue Agency  
June 24, 2002

**Heimann, Dr. Alan**

Medical Officer of Health  
City of Windsor  
February 27, 2003



## APPENDIX IV Who the Committee Heard From

---

**Heisler, Mr. Ron**  
Canada Immigration Centre, Halifax  
Department of Citizenship and Immigration Canada  
September 22, 2003

**Hendel, Commodore (Ret'd) Hans**  
Consultant, Canadian Forces Staff College  
April 28, 2003

**Henneberry, Lieutenant-Commander, HMCS Nanaimo**  
Maritime Air Force Command Pacific  
November 18-22, 2001

**Henschel, Superintendent Peter**  
Federal Services Directorate  
RCMP  
June 9, 2003

**Hickey, Mr. John**  
MHA, Lake Melville  
House of Assembly of Newfoundland and Labrador  
February 3, 2005

**Hildebrand, Sergeant F.D. (Fred)**  
"H" Division, Criminal Operations Branch, RCMP  
September 22, 2003

**Hill, Mr. Dave**  
Chair, Capital Region Emergency Preparedness  
Partnership  
City of Edmonton  
January 28, 2003

**Hillmer, Dr. Norman**  
Professor of History and International Affairs.  
Carleton University  
November 1, 2004

**Hines, Colonel Glynne**  
Director, Air Information Management, Chief of the  
Air Staff  
National Defence  
July 18, 2001

**Hooper, Jack**  
Deputy Director (Operations)  
Canadian Security Intelligence Service  
May 29, 2006

**Henault, General Raymond R.**  
Chief of the Defence Staff  
National Defence  
December 3, 2001

**Henderson, Major Georgie**  
Deputy A3  
CFB Trenton  
June 25-27, 2002

**Henry, Dr. Bonnie**  
Associate Medical Officer of Health  
City of Toronto  
October 30, 2003

**Herbert, Mr. Ron**  
Director General, National Operations Division  
Veterans Affairs Canada  
January 22-24, 2002

**Hickey, Captain (N) Larry**  
Assistant Chief of Staff Plans and Operations  
(Maritime Forces Atlantic)  
National Defence  
June 16, 2003

**Hildebrandt, Captain Gerhard**  
Canadian Parachute Centre  
8 Wing Trenton  
June 25-27, 2002

**Hillier, General Rick**  
Chief of the Defence Staff  
National Defence  
May 30, 2005 / June 21, 2006

**Hincke, Colonel Joe**  
Commanding Officer  
12 Wing Shearwater  
January 22-24, 2002

**Holman, Major-General (Ret'd)**  
Fraser Canadian Forces College Toronto  
June 27, 2005

**Horn, Lieutenant-Colonel Bernd**  
CFB Petawawa  
June 25-27, 2002

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**Hornbarger, Mr. Chris**

Director  
U.S. Office of Homeland Security  
February 7, 2002

**Howard, Brigadier-General A.J.**

Director General Operations, Strategic Joint Staff  
National Defence  
October 16, 2006 / November 20, 2006

**Huebert, Dr. Rob**

Professor, Dept. of Political Science  
University of Calgary  
March 8, 2005

**Hunter, The Honorable Duncan**

Ranking Member, Subcommittee on Military  
Procurement (Republican – California)  
U.S. House Armed Services Committee  
February 6, 2002

**Hynes, Major A.G.**

Air Reserve Coordinator (East)  
1 Canadian Air Division Headquarters  
February 1, 2005

**Idzenga, Major Ray**

Commanding Officer, Gulf Squadron  
CFB Kingston  
May 7-9, 2002

**Inkster, Mr. Norman**

President, KPMG Investigation and Security Inc.  
Former Commissioner, RCMP  
October 1, 2001

**Irwin, Brigadier-General S.M.**

Chief Executive Officer of the Canadian  
Forces Housing Agency  
National Defence  
June 6, 2005

**Jackson, Major David**

J3  
CFB Kingston  
May 7-9, 2002

**Janelle, Private Pascal**

CFB Kingston  
May 7-9, 2002

**Hounsell, Master Corporal Scott**

Canadian Forces School of Electronical and Mechanical  
Engineering, CFB Borden  
June 25-27, 2002

**Howe, Corporal Kerry**

CFB Borden Technical Services  
CFB Borden  
June 25-27, 2002

**Hunt, Mr. Baxter**

Embassy of the United States of America to Canada  
August 15, 2002

**Hupe, Master Corporal Bryan**

426 Training Squadron  
8 Wing Trenton  
June 25-27, 2002

**Iatonna, Mr. Mario**

Municipal Engineer  
City of Windsor  
December 1, 2004

**Inglis, Brian**

General Manager/Task Force Leader  
Vancouver Fire & Rescue Services  
January 29, 2007

**Innis, Captain Quentin**

Instructor, Canadian Parachute Centre  
8 Wing Trenton  
June 25-27, 2002

**Issacs, Sergeant Tony**

Search and Rescue Technician  
Maritime Forces Atlantic  
January 22-24, 2002

**Jackson, Ms. Gaynor**

Manager, Military Family Support Centre, Maritime  
Forces Pacific  
November 18-22, 2001

**Jarvis, Vice-Admiral Greg**

Assistant Deputy Minister (Human Resources Military)  
February 21, 2005

## APPENDIX IV Who the Committee Heard From

---

**Jean, Mr. Daniel**  
Assistant Deputy Minister, Policy and Program  
Development, Department of Citizenship and  
Immigration Canada  
March 17, 2003

**Jeffery, Lieutenant General (ret'd) Mike**  
June 27, 2005

**Jestin, Colonel Ryan**  
Commander, C.F.B. Gagetown  
3 Area Support Group  
National Defence  
January 31, 2005

**Johns, Fred**  
General Manager, Logistics and Processing Strategies  
Canada Post  
August 15, 2002

**Johnson, Captain Wayne**  
J7, CFB Kingston  
May 7-9, 2002

**Johnston, Chief Cal**  
Chief of Police  
City of Regina  
January 27, 2003

**Jolicoeur, Mr. Alain**  
President, Department of Public Safety and Emergency  
Preparedness Canada  
Canada Border Services Agency  
February 23, 2004, April 11, 2005

**Joncas, Chief Petty Officer First Class Serge**  
Maritime Command Chief Petty Officer  
National Defence  
December 3, 2001

**Jurkowski, Brigadier-General (ret'd) David**  
Former Chief of Staff, Joint Operations  
Department of National Defence  
October 1, 2001

**Kasurak, Mr. Peter**  
Principal  
Office of the Auditor General of Canada  
December 10, 2001, December 6, 2004

**Jeffery, Lieutenant General M.K.**  
Chief of the Land Staff  
Department of National Defence  
December 3, 2001 / August 14, 2002

**Jenkins, Wilma**  
Director, Immigration Services  
Citizenship and Immigration Canada  
June 24, 2002

**Job, Mr. Brian**  
Chair, Institute of International Relations  
University of British Columbia  
March 1, 2005

**Johnson, Captain Don**  
President  
Air Canada Pilots Association  
November 4, 2002

**Johnston, Rear-Admiral (Ret'd) Bruce**  
As an individual  
April 28, 2003

**Johnston, Mr. Kimber**  
Director General, Strategic Policy  
Public Safety and Emergency  
Preparedness Canada  
February 15, 2005

**Jolicoeur, Alain**  
President  
Canada Border Services Agency  
June 19, 2006

**Judd, Jim**  
Director  
Canadian Security Intelligence Service  
June 19, 2006

**Kalincak, Captain Karl**  
Adjutant, 33 Field Engineer Squadron  
National Defence  
February 1, 2007

**Kavanagh, Paul**  
Regional Director, Security and Emergency Planning  
Transport Canada  
June 24, 2002

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**Keane, Mr. John**

Deputy Assistant Secretary, Bureau of Western Hemisphere Affairs  
U.S. Department of State  
February 6, 2002

**Kee, Mr. Graham**

Chief Security Officer  
Vancouver Port Authority  
November 18-22, 2001

**Kelly, Chief Warrant Officer Michael**

The Black Watch  
November 5-6, 2002

**Kennedy, Mr. Paul E**

Senior Assistant Deputy Solicitor General, Policy Branch, Public Safety and Emergency Preparedness Canada  
February 15, 2005

**Kerr, Captain Andrew CD**

The Black Watch  
November 5-6, 2002

**Khokhar, Mr. Jamal**

Minister-Counsellor (Congressional Affairs)  
Canadian Embassy (Washington)  
February 4, 2002

**King, Lieutenant-Colonel Colin**

Commanding Officer, Royal Regina Rifles (Regina)  
January 27, 2003

**King, Vice-Admiral (Ret'd) Jim**

Vice-President, Atlantic  
CFN Consultants  
May 5, 2005

**Kloster, Mr. Deryl**

Emergency Response Department  
City of Edmonton  
January 28, 2003

**Koch, Major Pat**

J5, CFB Kingston  
May 7-9, 2002

**Keating, Dr. Tom**

Professor, Department of Political Science  
University of Alberta  
March 7, 2005

**Kelly, Mr. James C.**

As an individual  
May 26, 2003

**Kelly, Lieutenant Colonel W.J.**

Force Planning and Program Coordination, Vice Chief of the Defence Staff, National Defence  
July 18, 2001

**Kennedy, Mr. Paul**

Senior Assistant Deputy Solicitor General, Solicitor General of Canada  
January 28, 2002, February 24, 2003

