

Exhibit 8



LOGAN INTERNATIONAL AIRPORT
SECURITY CONSORTIUM MEETING—Friday, March 5, 1999
Fire-Rescue Auditorium

Representatives attended from the following agencies:
(see sign-in sheets for individual attendance)

- | | |
|--|---------------------------------------|
| 1. Aer Lingus | 17. Massport Aviation Operations Unit |
| 2. Air France Cargo | 18. Massport Public Safety Department |
| 3. American Airlines | 19. Midway Airlines |
| 4. Argenbright Security | 20. Midwest Express |
| 5. Business Express | 21. Northwest Airlines |
| 6. Cape Air | 22. Olympic Airways |
| 7. Delta Airlines | 23. Signature Flight Support |
| 8. FAA Civil Aviation Office | 24. South Terminal Corporation |
| 9. FAA Security Office | 25. United Airlines |
| 10. Federal Bureau of Investigation | 26. United States Postal Service |
| 11. FedEx | 27. United States Customs Service |
| 12. Icelandair | 28. United Parcel Service |
| 13. Immigration and Naturalization Service | 29. United Express |
| 14. InterCanadien | 30. US Airways |
| 15. International Total Services, Inc. | 31. Virgin Atlantic |
| 16. Korean Air Lines | |

MINUTES

THIS INFORMATION IS SECURITY-SENSITIVE AND TO BE DISTRIBUTED ONLY TO THOSE WITH AN OPERATIONAL NEED-TO-KNOW, OR AS AUTHORIZED BY THE DIRECTOR OF PUBLIC SAFETY.

INTRODUCTION

Joe Lawless, Massport Director of Public Safety, opened the meeting at 10:40 a.m., thanking everyone for coming at short notice. He stated the purpose of the meeting was to discuss critical security issues that have arisen recently. He introduced the Deputy Directors of Public Safety, Bill Jaillet (responsible primarily for operational public-safety issues) and Delcine Gibbs (responsible for administrative public-safety issues such as security badging). Joe also introduced FAA Security Manager, Steve Luongo; the Manager of FAA Civil Aviation, Mary Carol Turano; and FBI Special Agent, Ted Distaso.

Joe explained that, as Director of Public Safety, he is responsible for all public-safety issues at the airport except FAA Parts 108 and 129 which are station-manager responsibilities. He is the liaison with FAA Security and the point of contact for intelligence. He stated that the FAA Administrator for Security Issues, Admiral Flynn, sent a letter this week to senior vice presidents of air carriers and to airport operators. The letter contained an ominous warning that security at United States airports is seriously deficient, as shown during testing at four airports, not including

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LOGAN INTERNATIONAL AIRPORT
SECURITY CONSORTIUM MEETING—FRIDAY, MARCH 5, 1999

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Logan. The letter stated FAA investigators gained unchallenged access to the AOA and to aircraft. Joe had asked the following people to give short presentations about the situation. He noted that Logan is a close-knit community, and he hoped this will facilitate proactive and effective solutions to tighten security here.

PRESENTATIONS

1. Bill Jaillet, Deputy Director of Public Safety, stated the large number attending the meeting indicated concern for the safety of Logan's clients. He defined the Consortium as a partnership, encouraged by FAA Civil Aviation Security, that has included end users, station managers and first-line employees, and local and federal agencies, to discuss problems and find solutions. He noted that a law-enforcement group meets frequently to discuss criminal activities and security in general. He stated that, in the past, the Consortium has made recommendations that were implemented at Logan, but recently there has been a drop-off in meetings. Bill proposed establishing a core group, a high-level steering committee of eight to ten to look at the entire challenge program at the airport and work to develop positive, innovative solutions. He has prepared forms for those attending the meeting to nominate people for the core committee and any spinoff groups.

2. Steve Luongo, FAA Security Manager, stated that, for 45 days after the date of Admiral Flynn's letter, the FAA will be in the airport testing access control. After that period, there will be a national compliance study. He reported on the contents of Admiral Flynn's letter for those who had not seen it (no representatives of air carriers present had seen it yet). He noted that four of the four airports tested were not in compliance, which suggests this is probably symptomatic of conditions everywhere. The investigators gained unauthorized access 46 times and to 51 aircraft, passing 229 employees—and were challenged only 23 times. He stated he and Mary Carol Turano, the Manager of FAA Civil Aviation, are available to assist in preparing an action plan. He also warned that, if testing indicates the necessity, at the end of the 45-day period the FAA may impose redundant measures by safeguarding individual aircraft. He asked if there were questions. John Duval, Assistant Director of Aviation Operations, asked if statistics showed other areas than piggybacking of breached security. Joe Lawless pointed out that Admiral Flynn specified piggybacking and challenging as the major problems to be addressed. Steve noted the FAA performance standard is 95% or higher (preferably 100%) for ID display and challenge, and that it is vital to convey this message to everyone on the airport.

