

DETERRENCE, HARDENING AND DISPLACEMENT

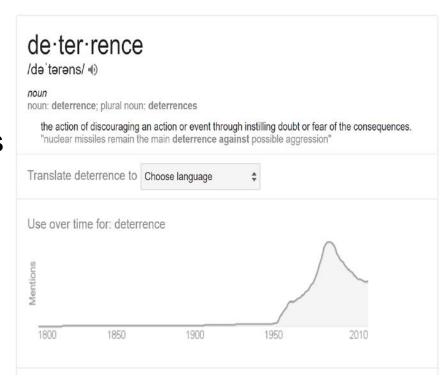
Resiliency, overt and covert counter-measures, deterrence and threat shifting in aviation security

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What is Deterrence?

- Imposing costs on adversaries for acting (punitive deterrence, Mutually Assured Destruction)
- Offering benefits to adversaries for not acting (e.g. bribes, cooptation, negotiation, reduction of counter attacks)



- Denying success to adversaries for acting (strong defenses)
- 4. Reducing benefits to adversaries for acting (e.g., resiliency measures that allow systems to continue functioning, result in fewer deaths, etc.)



Threat Shifting and Deterrence

Better framework - aviation security organizations aim to provoke temporary threat shifting (instead of a achieving a static state of deterrence). Possible domains are:

- Time Shift Upon seeing countermeasures (material- and non-material-based security processes and technologies), adversary delays attack in order to surveil and collect more intel and better assess chances of success.
 - Gives us more time to conduct counter-surveillance, counter-terror and law enforcement actions to hopefully completely foil planned attack.
- 2. **Target Shift** Adversary picks a softer target (less defended and hopeful less valuable (with fewer losses)). Likely involves time delay.
- 3. **Tactics Shift** Adversary shifts to a less detectable but less reliable tactic (e.g. Underwear Bomber). Likely involves time delay.
- 4. **Resource Shift** Adversary throws in more resources (from other operations) to overcome countermeasures. Increases logistical and planning challenges and our chances of foiling the plot.

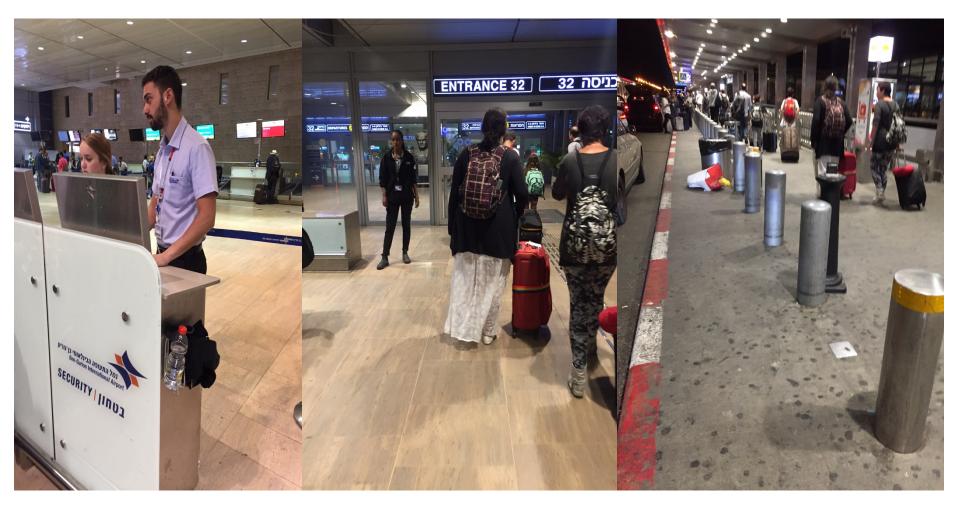


Deterrence - Challenges

- Civil aviation terrorism is a (luckily) low-frequency phenomenon (compare to crime or illegal immigration) which makes measuring effectiveness a challenge.
- Academic studies (e.g. CREATE, RAND, etc.) offer promising conceptual frameworks (e.g. connection between adversary affect, risk perception, self-efficacy and motivation) but validation requires actual data which is lacking.
- Standard methods of measuring countermeasure effectiveness do not fully apply to deterrence (~4,000 FY15 Aviation Security Assessment Program (ASAP) red-teaming + 8,000 Scenario-based field Short-Notice Assessments (SNAs)).
- Heisenberg's Paradox

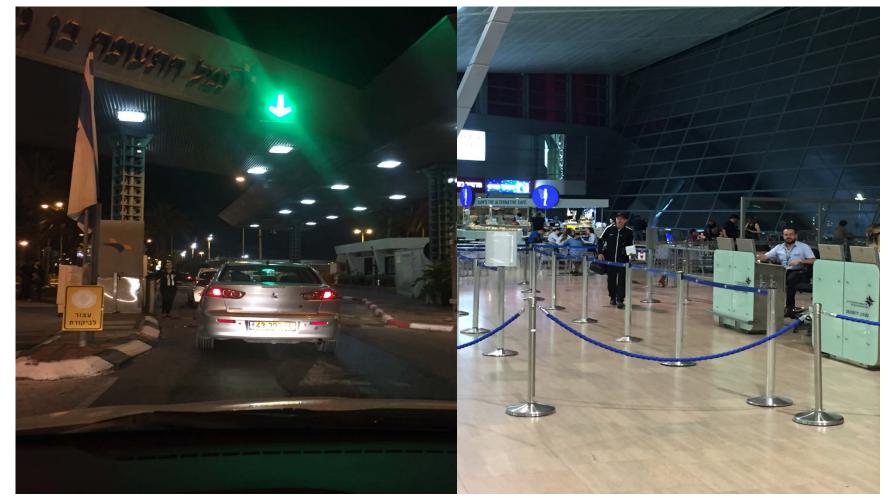


Deterrence – Overt vs. Covert Countermeasures





Deterrence – Overt vs. Covert Countermeasures (continued)





Suggested Path Forward

- Use proxy measures or output metrics (e.g. compare effective deterrence methods vs. less effective ones)
- Identify key parameters of counter measures most likely to provoke threat shifting.
- Ensure and measure adversary awareness through sufficient:
 - Visibility (tension between overt and covert counter measures)
 - Frequency
 - Credibility (can effectively address threats e.g. insider threat and SIDA badge checking).
 - Unpredictability vs. random (if not conducted 100% of time)
 - Unavoidability
 - Visual / physical / mental impact (e.g. adversary chatter over public and non-public media, relevant intel, etc.)



Bottom Line – Why Should We Care?

- Unlike effectiveness of countermeasures, there are significant challenges with measuring effectiveness of deterrence effects (e.g. K-9, FAMS, BDOs – Sept 2017 GAO report).
- In a resource-limited and budget-constrained environment, TSA uses RBS and prioritizes effective deployment of resources (people and technology).
- It is a challenge for prioritized resources to conduct 100% screening.
- Evolving threat may be able to pass through current countermeasures.
- So with partial screening, deterrence is a critical and costeffective measure to help evoke threat shifting.
- Threat shifting can buy us more time and provide better means to foil planned attacks.