**Keyes, Mr. Bob**

Senior Vice-President, International Canadian Chamber of Commerce  
December 1, 2004

**Kiloh, Inspector D.W. (Doug)**

Major Case Manager, RCMP  
November 18-22, 2001

**King, Vice-Admiral (Ret'd) James**

As an individual  
May 12, 2003

**Kinney, Lauren**

Director General, Marine Security  
Transport Canada  
February 12, 2007

**Kobolak, Mr. Tom**

Senior Program Officer, Contraband and Intelligence  
Canada Customs and Revenue Agency  
April 7, 2003

**Koop, Mr. Rudy**

Research Adviser, Canadian Section  
International Joint Commission  
March 29, 2004

## APPENDIX IV Who the Committee Heard From

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**Knapp**, Corporal Raymond  
CFB Borden Technical Services  
June 25-27, 2002

**Krause**, Lieutenant Colonel Wayne  
423 Maritime Helicopter Squadron  
12 Wing Shearwater  
January 22-24, 2002

**Kubeck**, Commander Kimberley  
Naval Control of Shipping Intelligence, Department of  
National Defence  
September 25, 2003

**Kurzynski**, Major Perry  
Search and Rescue Operations Centre  
Maritime Forces Atlantic  
January 22-24, 2002

**Lachance**, Mr. Sylvain  
A/Director General, Fleet  
Canadian Coast Guard  
February 17, 2003

**Lacroix**, Colonel Jocelyn P.P.J.  
Commander, 5th Canadian Mechanized Brigade Group, CFB  
Valcartier  
September 24, 2003

**Laflamme**, Mr. Art  
Senior Representative  
Air Line Pilots Association, International  
August 14, 2002

**Lafrenière**, Major Luc  
Commander, Headquarters and Signal Squadron  
CFB Valcartier  
September 24, 2003

**Lait**, Commander K.B.  
Commander, Directorate of Quality of Life,  
DQOL 3 - Accommodation Policy Team Leader, National  
Defence  
June 6, 2005

**Lamb**, John  
Deputy Chief, Fire Rescue  
City of Edmonton  
January 30, 2007

**Kneale**, Mr. John  
Executive Coordinator, Task Force on  
Enhanced Representation in the U.S  
Foreign Affairs Canada  
April 11, 2005

**Krueger**, Master Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Kummel**, Colonel Steff J.  
Wing Commander, 17 Wing Winnipeg  
National Defence  
March 10, 2005

**Kwasnicki**, Corporal Anita  
CFB Kingston  
May 7-9, 2002

**Lacroix**, Chief Warrant Officer Greg  
Army Regimental Sergeant Major  
National Defence  
February 26, 2007

**Lacroix**, Colonel Roch  
Chief of Staff, Land Force Atlantic Area  
National Defence  
May 6, 2005

**LaFrance**, Mr. Albert  
Director, Northern New Brunswick District  
Canada Customs and Revenue Agency  
January 22-24, 2002

**Laing**, Captain (Navy) Kevin  
Director, Maritime Strategy, Chief of Maritime Staff,  
National Defence  
July 18, 2001

**Lalonde**, Major John  
Air Reserve Coordinator (Western Area)  
National Defence  
March 8, 2005

**Landry**, Chief Warrant Officer André  
1st Battalion, 22nd Royal Regiment  
CFB Valcartier  
September 24, 2003

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**Landry**, LCol (Ret'd) Rémi  
International Security Study and Research Group  
University of Montreal  
June 2, 2005

**Langelier**, Mr. André  
Director, Emergency and Protective Services, City of  
Gatineau  
February 3, 2003

**Laroche**, Colonel J.R.M.G.  
National Defence  
May 2, 2005

**Last**, Colonel David  
Registrar  
Royal Military College of Canada  
November 29, 2004

**LeBoldus**, Mr. Mick  
Chief Representative at the NATO Flight Training  
Centre  
Bombardier Aerospace  
March 9, 2005

**Lefebvre**, Denis  
Assistant Commissioner, Customs Branch  
Canada Customs and Revenue Agency  
May 6, 2004, February 10, 2003

**Legault**, Mr. Albert  
Université du Québec à Montréal (UQAM)  
February 21, 2005

**Lenton**, Assistant Commissioner W.A. (Bill)  
RCMP  
January 28, 2002, June 9, 2003

**LePine**, Mr. Peter  
Inspector, Halifax Detachment  
RCMP  
September 23, 2003

**Leslie**, Lieutenant-General Andrew  
Chief of the Land Staff  
National Defence  
February 26, 2007

**Landry**, Inspector Sam  
Officer in Charge, Toronto Airport Detachment  
RCMP  
June 24, 2002

**Laprade**, CWO Daniel  
Headquarters and Signal Squadron  
CFB Valcartier  
September 24, 2003

**Larrabee**, Mr. Bryan  
Emergency Social Services Coordinator, Board of  
Parks and Recreation, City of Vancouver  
January 30, 2003

**Leblanc**, Ms. Annie  
Acting Director, Technology and Lawful Access  
Division, Solicitor General of Canada  
July 19, 2001

**Lefebvre**, Mr. Denis  
Executive Vice-President  
Canada Border Services Agency  
February 7, 2005

**Lefebvre**, Mr. Paul  
President, Local Lodge 2323  
International Association of Machinists and Aerospace  
Workers  
August 15, 2002

**Leighton**, Lieutenant-Commander John  
J1  
CFB Kingston  
May 7-9, 2002

**Leonard**, Lieutenant-Colonel S.P.  
Royal Newfoundland Regiment  
(1<sup>st</sup> Battalion)  
February 2, 2005

**Lerhe**, Commodore E.J. (Eric)  
Commander, Canadian Fleet Pacific  
Maritime Forces Pacific  
November 18-22, 2001

**Leslie**, Major-General Andrew  
National Defence  
November 29, 2004

## APPENDIX IV Who the Committee Heard From

---

**Lessard**, Brigadier-General J.G.M.  
Commander, Land Forces Central Area  
December 2, 2004

**Levy**, Mr. Bruce  
Director, U.S. Transboundary Division  
Department of Foreign Affairs and International Trade  
January 28, 2002

**Lilienthal**, Lieutenant-Colonel Mark  
Senior Staff Officer  
Canadian Forces Support Training Group  
CFB Borden  
June 25-27, 2002

**Loeppky**, Deputy Commissioner Garry  
Operations  
RCMP  
October 22, 2001 / December 2, 2002

**Loschiuk**, Ms Wendy  
Principal  
Office of the Auditor General of Canada  
December 6, 2004

**Lucas**, Lieutenant-General Steve  
Chief of the Air Staff  
National Defence  
February 26, 2007

**Luciak**, Mr. Ken  
Director, Emergency Medical Services City of Regina  
January 27, 2003

**Lupien**, Chief Petty Officer First Class R.M.  
Canadian Forces Chief Warrant Officer  
Department of National Defence  
December 3, 2001

**Macaleese**, Lieutenant-Colonel Jim  
Commander  
9 Wing (Gander)  
February 2, 2005

**Lester**, Mr. Michael  
Executive Director, Emergency Measures  
Organization  
Nova Scotia Public Safety Anti-Terrorism Senior  
Officials Committee  
September 23, 2003

**Lichtenwald**, Chief Jack  
Regina Fire Department  
City of Regina  
January 27, 2003

**Lloyd**, Captain (N) Ron  
Director General, Maritime Force Development  
National Defence  
February 26, 2007

**Logan**, Major Mike  
Deputy Administration Officer, Canadian Forces Support  
Training Group  
CFB Borden  
June 25-27, 2002

**Lucas**, Brigadier-General Dwayne  
Director General – Aerospace Equipment Program  
Management  
National Defence  
June 27, 2005

**Lucas**, Major General Steve  
Commander One Canadian Air Division, Canadian  
NORAD Region Headquarters  
November 18-22, 2001

**Luloff**, Ms. Janet  
A/Director, Regulatory Affairs, Safety and Security  
Group, Transport Canada  
November 27, 2002, December 2, 2002

**Lyrette**, Private Steve  
CFB Kingston  
May 7-9, 2002

**Macdonald**, Lieutenant-General George  
Vice Chief of the Defence Staff  
Department of National Defence  
January 28, 2002, May 6, 2002, August 14, 2002,  
February 23, 2004

## Canadian Security Guide Book 2007 Edition - AIRPORTS

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**Macdonald**, Lieutenant-General (Ret'd) George  
CFN Consultants Ottawa  
June 27, 2005

**MacKay**, The Honourable Peter  
Minister of Foreign Affairs  
May 29, 2006

**MacKenzie**, Major-General (Ret'd) Lewis  
As an individual  
May 3, 2004, December 6, 2004

**MacLaughlan**, Superintendent C.D. (Craig), Officer in  
Charge, Support Services ``H" Division, RCMP  
September 22, 2003

**MacLean**, Vice-Admiral Bruce  
Chief of Maritime Staff  
National Defence  
February 14, 2005

**Macnamara**, Mr. W. Donald  
Senior Fellow  
Queen's University  
November 29, 2004

**MacQuarrie**, Captain Don  
J6  
CFB Kingston  
May 7-9, 2002

**Magee**, Mr. Andee  
Dog Master  
Canada Customs and Revenue Agency  
May 7-9, 2002

**Maillet**, Acting School Chief Warrant Officer Joseph  
Canadian Forces School of Communications and Electronics,  
CFB Kingston  
May 7-9, 2002