3. Joe then asked Delcine Gibbs, Deputy Director of Public Safety, to present the short-term solutions she had prepared. He stated these will affect air-carrier operations, and he would like feedback. Delcine reported she had studied the statistics of unauthorized access, in conjunction with the access-control-door listing, and found that the site of violations was almost always at doors with override capability. Within the next 30 days she will ask tenants to justify their need for override capability and will compile a list of those authorized to request override. She will also consult with tenants on the best way to secure high-access doors.

In addition, Delcine reported that for the past several years her unit has conducted audits of badges and, of the 12,226 active badges issued, only 84 remain unaccounted for.

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4. Ted Distaso, FBI Special Agent in the Boston Office, reported he is part of a joint task force (which includes the FBI, Secret Service, the ATF, and Boston and State Police) to monitor potential terrorism in this area. He stated that he and Special Agent Bill Finnegan are always available to airport personnel, but the need has not arisen often because of the airport's effective law-enforcement team. He suggested complacency about airport security exists because nothing has happened in a while. He stated he knows of no immediate specific threat, but he mentioned the Bin-Laden terrorists in the Middle East who have made threats against the United States, and that it's only a matter of time before a terrorist attack. He stated his belief that they targeted the embassies to bomb because of their easily-compromised security; that airports have had the perception of very tight security. Ted stated he found for himself this is not true; he was able to walk unchallenged into one of Logan's gate areas. He suggested it is in everybody's best interest to harden security.

QUESTION PERIOD

Joe then asked if there were questions for any of the speakers and mentioned two concerns that he had for Ted to answer: did he consider any groups in the area to be imminent threats, and did he foresee that the coming of the new millennium will prompt terrorist activities by cults.

Ted stated he could not identify a specific terrorist group in this area, but in the United States there are many individuals in contact with terrorist organizations—the reason the FBI has a full-time unit to monitor the situation. A great deal of money is being contributed to terrorist groups. He stated his certainty that there are a good number in this area with interests in these groups. Ted expressed uncertainty about how the "year 2000" situation will affect the airport but noted it is possible computer hackers might try to access the airport's computers, and there has been evidence of some apocalyptic cults—but he has no indication these will affect Boston. He noted that many see the year 2000 as the end of the world, and some want to hurry it along. As an example, he cited the group from the United States recently arrested in Jerusalem for terrorist activities that were attempts to precipitate the apocalypse.

Joe reminded attendees that FAA agents were testing security now, and this was good opportunity to ask questions while not under the scrutiny of the FAA or FBI. There were no questions.

ADJOURNMENT

Joe invited all present to lunch in the Fire-Rescue lunchroom, and Bill distributed the forms to nominate candidates for the Consortium core group. The meeting was adjourned at 11:25 a.m.

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memo

To: Security Consortium Core Group Members

From: Joseph M. Lawless, Director of Public Safety

Date: March 18, 1999

Subject: Meeting Minutes

The Security Consortium Core Group Meeting was held on Wednesday, March 17, 1999 at 3:30 p.m. in the Tower 5th floor conference room.

Present were: Joseph Lawless, Bill Jaillet, Pam Day, Matt Farrell, Peter LeCam, W. F. Cronin, Bron McKenzie, Jim Holmes, Sherry Recupero, Stephen Luongo, Delcine Gibbs and Lorna Wilson. Massport Operations invited, not present.

1. Aviation Security Federal Aviation Administration/Access Control

The Statement of Alexis M. Stefani was distributed by Bill Jaillet to all Core Group members, each were encouraged to review pages 19 – 21 regarding the needed improvements of airport access control. The key areas identified are listed below:

- ▶ Ability of unauthorized individuals to penetrate secure areas
Individuals not displaying ID
- ▶ Number of individuals who do not challenge others for not displaying ID
- ▶ Airport security response to emergency door alarms
- ▶ Ability of unauthorized individual to by-pass screening checkpoints.