**Maisonneuve**, Major-General J.O. Michel  
Assistant Deputy Chief of Defence Staff  
October 22, 2001

**Malec**, Mr. George  
Assistant Harbour master  
Halifax Port Authority  
January 22-24, 2002

**Mack**, Rear Admiral Ian  
Defence Attaché  
Canadian Embassy (Washington)  
February 4, 2002

**MacKay**, Major Tom  
The Black Watch  
November 5-6, 2002

**MacIsaac**, Captain (N) Roger  
Base Commander, CFB Halifax  
National Defence  
May 6, 2005

**MacLaughlan**, Mr. Craig  
Executive Director, Emergency  
Measures Organization  
Province of Nova Scotia  
May 6, 2005

**MacLeod**, Colonel Barry W.  
Commander 3 Area Support Group  
CFB Gagetown  
January 22-24, 2002

**Macnamara**, Brigadier-General (ret'd) W. Don,  
President, Conference of Defence Associations  
Institute  
May 3, 2004

**Maddison**, Vice Admiral Greg  
Deputy Chief of the Defence Staff  
National Defence  
May 5, 2002, February 14, 2005

**Maher**, Lieutenant Earl  
4 ESR  
CFB Gagetown  
January 21-24, 2002

**Maines**, Warren  
Director, Customer Service  
Air Canada  
June 4, 2002

**Malboeuf**, Corporal Barry  
CFB Kingston  
May 7-9, 2002

**Mallory**, Mr. Dan  
Chief of Operations for Port of Lansdowne  
Canada Customs and Revenue Agency  
May 7-9, 2002



## APPENDIX IV Who the Committee Heard From

---

**Mandel**, His Worship Mayor Stephen  
City of Edmonton  
January 30, 2007

**Manning**, Corporal Rob  
CFB Borden Technical Services  
CFB Borden  
June 25-27, 2002

**Manuel**, Mr. Barry  
Coordinator, Emergency Measures Organization, City of  
Halifax  
May 6, 2005 / September 23, 2003

**Marsh**, Howie  
Conference of Defence Associations (Ottawa)  
June 27, 2005

**Martin**, Mr. Ronald  
Emergency Planning Coordinator  
City of Vancouver  
January 30, 2003, March 1, 2005

**Mason**, Mr. Dwight  
Joint Chief of Staff, U.S. Chair, Permanent Joint Board  
on Defence  
The Pentagon  
February 6, 2002

**Massicotte**, Ms Olga  
Regional Director General/Atlantic  
Veterans Affairs Canada  
January 22-24, 2002

**Matte**, Colonel Perry  
14 Wing Commander  
National Defence  
May 5, 2005

**Mattiussi**, Mr. Ron  
Director of Planning and Corporate Services  
City of Kelowna  
March 1, 2005

**McAdam**, Lieutenant-Colonel Pat  
Tactics School, C.F.B. Galetown  
National Defence  
January 31, 2005

**Mandel**, Mr. Stephen  
Deputy Mayor and Councillor  
City of Edmonton  
January 28, 2003

**Manson**, General (Ret'd) Paul D.  
Conference of Defence Associations (Ottawa)  
June 27, 2005

**Marcewicz**, Lieutenant-Colonel  
Base Commander, CFB Edmonton  
National Defence  
March 7, 2005

**Martin**, Ms Barbara  
Director, Defence and Security Relations  
Division, Foreign Affairs Canada  
April 11, 2005

**Mason**, Lieutenant-Colonel Dave  
Commanding Officer, 12 Air Maintenance Squadron, 12  
Wing Shearwater  
January 22-24, 2002

**Mason**, Ms. Nancy  
Director, Office of Canadian Affairs, Bureau of  
Western Hemisphere Affairs  
U.S. Department of State  
February 06, 2002

**Matheson**, Corporal  
2 Air Movement Squadron  
8 Wing Trenton  
June 25-27, 2002

**Mattie**, Chief Warrant Officer Fred  
12 Air Maintenance Squadron  
12 Wing Shearwater  
January 22-24, 2002

**Maude**, Master Corporal Kelly  
436 Transport Squadron  
8 Wing Trenton  
June 25-27, 2002

**McCoy**, Chief Warrant Officer Daniel  
Support Unit, 430th Helicopters Squadron  
CFB Valcartier  
September 24, 2003

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**McCuaig, Mr. Bruce**  
Assistant Deputy Minister  
Policy, Planning and Standards Division  
Ontario Ministry of Transportation  
December 1, 2004

**McGarr, Kevin**  
Canadian Air Transport Security Authority  
Vice-President and Chief Technology Officer  
October 30, 2006

**McInenly, Mr. Peter**  
Vice-President, Business Alignment  
Canada Post  
August 15, 2002

**McKerrell, Mr. Neil**  
Chief, Emergency Management Ont.  
Ontario Ministry of Community Safety and  
Correctional Services  
October 30, 2003

**McKinnon, Lieutenant-Colonel DB**  
P.E.I. Regiment  
February 1, 2005

**McLean, Corporal**  
Wing Operations  
8 Wing Trenton  
June 25-27, 2002

**McLellan, Mr. George**  
Chief Administrative Officer  
Halifax Regional Municipality  
September 23, 2003

**McManus, Lieutenant-Colonel J.J. (John),**  
Commanding Officer, 443 (MH) Squadron,  
Maritime Air Force Command Pacific  
November 18-22, 2001

**McNeil, Commodore Daniel**  
Vice Chief of the Defence Staff Department of  
National Defence  
July 18, 2001

**McRae, Robert**  
Director General, International Security Bureau  
Foreign Affairs and International Trade Canada  
December 11, 2006

**McDonald, Corporal Marcus**  
Canadian Forces Medical Services School  
CFB Borden  
June 25-27, 2002

**McIlhenny, Mr. Bill**  
Director for Canada and Mexico  
U.S. National Security Council  
February 7, 2002

**McKeage, Mr. Michael**  
Director of Operations, Emergency Medical Care  
Halifax Regional Municipality  
September 23, 2003

**McKinnon, Chief David P.**  
Chief of Police  
Halifax Regional Police Force  
January 22-24, 2002

**McLaughlin, Michael J.**  
Canadian Air Transport Security Authority  
Vice-President and Chief Financial Officer  
October 30, 2006

**McLellan, The Honourable Anne, P.C. M.P.**  
Deputy Prime Minister and Minister of Public  
Safety and Emergency Preparedness  
February 15, 2005 & April 11, 2005

**McLeod, Mr. Dave**  
Lead Station Attendant  
International Association of Machinists and Aerospace  
Workers  
August 15, 2002

**McNeil, Rear-Admiral Dan**  
Commander, Maritime Forces Atlantic  
National Defence  
May 6, 2005

**McNeil, Commodore Daniel**  
Director, Force Planning and Program Coordination,  
Vice Chief of the Defence Staff  
Department of National Defence  
July 18, 2001

**McRoberts, Mr. Hugh**  
Assistant Auditor General  
Office of the Auditor General of Canada  
December 6, 2004

## APPENDIX IV Who the Committee Heard From

---

**Mean**, Master Corporal Jorge  
Canadian Forces School of Aerospace Technology and  
Engineering  
June 25-27, 2002

**Melançon**, Lieutenant-Colonel René  
Infantry School  
C.F.B. Gagetown  
National Defence  
January 31, 2005

**Mercer**, Mr. Wayne  
Acting First Vice-President, Nova Scotia District Branch,  
(CEUDA)  
January 22-24, 2002

**Michaud**, Mr. Jean-Yves, Deputy Director,  
Administrative Support Directorate, City of Montreal  
September 26, 2003

**Miller**, Lieutenant-Colonel  
Commander,  
10<sup>th</sup> Field Artillery Regiment, RCA  
National Defence  
March 9, 2005

**Milner**, Dr. Marc  
Director, Military and Strategic Studies Program  
University of New Brunswick  
January 31, 2005

**Mitchell**, Mr. Barry  
Director, Nova Scotia District  
Canada Customs and Revenue Agency  
January 22-24, 2002

**Mogan**, Mr. Darragh  
Director General, Program and Service Policy  
Division, Veterans Services  
Veterans Affairs Canada  
January 22-24, 2002

**Morency**, André  
Regional Director General, Ontario Region, Transport  
Canada  
June 24, 2002

**Morton**, Dr. Desmond  
Professor  
University of McGill  
November 15, 2004

**Meisner**, Mr. Tim  
Director, Policy and Legislation, Marine Programs  
Directorate  
Canadian Coast Guard  
February 17, 2003, April 7, 2003

**Melis**, Ms. Caroline  
Director, Program Development,  
Department of Citizenship and Immigration Canada  
March 17, 2003

**Merpaw**, Ms. Diane  
Acting Deputy Director, Policy Development and  
Coordination  
Citizenship and Immigration Canada  
April 7, 2003

**Middlemiss**, Professor Danford W.  
Department of Political Science  
Dalhousie University  
May 12, 2003, May 5, 2005

**Miller**, Mr. Frank  
Senior Director, President's Adviser on Military  
Matters  
U.S. National Security Council  
February 7, 2002

**Minto**, Mr. Shahid  
Assistant Auditor General  
Office of the Auditor General of Canada  
December 10, 2001

**Mitchell**, Brigadier General Greg  
Commander  
Land Forces Atlantic Area  
January 22-24, 2002

**Moran**, Ron  
National President  
Customs Excise Union Douanes Accise (CEUDA)  
December 4, 2006

**Morris**, Ms. Linda  
Director, Public Affairs  
Vancouver Port Authority  
November 18-22, 2001

**Moutillet**, Lieutenant-Commander Mireille  
Senior Staff Officer Policy  
National Defence  
September 25, 2003

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**Mulder, Mr. Nick**  
President, Mulder Management Associates  
June 9, 2003

**Munger, Chief Warrant Officer JER**  
Office of Land Force Command  
Department of National Defence  
December 03, 2001

**Murphy, Captain (N) R.D. (Dan)**  
Deputy Commander, Canadian Fleet Pacific  
Maritime Forces Pacific  
November 18-22, 2001

**Murray, Major James**  
Commandant, Canadian Forces Fire Academy  
CFB Borden  
June 25-27, 2002

**Mushanski, Lieutenant Commander Linda**  
Commanding Officer  
HMCS *Queen* (Regina)  
January 27, 2003

**Nelligan, Mr. John Patrick**  
Senior Partner, Law Firm of Nelligan O'Brien Payne  
LLP, Ottawa  
December 2, 2002

**Neville, Lieutenant-Colonel Shirley**  
Wing Administration Officer, Acting Wing  
Commander, 17 Wing  
17 Wing Winnipeg  
November 18-22, 2001

**Newton, Captain John F.**  
Senior Staff Officer, Operations  
Maritime Forces Atlantic  
January 22-24, 2002

**Nikolic, Mr. Darko**  
District Director, St. Lawrence District  
Canada Customs and Revenue Agency  
May 7-9, 2002

**Nordick, Brigadier-General Glenn**  
Deputy Commander, Land Force Doctrine and Training  
Systems, CFB Kingston  
May 7-9, 2002

**Mundy, Lieutenant-Commander Phil**  
Executive Officer  
H.M.C.S. Queen Charlotte  
February 1, 2005

**Munroe, Ms. Cathy**  
Regional Director of Customs for Northern Ontario  
Canada Customs and Revenue Agency  
May 7-9, 2002

**Murray, Ms. Anne C.**  
Vice President, Community and Environmental  
Affairs, Vancouver International Airport Authority  
November 18-22, 2001

**Murray, Admiral (Ret'd) Larry**  
Deputy Minister  
Veterans Affairs Canada  
January 22-24, 2002

**Narayan, Mr. Francis**  
Detector Dog Service  
Canada Customs and Revenue Agency  
November 18-22, 2001

**Neumann, Ms. Susanne M.**  
Compliance Verification Officer  
Customs – Compliance Mgt. Division  
Canada Customs and Revenue Agency  
November 18-22, 2001

**Newberry, Mr. Robert J.**  
Principal Director, Territorial Security  
The Pentagon  
February 06, 2002

**Niedtner, Inspector Al**  
Vancouver Police, Emergency Operations and  
Planning Sector  
City of Vancouver  
January 30, 2003

**Noël, Chief Warrant Officer Donald**  
5th Field Ambulance  
CFB Valcartier  
September 24, 2003

**Norman, Mr. Mark**  
President of Daimler-Chrysler and Chair of the Infrastructure  
Committee  
Canadian Automotive Partnership Council  
December 1, 2004

## APPENDIX IV Who the Committee Heard From

---

**Normoyle, Ms. Debra**  
Director General, Enforcement Branch  
Department of Citizenship and Immigration Canada  
April 7, 2003

**Nossal, Dr. Kim Richard**  
Professor and Head, Political Studies  
Department  
Queen's University  
November 29, 2004

**O'Bright, Mr. Gary**  
Director General, Operations  
Office of Critical Infrastructure Protection and  
Emergency Preparedness  
July 19, 2001, October 20, 2003

**O'Hanlon, Mr. Michael**  
Senior Fellow, Foreign Policy Studies  
The Brookings Institution  
February 5, 2002

**Olchowiecki, Private Chrissian**  
CFB Kingston  
May 7-9, 2002

**Orr, Major Ken**  
Senior Staff Officer, Attraction Canadian Forces Recruiting  
Group  
CFB Borden  
June 25-27, 2002

**Ouellet, Chief Warrant Officer J.S.M.**  
5th Canadian Mechanized Brigade Group  
CFB Valcartier  
September 24, 2003

**Ouellette, Lieutenant-Colonel Bernard**  
Commander, 2nd Battalion, 22nd Royal Regiment,  
CFB Valcartier  
September 24, 2003

**Parks, Lieutenant-Commander Mike**  
Directorate of Army Training 5-4  
CFB Kingston  
May 7-9, 2002

**Normoyle, Ms. Debra**  
Head, Immigration Enforcement  
Canada Border Services Agency  
February 23, 2004

**Nymark, Ms. Christine**  
Associate Assistant Deputy Minister  
Transport Canada  
January 28, 2002

**O'Donnell, Mr. Patrick**  
President  
Canadian Defence Industries Association  
November 22, 2004

**O'Shea, Mr. Kevin**  
Director, U.S. General Relations Division,  
Department of Foreign Affairs and International  
Trade  
January 28, 2002

**Oliver, Superintendent Joe**  
Royal Canadian Mounted Police  
Director, Customs & Excise  
October 2, 2006

**Ortiz, The Honorable Solomon P.**  
Ranking Member, Subcommittee on Military  
Readiness (Democrat – Texas)  
U.S. House Armed Services Committee  
February 06, 2002

**Ouellet, Major Michel**  
Acting Commanding Officer, 5th Canadian Service  
Battalion  
CFB Valcartier  
September 24, 2003

**Parker, Major Geoff**  
Infantry  
CFB Petawawa  
June 25-27, 2002

**Parriag, Ms Amanda**  
Centre for Research and Information on  
Canada  
December 6, 2004

## Canadian Security Guide Book 2007 Edition - AIRPORTS

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**Pasel, Mr. William**  
Emergency Measures Coordinator, Hamilton  
Emergency Services Department, City of Hamilton  
March 31, 2003

**Paulson, Captain (N) Gary**  
Commanding Officer of HMCS Algonquin  
Maritime Forces Pacific  
November 18-22, 2001

**Pearson, Lieutenant Colonel Michael**  
Commandant of Infantry School SAT  
CFB Gagetown  
January 22-24, 2002

**Pelletier, France**  
Legislative and Regulatory Affairs, Airline Division  
Canadian Union of Public Employees  
November 25, 2002

**Pennie, Lieutenant-General Ken**  
Chief of Air Staff  
National Defence  
February 7, 2005

**Pentland, Mr. Charles**  
Political Studies, Centre for International  
Relations, Queen's University  
November 29, 2004

**Peters, Colonel William**  
Director, Land Strategic Planning, Chief of the Land  
Staff  
National Defence  
July 18, 2001

**Pettigrew, Master Corporal Robert**  
Canadian Forces School of Administration and Logistics, CFB  
Borden  
June 25-27, 2002

**Pichette, Mr. Pierre Paul, Deputy Director,**  
Operational Management Department, Montreal Police  
Service, City of Montreal  
September 26, 2003

**Pigeon, Mr. Jacques**  
Senior General Counsel and Head, Department of  
Justice, Legal Services  
Transport Canada  
December 2, 2002

**Pataracchia, Lieutenant (N) John**  
Representing Commanding Officer, Canadian Forces  
Recruiting Centre, Halifax  
CFB Borden  
June 25-27, 2002

**Payne, Captain (N) Richard**  
Commanding Officer, Fleet Maintenance Facility  
Cape Scott  
Maritime Forces Atlantic  
January 22-24, 2002

**Pellerin, Colonel (Ret'd) Alain**  
Executive Director  
Conference of Defence Associations  
October 15, 2001, April 19, 2004 / June 27, 2005

**Penner, Lieutenant-Colonel Doug**  
Commanding Officer, North Saskatchewan  
Regiment (Saskatoon)  
January 27, 2003

**Pennie, Lieutenant-General (Ret'd) Ken**  
June 27, 2005

**Pentney, Mr. Bill**  
Assistant Deputy Attorney General  
Department of Justice Canada  
February 15, 2005

**Petras, Major-General H.M.**  
Chief, Reserves and Cadets  
National Defence  
June 6, 2005

**Pharand, M. Pierre**  
Director, Airport Security  
Montréal Airports  
November 5-6, 2001

**Pichette, Mr. Pierre-Paul**  
Assistant Director, Montreal Urban Community  
Police Department  
November 5-6, 2001

**Pigeon, Mr. Jean François**  
Acting Director, Security  
Montréal Airports  
November 5-6, 2001

## APPENDIX IV Who the Committee Heard From

---

**Pile**, Commodore Ty  
Commander, Canadian Fleet Atlantic  
National Defence  
May 6, 2005

**Pilgrim**, Superintendent J. Wayne  
Officer in Charge, National Security Investigations  
Branch, Criminal Intelligence Directorate, RCMP  
July 19, 2001

**Pilon**, Mr. Marc  
Senior Policy Analyst, Security Policy Division, National  
Security Directorate  
Office of the Solicitor General  
February 24, 2003

**Plante**, Master Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Polson**, Captain (N) Gary  
Commanding Officer  
HMCS Algonquin  
Maritime Forces Pacific  
November 18-22, 2001