2. Program Purpose by Joseph Lawless

The purpose of the program is to elevate the baseline Security at Logan Airport. We will develop an action plan that will give us documentation procedures paperwork to help improve our baseline. The most important areas of improvement discussed were Display of Badges, Piggy Backing and Access to aircraft. The time frame is approximately for implementation is 35 days from now.

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3. Inspection

Stephen Luongo informed the group that there is an ongoing comprehensive inspection at Logan looking at all areas covered by the security program:

4. Jetways

The group was informed that Jet's could not be locked. Mr. Luongo suggested the following:

- ▶ Find a way to lock them
- ▶ Jetbridges should be pulled away from the loading bridge when not in use
- ▶ Jetbridge cipher codes should be changed once it is known that they have been compromised

On March 18th Bill Jaillet will be visiting every Jet way. Bill will be assessing the security of aircraft on jetbridges from the ramp and terminal. He will be specifically looking for visible cipher combinations markings (such as on walls) and door combinations that are the same.

Delcine added that the newer Jetways are being changed to lock from the ramp in.

Staffed Gates:

The system is not static. The gate guards have to be responsible for checking not just the driver's badge but the other people in the vehicle. All badged persons in the vehicle must use their keycards to enter the AOA, per FAR 107, 14. Badged persons without their I.D.'s should be denied access. Names of other individuals in the vehicle should be recorded. At present there is one gate guard. Trouble occurs when it gets very busy at the gates.

5. Override Capabilities

Carriers were asked to document what security measures are in effect when doors are in override, and who is responsible for removing the override. Override capabilities will be removed if carriers or tenants cannot demonstrate the need for that capability and the appropriate security measure to safeguard against unauthorized access while the portal is in override.

6. Solutions to Piggy Backing

Piggy Backing is a common practice at Logan. The current policy allows for individual badge holders to use their access codes to go through a security door to the secure area. However, if people are traveling in groups they usually piggyback or just one person enters a pin code and allows others to gain access through these portals.

7. *Technical solutions discussed included:*

- ▶ Facial Recognition - The FAA Regional Security Director has indicated that Logan might be the test site of such technology.
- ▶ Installation of Turnstiles - An archaic but effective measure to prevent piggybacking.

8. Non Response to Alarms

There are often alarms sounding and no one responds. Usually people are confused about who is supposed to respond. The problem appears to be in exclusive use areas covered under carrier/airport agreements. Ownership of alarm response must be reinforced with responsible parties. Letter to carriers to review procedures and expect visitation by consortia members to test response protocols.

8. SIDA Training

First steps: At the next Core Group meeting, members will review the current SIDA Training video.

Proposed Action Plan:

Mass mailing to all badge holders (U.S. Customs badge holders will go through badge coordinator).

Key areas for training

A. Security Badges

How to wear it?
What to do if you lose it?
What responsibilities go with the ID badge?
How to challenge someone that is not displaying valid badge
How to get help?
Who is help?

Joseph Lawless suggested that the group develop and Incentive/Recognition Plan for employees who go above and beyond.

Pam Day stated that if there was a way to combine the training and incentive then there would be a greater response rate if the proposed mass mailing were initiated. "Play the Security Game"

9. Access Control

Stephen Luongo suggested that all codes should be changed and only authorized people need to be informed about these changes.

Joseph Lawless ended the meeting by asking that each member consider an action plan for the SIDA training and solution to other areas discussed for our next meeting which will be held on April 7th at 3:00 p.m. in the T-5 conference room.

Distribution:

Joseph Lawless, Tomas J. Kinton, Jr., Kevin Dillon, Bill Jaillet, Delcine Gibbs, Pam Day, Matt Farrell, Peter LeCam, Major William F. Cronin, Bron McKenzie, Jim Holmes, Sherry Recupero, Stephen Luongo.

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TO: Security Consortium Core Group Members
FROM: Joseph M. Lawless, Director of Public Safety
DATE: April 28, 1999
SUBJECT: *Meeting Minutes*

The Security Consortium Core Group Meeting was held on Wednesday, April 28, 1999 at 3:00 p.m. in the Tower 5th floor conference room.

Present were: Joseph Lawless, Bill Jaillet, Pam Day, Jim Bachman, W. F. Cronin, Stephen Luongo, Kevin Dillon, Sheili Preston,

The following matters were discussed:

1. Access Control Violations

Steve Luongo reported that the FAA was now enforcing with Civil penalties on all access control violations. When pushed for a further explanation, he explained that he was unable to comment any further.

- Kevin Dillon reported that the new access control procedures have been implemented at the gates to validate airport issued I.D.'s and identify all persons under escort.