**Poulin**, Corporal Mario  
Canadian Forces Military Police Academy  
CFB Borden  
June 25-27, 2002

**Préfontaine**, Colonel Marc  
Comd 34 Brigade Group Executive  
The Black Watch  
November 5-6, 2002

**Proulx**, Asst. Commissioner Richard  
Criminal Intelligence Directorate  
RCMP  
October 22, 2001

**Puxley**, Ms Evelyn  
Director, International Crime and Terrorism  
Division, Foreign Affairs Canada  
April 11, 2005

**Quinlan**, Grant  
Security Inspector  
Transport Canada  
June 24, 2002

**Pile**, Captain (N) T.H.W. (Tyron)  
Commander, Maritime Operations Group Four,  
Maritime Forces Pacific  
November 18-22, 2001

**Pinsent**, Major John  
Canadian Parachute Centre, 8 Wing Trenton  
June 25-27, 2002

**Pitman**, Mr. B.R. (Brian)  
Sergeant, Waterfront Joint Forces Operation,  
Vancouver  
Royal Canadian Mounted Police  
November 18-22, 2001

**Poirier**, Mr. Paul  
Director, Intelligence and Contraband Division  
Northern Ontario Region  
Canada Customs and Revenue Agency  
May 7-9, 2002

**Potvin**, Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Preece**, Captain (N) Christian  
Maritime Forces Atlantic  
January 22-24, 2002

**Primeau**, M. Pierre  
Investigator  
Organized Crime Task Force – RCMP  
November 5-6, 2001

**Purdy**, Ms. Margaret  
Associate Deputy Minister  
Department of National Defence  
August 14, 2002

**Quick**, Mr. Dave  
Co-ordinator, Emergency Planning  
City of Regina  
January 27, 2003

**Raimkulov, M.P.**, Mr. Asan  
Kyrgyz Republic  
May 12, 2003

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**Randall, Dr. Stephen J.**

Dean, Faculty of Social Sciences  
University of Calgary  
March 8, 2005

**Rathwell, Mr. Jacques**

Manager, Emergency and Protective Services, City of  
Gatineau  
February 3, 2003

**Reaume, Mr. Al, Assistant Chief of Fire and Rescue**

Services, Fire Department, City of Windsor  
February 27, 2003

**Reeve, Jason**

Cabinet and Parliamentary Affairs Liaison,  
Afghanistan Task Force  
Foreign Affairs and International Trade Canada  
December 11, 2006

**Reid, Chief Warrant Officer Clifford**

Canadian Forces Fire Academy  
CFB Borden  
June 25-27, 2002

**Reid, Warrant Officer Jim**

Air Defence Missile  
CFB Petawawa  
June 25-27, 2002

**Richard, CWO Stéphane**

5th Canadian Service Battalion  
CFB Valcartier  
September 24, 2003

**Richter, Dr. Andrew**

Assistant Professor, International Relations and  
Strategic Studies  
University of Windsor  
December 1, 2004

**Rivest, Master Corporal Dan**

Canadian Forces School of Aerospace Technology and  
Engineering, CFB Borden  
June 25-27, 2002

**Robertson, Vice-Admiral Drew**

Chief of the Maritime Staff  
National Defence  
February 26, 2007

**Rapanos, Mr. Steve**

Chief, Emergency Medical Services  
City of Edmonton  
January 28, 2003

**Read, Mr. John A.**

Director General, Transport Dangerous Goods,  
Transport Canada  
February 25, 2004

**Reed, The Honorable Jack**

Chair (Democrat – Rhode Island), U.S. Senate  
Armed Services Committee  
February 5, 2002

**Regehr, Mr. Ernie**

Executive Director  
Project Ploughshares  
March 21, 2005

**Reid, Lieutenant Colonel Gord**

Commandant, Canadian Forces Air Navigation  
School (CFANS)  
17 Wing Winnipeg  
November 18-22, 2001

**Renahan, Captain Chris**

Armour  
CFB Petawawa  
June 25-27, 2002

**Richmond, Mr. Craig**

Vice President, Airport Operations  
Vancouver International Airport  
November 18-22, 2001

**Riffou, Lieutenant-Colonel François**

Commander, 1st Battalion, 22nd Royal Regiment,  
CFB Valcartier  
September 24, 2003

**Robertson, Rear-Admiral Drew W.**

Director General, International Security Policy  
Department of National Defence  
February 23, 2004, April 11, 2005

**Robertson, Mr. John**

Chief Building Inspector  
City of Vancouver  
January 30, 2003



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**Robinson**, Second Lieutenant. Chase  
The Black Watch  
November 5-6, 2001

**Romses**, Brigadier-General R.R.  
Commander  
Land Forces Atlantic Area  
National Defence  
January 31, 2005

**Ross**, Major-General H. Cameron  
Director General, International Security Policy,  
National Defence  
January 28, 2002

**Ross**, Dr. Douglas  
Professor, Faculty of Political Science  
Simon Fraser University  
March 1, 2005

**Rossell**, Inspector Dave  
Inspector in charge of Operations-Support Services,  
Windsor Police Services City of Windsor  
February 27, 2003

**Rousseau**, Colonel Christian  
Commanding Officer, 5<sup>th</sup> Area Support Group  
National Defence  
June 1, 2005

**Rumsfeld**, The Honorable Donald  
U.S. Secretary of Defense  
February 6, 2002

**Russell**, Mr. Robert A., Assistant Commissioner,  
Atlantic Region, Canada Customs and Revenue  
Agency  
September 22, 2003

**Rutherford**, Lieutenant-Colonel Paul  
Commander, 73 Communication Group  
National Defence  
March 9, 2005

**Samson**, Chief Warrant Officer Camil  
2nd Battalion, 22nd Royal Regiment  
CFB Valcartier  
September 24, 2003

**Rochette**, Colonel J.G.C.Y.  
Director General Compensation and  
Benefits  
National Defence  
June 6, 2005

**Rose**, Mr. Frank  
International Security Policy  
The Pentagon  
February 6, 2002

**Ross**, Mr. Dan  
Assistant Deputy Minister (Information Management),  
National Defence  
February 14, 2005

**Ross**, Master Warrant Officer Marc-André, 58th Air  
Defence Battery  
CFB Valcartier  
September 24, 2003

**Rostis**, Mr. Adam  
Federal/Provincial/Municipal Liaison Officer  
Province of Nova Scotia  
May 6, 2005

**Rudner**, Dr. Martin  
Director, Centre for Security and Defence Studies,  
Carleton University  
June 3, 2004 / December 13, 2004

**Rurak**, Ms. Angela  
Customs Inspector  
Canada Customs and Revenue Agency  
May 7-9, 2002

**Rutherford**, Master Corporal Denis  
Canadian Forces Fire Academy  
CFB Borden  
June 25-27, 2002

**Salesses**, Lieutenant Colonel Bob  
Logistics Directorate for Homeland Security, The  
Pentagon  
February 6, 2002

**Samson**, Brigadier-General P.M.  
Director General, Intelligence  
National Defence  
October 22, 2001

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**Sampson, Tom**

Chief of Emergency Medical Services  
City of Calgary  
February 1, 2007

**Saunders, Corporal Cora**

16 Wing  
CFB Borden  
June 25-27, 2002

**Savard, Lieutenant-Colonel Danielle**

Commander, 5th Field Ambulance  
CFB Valcartier  
September 24, 2003

**Scofield, Mr. Bruce**

Director, Refugees Branch  
Department of Citizenship and Immigration Canada  
March 17, 2003

**Scott, Captain John**

Canadian Parachute Centre  
8 Wing Trenton  
June 25-27, 2002

**Shadwick, Mr. Martin**

Research Associate, Centre for International and Security  
Studies, York University  
December 2, 2004

**Sharapov, M.P., Mr. Zakir**

Kyrgyz Republic  
May 12, 2003

**Sheridan, Norman**

Director, Customs Passenger Programs  
Canada Customs and Revenue Agency  
June 24, 2002

**Simmons, Mr. Robert**

Deputy Director, Office of European Security and  
Political Affairs  
U.S. Department of State  
February 6, 2002

**Sinclair, Ms. Jill**

Acting Assistant Deputy Minister, Global Security  
Policy, Department of Foreign Affairs and  
International Trade  
January 28, 2002 / August 14, 2002

**Sanderson, Mr. Chuck**

Executive Director, Emergency Measures Organization,  
Province of Manitoba  
March 10, 2005

**Saunders, Captain Kimberly**

Disaster Assistance Response Team  
CFB Kingston  
May 7-9, 2002

**Schmick, Major Grant**

Commanding Officer, Canadian Forces Recruiting Centre,  
CFB Borden  
June 25-27, 2002

**Scott, Dr. Jeff**

Provincial Medical Officer of Health  
Halifax Regional Municipality  
September 23, 2003

**Sensenbrenner, Jr., The Honorable F. James, Chair**

(Republican – Wisconsin)  
U.S. House Judiciary Committee  
February 07, 2002

**Shapardanov, Mr. Chris**

Counsellor, Political  
Canadian Embassy (Washington)  
February 04, 2002

**Sheehy, Captain Matt**

Chairman, Security Committee  
Air Canada Pilots Association  
November 4, 2002

**Sigouin, Mr. Michel**

Regional Director, Alberta, Office of Critical  
Infrastructure Protection and Emergency  
Preparedness  
October 27, 2003

**Sinclair, Ms. Jill**

Director General, International Security Bureau,  
Department of Foreign Affairs and International  
Trade  
March 17, 2003

**Sirois, Lieutenant-Colonel Sylvain**

Commander, 5th Combat Engineer Regiment, CFB  
Valcartier  
September 24, 2003

## APPENDIX IV Who the Committee Heard From

---

**Skelton**, The Honorable Ike  
Ranking Member (Democrat Missouri), U.S. House  
Armed Services Committee  
February 6, 2002

**Skidmore**, Colonel Mark  
Commander, 2 Canadian Mechanized Brigade Group, CFB  
Petawawa  
June 25-27, 2002

**Smith**, Corporal  
Canadian Postal Unit  
8 Wing Trenton  
June 25-27, 2002

**Smith**, Commodore Andy  
Director General, Maritime Personnel and Readiness  
National Defence  
February 26, 2007

**Smith**, Mr. Bill  
Chief Superintendent  
Royal Canadian Mounted Police  
February 3, 2005

**Smith**, Master Corporal Terry  
436 Transport Squadron  
8 Wing Trenton  
June 25-27, 2002

**Sokolsky**, Dr. Joel  
Dean of Arts and Professor of Political Science, Royal Military  
College of Canada  
November 22, 2004

**Spraggett**, Ernest  
Director, Commercial Operations  
Canada Customs and Revenue Agency  
June 24, 2002

**Stairs**, Dr. Denis  
Professor, Department of Political Science  
Dalhousie University  
May 5, 2005

**Stark**, Lieutenant-Commander Gary  
Commanding Officer, HMCS Whitehorse, Maritime  
Forces Pacific  
November 18-22, 2001

**Skidd**, Officer Cadet. Alden  
The Black Watch  
November 5-6, 2002

**Slater**, Ms. Scenery C.  
District Program Officer  
Metro Vancouver District  
Canada Customs and Revenue Agency  
November 18-22, 2001

**Smith**, Captain (N) Andy  
Commanding Officer, Fleet Maintenance  
Facility, National Defence  
May 6, 2005

**Smith**, Mr. Bob  
Deputy Chief, Vancouver Fire and Rescue Services,  
City of Vancouver  
January 30, 2003

**Smith**, Mr. Doug  
Engineering Department  
City of Vancouver  
January 30, 2003

**Snow**, Master Corporal Joanne  
Canadian Forces School of Administration and Logistics,  
CFB Borden  
June 25-27, 2002

**Souccar**, Assistant Commissioner Raf  
Royal Canadian Mounted Police  
Federal and International Operations  
October 2 and 30, 2006

**Stacey**, Corporal Derrick  
CFB Borden Administration Services  
CFB Borden  
June 25-27, 2002

**Starck**, Mr. Richard  
Senior Counsel, Quebec Regional Office,  
Department of Justice  
November 5-6, 2001

**St-Cyr**, Lieutenant-Colonel Pierre  
Commander, Support Unit, 430th Helicopters  
Squadron, CFB Valcartier  
September 24, 2003

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**Stevens, Pipe-Major Cameron**  
The Black Watch  
November 5-6, 2002

**Stewart, Warrant Officer Barton**  
Canadian Forces School of Communications and Electronics,  
CFB Kingston  
May 7-9, 2002

**Stewart, Chief William**  
Fire Chief and General Manager, Toronto Fire  
Services, City of Toronto  
October 30, 2003

**St. John, Mr. Peter**  
Professor (retired), International Relations, University  
of Manitoba  
November 25, 2002

**Stone, Master Corporal**  
Canadian Parachute Centre  
8 Wing Trenton  
June 25-27, 2002

**Stump, The Honorable Bob**  
Chair (Republican – Arizona)  
U.S. House Armed Services Committee  
February 6, 2002

**Sully, Mr. Ron**  
Assistant Deputy Minister, Programs and Divestiture,  
Transport Canada  
February 7, 2005

**Sweeney, Steve**  
Superintendent  
Vancouver Police Department  
January 29, 2007

**Taillon, Mr. Paul**  
Director, Review and Military Liaison  
Office of the Communications Security  
Establishment Commissioner  
June 2, 2005

**Tarrant, Lieutenant-Colonel Tom**  
Deputy Director of Army Training  
CFB Kingston  
May 7-9, 2002

**Stevens, Daniel**  
Emergency Management Coordinator, Risk & Emergency  
Management  
City of Vancouver  
January 29, 2007

**Stewart, Mr. James**  
Civilian Human Resources  
Maritime Forces Atlantic  
January 22-24, 2002

**Stiff, Mr. Bob**  
General Manager, Corporate Security  
Canada Post  
August 15, 2002

**St. John, Dr. Ron**  
Executive Director, Centre for Emergency  
Preparedness and Response Health Canada  
February 10, 2003

**St-Pierre, M. Jacquelin**  
Commanding Officer, Post 5, Montreal Urban  
Community Police Department  
November 5-6, 2001

**Sullivan, Colonel C.S.**  
Wing Commander, 4 Wing Cold Lake  
National Defence  
March 7, 2005

**Summers, Rear-Admiral (Ret'd) Ken**  
Naval Officers Association of Vancouver  
Island  
February 28, 2005 / June 27, 2005

**Szczerbaniwicz, LCol Gary**  
Commanding Officer, 407 Squadron  
Maritime Air Force Command Pacific  
November 18-22, 2001

**Tait, Mr. Glen**  
Chief, Saint John Fire Department, City of Saint  
John  
March 31, 2003

**Tattersall, Lieutenant-Commander John**  
Directorate of Army Training 3  
CFB Kingston  
May 7-9, 2002

## APPENDIX IV Who the Committee Heard From

---

**Taylor, The Honorable Gene**  
Subcommittee on Military Procurement U.S. House  
Armed Services Committee February 6, 2002

**Taylor, The Honourable Trevor**  
Minister of Fisheries and Aquaculture  
and Minister Responsible for Labrador  
Government of Newfoundland and Labrador  
February 3, 2005

**Thibault, Master Corporal Christian**  
Gulf Squadron  
CFB Kingston  
May 7-9, 2002

**Thomas, Mr. John F.**  
Partner  
BMB Consulting  
June 9, 2003

**Tracy, Ms Maureen**  
Acting Head, Customs Contraband, Intelligence and  
Investigations, Enforcement Branch, Canada Border Services  
Agency  
February 7, 2005

**Tremblay, Colonel Alain**  
Commander, Canadian Forces Recruiting Group, CFB Borden  
June 25-27, 2002

**Tremblay, Colonel J.G.E.**  
Director, Current Operations, Strategic Joint Staff  
National Defence  
October 16, 2006

**Trim, Corporal**  
8 Air Maintenance Squadron, 8 Wing Trenton  
June 25-27, 2002

**Tse, Hau Sing**  
Vice-President, Asia Branch  
Canadian International Development Agency  
May 29, 2006

**Ur, Corporal Melanie**  
16 Wing, CFB Borden  
June 25-27, 2002

**Verner, The Honourable Josée**  
Minister of International Cooperation  
May 29, 2006

**Taylor, Mr. Robert**  
Inspector  
Vancouver Police Department  
November 18-22, 2001

**Theilmann, Mr. Mike**  
Acting Director, Counter-Terrorism Division,  
Solicitor General Canada  
July 19, 2001

**Thomas, Vice-Admiral (Ret'd) Charles**  
As an individual  
March 1, 2005

**Thompson, Ms Susan**  
Former Mayor of the City of Winnipeg  
As an individual  
March 10, 2005

**Tracy, Ms. Maureen**  
Director, Policy and Operations Division  
Canada Customs and Revenue Agency  
April 7, 2003

**Tremblay, Lieutenant-Colonel Eric**  
Commander, 5th Canadian Light Artillery Regiment,  
CFB Valcartier  
September 24, 2003

**Tremblay, Captain (N) Viateur**  
Deputy Commander, Naval Reserve  
Department of National Defence  
September 25, 2003

**Trottier, Lieutenant-Colonel Ron (Res)**  
Windsor Regiment  
December 1, 2004

**Tulenko, Mr. Timothy**  
Political-Military Officer, Canadian Affairs, U.S.  
Department of State  
February 6, 2002

**Verga, Mr. Peter F.**  
Special Assistant for Homeland Security, The  
Pentagon  
February 6, 2002

**Villiger, Lieutenant-Colonel F.L.**  
Calgary Highlanders  
National Defence  
March 8, 2005

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**Wainwright**, Lieutenant-Colonel J.E.  
Commander, 16/17 Field Ambulance  
National Defence  
March 9, 2005

**Ward**, Master Corporal Danny  
Canadian Forces School of Aerospace Technology and  
Engineering, CFB Borden  
June 25-27, 2002

**Ward**, Colonel Mike J.  
Commander Combat Training Centre  
CFB Gagetown  
January 22-24, 2002

**Wareham**, Corporal  
8 Air Maintenance Squadron  
8 Wing Trenton  
June 25-27, 2002

**Warner**, The Honorable John  
Ranking Member, U.S. Senate Armed Services  
Committee  
February 5, 2002

**Watt**, Major John  
Commanding Officer, Bravo Squadron  
CFB Kingston  
May 7-9, 2002

**Weighill**, Mr. Clive  
Deputy Chief of Police  
City of Regina  
January 27, 2003

**Wells**, Corporal Corwin  
CFB Kingston  
May 7-9, 2002

**Westwood**, Commodore Roger  
Director General – Maritime Equipment Program Management  
National Defence  
June 27, 2005

**Whitburn**, Lieutenant Colonel Tom  
Squadron 435  
17 Wing Winnipeg  
November 18-22, 2001

**Wamback**, Lieutenant-Commander A.  
Commanding Officer, HMCS Windsor  
Maritime Forces Atlantic  
January 22-24, 2002

**Ward**, Officer Cadet. Declan  
Student  
McGill University  
November 5-6, 2002

**Ward**, Master Corporal  
Wing Operations  
8 Wing Trenton  
June 25-27, 2002

**Wark**, Professor Wesley K.  
Associate Professor in the Department of History,  
Trinity College, University of Toronto  
October 1, 2001 / May 5, 2003 / June 27, 2005

**Warren**, Mr. Earle  
Director General, Major Projects Design and Development  
Directorate, Customs Branch  
Canada Customs and Revenue Agency  
February 10, 2003

**Watts**, Chief Warrant Officer Ernest  
3 Area Support Group  
CFB Gagetown  
January 22-24, 2002

**Weldon**, The Honorable Curt  
Chair, Subcommittee on Military Procurement  
(Republican – Pennsylvania)  
U.S. House Armed Services Committee  
February 6, 2002

**Werny**, Colonel W.S.  
Commanding Officer, Aerospace Engineering  
Test Establishment  
National Defence  
March 7, 2005

**Whalen**, Private Clayton  
CFB Kingston  
May 7-9, 2002

**White**, Lieutenant (N) Troy  
J2  
CFB Kingston  
May 7-9, 2002

## APPENDIX IV Who the Committee Heard From

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**Wicks, Major Brian**  
Commander, 103 Search and Rescue Squadron  
(Gander)  
February 2, 2005

**Williams, Captain (N) Kelly**  
Former Commanding Officer, HMCS *Winnipeg*,  
National Defence  
September 22, 2003

**Wilmink, Mr. Chuck**  
Consultant  
November 4, 2004

**Wing, Mr. Michael**  
National President, Union of Canadian Transportation  
Employees  
September 22, 2003

**Winn, Mr. Conrad**  
President and CEO  
COMPASS  
December 2, 2004

**Woodburn, Commander William**  
Submarine Division  
Maritime Forces Atlantic  
January 22-24, 2002

**Wriedt, Colonel Art**  
Commander, 41 Canadian Brigade Group  
National Defence  
February 1, 2007

**Wright, Robert**  
Commissioner  
Canada Customs and Revenue Agency  
May 6, 2002

**Wyynyk, Colonel P.F.**  
Area Support Unit Commander  
National Defence  
March 7, 2005

**Young, Brigadier-General G.A. (Res)**  
Deputy Commander, Land Forces Central  
Area  
December 2, 2004

**Williams, Mr. Alan**  
Assistant Deputy Minister (Material)  
National Defence  
November 1, 2004 / October 16, 2006

**Williams, Col. Richard**  
Director, Western Hemisphere Policy  
Department of National Defence  
May 6, 2002, March 17, 2003

**Wilson, Mr. Larry**  
Regional Director, Maritimes  
Canadian Coast Guard  
September 22, 2003

**Wingert, Colonel Douglas**  
Director Land Equipment Program Staff  
National Defence  
June 27, 2005

**Wolsey, Chief Randy**  
Fire Rescue Services, Emergency Response  
Department  
City of Edmonton  
January 28, 2003

**Woods, Corporal Connor**  
Canadian Forces Medical Services School  
CFB Borden  
June 25-27, 2002

**Wright, Mr. James R.**  
Assistant Deputy Minister, Global and Security  
Policy, Department of Foreign Affairs and  
International Trade  
February 23, 2004

**Wright, Mr. James R.**  
Assistant Deputy Minister, Global and Security  
Policy, Privy Council Office  
February 23, 2004

**Yanow, Rear-Admiral (Ret'd) Robert**  
As an individual  
March 1, 2005

**Young, Dr. James**  
Assistant Deputy Minister, Public Safety and  
Commissioner of Public Security, Ontario Ministry  
of Community Safety and Correctional Services  
October 30, 2003

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**Young, Major Marc**  
J4  
CFB Kingston  
May 7-9, 2002

**Zaccardelli, Commissioner Giuliano**  
Royal Canada Mounted Police  
May 8, 2006 / May 29, 2006



## APPENDIX V

# Biographies of Committee Members



### **The Honourable NORMAN K. ATKINS, Senator**

Norman K. Atkins was appointed to the Senate of Canada on June 29, 1986. Senator Atkins currently sits as an independent Progressive Conservative member, and is on the National Security and Defence Committee and the Veterans Affairs Subcommittee. Senator Atkins is a former President of Camp Associates Advertising Limited, a well-known Toronto-based agency, Senator Atkins has also played an active role within the industry, serving, for instance, as a Director of the Institute of Canadian Advertising in the early 1980's. Senator Atkins has been very active within the Progressive Conservative Party – at both the national and the provincial levels. Namely, Senator Atkins was National Campaign Chair in the federal elections of 1984 and 1988 and has held senior organizational responsibility in a number of Provincial election campaigns and he has served as an advisor to both the Rt. Hon. Brian Mulroney and the Rt. Hon. Robert L. Stanfield, as well as the Hon. William G. Davis Premier of Ontario.



### **The Honourable TOMMY BANKS, Senator**

Tommy Banks is known to many Canadians as an accomplished and versatile musician and entertainer. He is a recipient of the Juno Award, the Gemini Award and the Grand Prix du Disque. From 1968 to 1983 he was the host of The Tommy Banks Show on television. He has provided musical direction for the ceremonies of the Commonwealth Games, the World University Games, Expo '86, the XV Olympic Winter Games, various command performances and has performed as guest conductor of symphony orchestras throughout Canada, the United States, and in Europe. Tommy Banks was called to the Senate of Canada on 7 April 2000. On 9 May 2001, Senator Tommy Banks was appointed Vice-Chair of the Prime Minister's Caucus Task Force on Urban issues. He is currently a member of the Committee on National Security and Defence, Chair of the Committee on Energy, the Environment and Natural Resources, and chair of the Alberta Liberal Caucus in the Parliament of Canada.



**The Honourable JOSEPH A. DAY, Senator**

Appointed to the Senate by the Rt. Honourable Jean Chrétien, Senator Joseph Day represents the province of New Brunswick and the Senatorial Division of Saint John-Kennebecasis. He has served in the Senate of Canada since October 4, 2001.

He is currently a Member of the following Senate Committees: National Security and Defence; the Subcommittee on Veterans Affairs, National Finance and Internal Economy Budgets and Administration. Areas of interest and specialization include: science and technology, defence, international trade and human rights issues, and heritage and literacy. He is a member of many Interparliamentary associations including the Canada-China Legislative Association and the Interparliamentary Union. He is also the Chair of the Canada-Mongolia Friendship Group.

A well-known New Brunswick lawyer and engineer, Senator Day has had a successful career as a private practice attorney. His legal interests include Patent and Trademark Law, and intellectual property issues. Called to the bar of New Brunswick, Quebec, and Ontario, he is also certified as a Specialist in Intellectual Property Matters by the Law Society of Upper Canada, and a Fellow of the Intellectual Property Institute of Canada. Most recently (1999-2000) he served as President and CEO of the New Brunswick Forest Products Association. In 1992, he joined J.D. Irving Ltd., a conglomerate with substantial interests in areas including forestry, pulp and paper, and shipbuilding, as legal counsel. Prior to 1992 he practiced with Gowling & Henderson in Kitchener-Waterloo, Ogilvy Renault in Ottawa, and Donald F. Sim, Q.C. in Toronto, where he began his career in 1973.

An active member of the community, Senator Day recently chaired the Foundation, and the Board of the Dr. V.A. Snow Centre Nursing Home, as well as the Board of the Associates of the Provincial Archives of New Brunswick. Among his many other volunteer efforts, he has held positions with the Canadian Bar Association and other professional organizations, and served as National President of both the Alumni Association (1996) and the Foundation (1998-2000) of the Royal Military Colleges Club of Canada.

Senator Day holds a Bachelor of Electrical Engineering from the Royal Military College of Canada, an LL.B from Queen's University, and a Masters of Laws from Osgoode Hall. He is a member of the bars of Ontario, Quebec and New Brunswick.



**The Honourable COLIN KENNY, Senator**

Sworn in on June 29th, 1984 representing the Province of Ontario. His early political career began in 1968 as the Executive Director of the Liberal Party in Ontario. From 1970 until 1979 he worked in the Prime Minister's Office as Special Assistant, Director of Operations, Policy Advisor and Assistant Principal Secretary to the Prime Minister, the Right Honourable Pierre Trudeau. During his parliamentary career, Senator Kenny has served on numerous committees. They include the Special Committee on Terrorism and Security (1986-88) and (1989-91), the Special Joint Committee on Canada's Defence Policy (1994), the Standing Committee on Banking Trade and Commerce, the Standing Committee on National Finance, and the Standing Committee on Internal Economy, Budgets and Administration.



**The Honourable MICHAEL A. MEIGHEN, Q.C., Senator**

Appointed to the Senate in 1990, the Honourable Michael Meighen serves on various Senate Standing Committees including Banking Trade and Commerce, Fisheries, National Security and Defence, and chairs the Subcommittee on Veterans Affairs. He has also served on the Special Joint Committee on Canada's Defence Policy and the Special Joint Committee on a Renewed Canada. In his private career, Senator Meighen practiced litigation and commercial law in Montreal and Toronto. He is Counsel to the law firm Ogilvy Renault, and was Co-Legal Counsel to the Deschênes Commission on War Criminals. He sits on the Boards of Directors of Paribas Participations Limited, J.C. Clark Ltd. (Toronto), and Sentry Select Capital Corp. (Toronto).



**The Honourable WILFRED P. MOORE, Q.C., Senator**

Senator Moore was appointed to the Senate on September 26<sup>th</sup>, 1996 by the Right Honourable Jean Chrétien and represents the Province of Nova Scotia (Stanhope St./South Shore). The Senator graduated from Saint Mary's University with a Bachelor of Commerce degree in 1964, and with a Law degree in 1968 from Dalhousie University. He was appointed a Queen's Counsel in 1983. He is a member of the Nova Scotia Barrister's Society, having practiced law in Halifax for 31 years (1968-1999). The Senator was a Halifax Alderman from 1974 to 1980 and served as Deputy Mayor from 1977 to 1978. He was Chairman of the Halifax Metro Centre, having been a member of its building committee, and he chaired the Social Assistance Appeal Board for Halifax and Dartmouth. For 10 years, from 1994-2004, he was a member of the Board of Governors of Saint Mary's University, including the Advisory Committee to the President. He is a former member of the 615 Bluenose Air Cadet Squadron, and the R.C.A.F. Reserves.



**The Honourable GERRY ST. GERMAIN, Senator**

Appointed to the Senate on June 23, 1993, the Honourable Gerry St. Germain represents the province of British Columbia and the Senatorial Division of Langley – Pemberton - Whistler. He is Chair of the Standing Senate Committee on Aboriginal Peoples, and also sits on Scrutiny of Regulations and National Security and Defence. Senator St. Germain was first elected to the House of Commons in a 1983 by-election and was subsequently re-elected in 1984. He was sworn to the Queen's Privy Council when appointed Minister of State (Transport) on March 31, 1988. He was appointed Minister of Forestry in October 1988. In his life outside of Parliament, Senator St. Germain has worked as a commercial pilot, building contractor and cattle rancher.



**The Honourable DAVID TKACHUK, Senator**

Appointed to the Senate on June 8, 1993, the Honourable David Tkachuk represents the province of Saskatchewan. He is Deputy Chair of the Standing Senate Committee on Transport and Communications, and also sits on the Senate Committees of Agriculture and Forestry; Banking, Trade and Commerce; National Security and Defence; and the Selection Committee. Senator Tkachuk holds a Bachelor of Arts from the University of Saskatchewan and a Teaching Diploma from the College of Education in Saskatoon. He has worked as a teacher and a businessman.



**The Honourable ROD A.A. ZIMMER, Senator**

Rod Zimmer is one of Winnipeg's most recognized community leaders. He was President of the Royal Winnipeg Ballet from 1989 to 1991 and as a Member of the Board of Directors for the Winnipeg Blue Bombers Football Club from 1981 to 1993. In 1973 Rod Zimmer became Special Assistant to the Hon. James Richardson, Minister of National Defense, in Ottawa and served in that position until 1979. From 1979 to 1983, he was Vice-President of Corporate Communications for CanWest Capital Corporation. and was the Director of Project Management for the Canadian Sports Pool Corporation in Ottawa in 1984. From 1985 to 1993, he was the Director of Marketing and Communications for the Manitoba Lotteries Foundation. Since 1993, he has been the President of The Gatehouse Corporation. From 1995 to 1998, he served as Vice President of Festivals for the Pan American Games Society.

Throughout his career, he has co-chaired and coordinated appeals for various charitable groups, arts and sport organizations and universities, including, B'nai Brith, Hebrew University, Manitoba Métis Federation, First-Nations, Universities of Winnipeg and Manitoba, Winnipeg Chinese Cultural Centre, Hellenic Society, East Indian Culture Centers, Saskatchewan Association of Rehabilitation Centres, Para and Special Olympics, and recently Gold Medal Plates (Manitoba)/ 2010 Winter Olympics (Vancouver).

Recently, Rod Zimmer was asked to be the Senate Caucus Liaison for the Young Liberals of Canada. A role that will allow him to mentor youth from across the country through his position as a Senator, an illustration that merely reflects his countless years of dedication to youth within the Liberal Party.



## APPENDIX VI

# Biographies of the Committee Secretariat



**Major-General (Ret'd) G. Keith McDonald, Senior  
Military Advisor**

MGen McDonald grew up in Edmonton, attended College Militaire Royal in St. Jean and Royal Military College in Kingston (RMC), graduating in 1966 and being awarded his pilot wings in 1967.

MGen McDonald operationally flew the Tutor, T-33, CF5, CF104 and CF18 aircraft accumulating over 4000 hours of pilot in command throughout his 37-year career in the Air Force, Canadian Forces.

He held staff positions at the Royal Military College, in Baden Soellingen Germany, at National Defence Headquarters in Ottawa and at the North American Aerospace Command in Colorado Springs. Command positions include CF18 Squadron Commander, Base and Wing Commander in Baden Soellingen, Germany.

Major General McDonald ended his military career as the Director of Combat Operations at Headquarters North American Aerospace Defence Command at Colorado Springs, USA.

After leaving the military in 1998, General McDonald served a period of “conflict of interest” prior to joining BMCI Consulting as a Principal Consultant in the Aerospace and Defence Division. He left BMCI in 2002 to set up his own consulting company, KM Aerospace Consulting.

Major General McDonald has a degree in Political and Economic Science (Honours Courses) from the Royal Military College. He has completed Canadian Forces staff school, the Royal Air Force (England) Staff College, the National Security studies course, Post Graduate Courses in Business at Queens University, Electronic Warfare Courses at the University of California Los Angeles, the Law of Armed Conflict at San Remo, Italy, and numerous project management courses.

General McDonald is married to the former Catherine Grunder of Kincardine, Ontario, and they have two grown daughters, Jocelyn and Amy.



**Barry A. Denofsky, National Security Advisor**

Barry Denofsky recently retired after having completed 35 years with the Canadian Security Intelligence Service (CSIS) and the Royal Canadian Mounted Police (RCMP). Mr. Denofsky joined the RCMP in January 1969 and worked as a peace officer in Saskatchewan, Alberta, and Quebec. In 1972, he was transferred to the RCMP Security Service where he was involved in a variety of national security investigations. With the creation of CSIS in 1984, Mr. Denofsky maintained his interest and involvement in matters of national security with the new Service.

Mr. Denofsky held a variety of operational and senior management positions with CSIS which have included the following: Chief, Counter Intelligence, Quebec Region, Deputy Director General Operations, Ottawa Region, Deputy Director General Counter Terrorism, Headquarters, Ottawa, and Director General Counter Intelligence, Headquarters, Ottawa. On retirement from CSIS, Mr. Denofsky was the Director General, Research, Analysis and Production, Headquarters, Ottawa. In that capacity, he was responsible for the production and provision to government of all source analytical products concerning threats to the security of Canada

Mr. Denofsky also represented CSIS for many years at meetings of the NATO Special Committee in Brussels, Belgium. The Special Committee is an organization of security and intelligence services representing all member nations of NATO. In 2002, Mr. Denofsky was the Chair of the NATO Special Committee Working Group.

Mr. Denofsky is a graduate of the University of Toronto, and holds a graduate Diploma in Public Administration from Carleton University in Ottawa. He is a member of the Council of Advisors, the Canadian Centre of Intelligence and Security Studies, (CSIS), Carleton University. He is married and has two children.



**Steven James, Analyst**



Steven James joined the Parliamentary Information and Research Service of the Library of Parliament in July 2005. He serves as a Research Officer for the Standing Senate Committee on National Security and Defence.

Mr. James received his Bachelor of Arts (Psychology and Sociology) from the University of Alberta and a Masters in Military and Strategic Studies from the Center for Military and Strategic Studies at the University of Calgary.

Mr. James' recent studies have focused on Canada's counter-terrorism framework, specifically, federal, provincial and municipal responses to and prevention of terrorist-related incidents.

Previous to joining the Committee, Mr. James served as a Police Officer for the both the Ontario Provincial Police (1994 - 1998) and the Toronto Police Service (1998 - 2001).



**Melissa Radford, Analyst**

Melissa Radford joined the Parliamentary Information and Research Service of the Library of Parliament in November 2006 and serves as analyst for the Standing Senate Committee on National Security and Defence.

Miss Radford graduated from the Royal Military College of Canada with an MA in Defence Management and Policy in May 2006. She also holds a BSc in International Relations from the London School of Economics.

During her last semester at RMC, just prior to joining the Committee, Miss Radford worked at the United Nations Secretariat in the Department of Peacekeeping Operations.

**Jason Yung, Research Assistant**

Jason Yung joined the Parliamentary Research and Information Service of the Library of Parliament in January 2007. Jason currently serves as a Research Assistant to the Senate Standing Committee on National Security and Defense.

Jason earned his Honours Bachelor of Arts from the University of Toronto in 2005 in Economics and Political Science. Jason has since completed internships with organizations including the International Crisis Group, Human Rights Watch and the Atlantic Council of Canada. Most recently, Jason served as a policy analyst for the Department of Foreign Affairs and International Trade.

Jason's primary research interests are focused on Islamism, Middle East politics, and the evolving role of China in the Middle East.

**Jodi Turner, Committee Clerk**

Jodi Turner joined the Committees Branch of the Senate in January 2005. She serves as the Co-clerk for the Standing Senate Committee on National Security and Defence.

Ms. Turner received a *cum laude* Double Honours Bachelor of Arts (French and Political Studies) and a *cum laude* Masters in Public Administration (specialization in Canadian Politics), from the University of Manitoba.

Previous to joining the Committee, she served as Chief of Staff to the Speaker of the Senate from 2002 – 2005; and was Vice-President of Research for Western Opinion Research in Winnipeg, Manitoba from 2000 – 2002.