2. Override Authorizations

- Joe Lawless reported on the questionnaire that has been sent to all tenants about override authorizations.
- Bill Jaillet reported on the inspections he conducted on all of the Jet Bridges and the fixes that have been implemented as a result of the inspection.

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3. Awards Program

- ▶ Joe Lawless reported on the new awards program that is in the process of being implemented. Sheii Preston indicated Delta already has one in place. Joe also described the general mailing that will be going out in the next couple of weeks. A copy of the mailing is attached.

4. State Police Activities

- ▶ Bill Cronin discussed the State Police activities, especially L.A.S.E.R. and Community Policing. Bill also mentioned the successful recertification of the K-9 Teams.

5. C.B.T. Program

- ▶ Steve Luongo briefed the Consortium on the CBT Program and some projected changes. A discussion was held on a series of false positives from a trace detection machine. The consortium was also briefed on new installation going on in Terminal E by A.D.T.

6. Perimeter Inspections

- ▶ Kevin Dillon announced that Operations personnel are conducting perimeter inspection every eight [8] hours and are testing all 107 doors once a week.

7. Postal Service Security

- ▶ Jim Bachman announced that the Postal Service has contracted for a guard at the entrance from the postal facility to the S.I.D.A.

The next meeting will be held in 3-4 weeks.

Distribution:

Joseph Lawless, Tomas J. Kinton, Jr., Kevin Dillon, Bill Jaillet, Delcine Gibbs, Pam Day, Matt Farrell, Peter LeCam, Major William F. Cronin, Bron Mckenzie, Jim Holmes, Sherry Recuperero, Stephen Luongo.

Attachment

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PS File
CONSORTIA

**MASSPORT- LOGAN AIRPORT SECURITY ISSUES
DECEMBER 23, 1999**

MEETING MINUTES

The Airport Security Consortium met today to discuss the current terrorist activities and the results of the FAA Security inspection.

Please see attached sign-in sheets for a list of meeting attendees.

Tom Kinton opened the meeting and expressed his concerns regarding the current events.

Joe Lawless described the current terrorist threats, their direct tie to Boston and Logan Airport and Massport's response.

Joe then opened the meeting to questions, comments and suggestions.

- Mention was made of the construction workers at Terminal E and their apparent lack of concern with security. Joe indicated that they did receive training and indicated that they would receive special attention.
- A suggestion was made that the State Police should walk the terminal area with the Station Managers and Terminal Managers.
- A suggestion was made to expand the reward program.
- Several other comments and suggestions were also received.

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DEC 28 1999

DIRECTOR OF PUBLIC SAFETY

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MASSPORT
SECURITY ISSUES MEETING
DECEMBER 23, 1999

SIGN-IN SHEET

NAME	COMPANY	PHONE
Jethy Ruelle	ATA	617-634-8865
Joe Hamilton	Airborne Express	617-268-5871
Michael Whome	NIETRA	617-567-3696
Brian M. Black-Gordon	NIETRA	617-567-3696
Ken Johnson	FAA	617-561-5789
Tom Welman	FAA	617-561-5789
Gary Lopez	FAA	781-274-7130
Mike Lauer	FAA	617-567-792
Sherry Rumpus	UAA	617-567-2055
Nate Rossi	UPS	781-551-2437
Diana Denker	USAirways	617-634-4127
Terry Trunor	USAirways	617-634-4040
Fred Costello	PSA/H&C	617-634-4901
100 Smith	AA	617-634-5001
Frank Pollack	Argenbright Security, Inc	617-568-9861
Jorge Cinton	Argenbright Security, Inc	617-568-9861
Alan D Bernone	UNITED Parcel Service	617-569-8911

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**MASSPORT
SECURITY ISSUES MEETING
DECEMBER 23, 1999**

SIGN-IN SHEET

<u>NAME</u>	<u>COMPANY</u>	<u>PHONE</u>
Levi Yarmouka	American Eagle	617-634-8205
Dyk Grimes	American Eagle	617-634-8200
John Kuntz	DEX Express	617-634-8203
Kevin Sebald	DEX Express	617-634-8200
Phil On/na/H	MASSport	617-561-1818
Frank Walsh	U.S. Customs	617 568-1812
JOHN DONAHUE	FAA	617 561 5789
Steve Kolognes	UNITED	617 834 7500
TOM Mann	STC	617-569-7060
DAN Wood	STC	" " "
Bob Colarossi	STC	" " "
Kevin Postello	Allegheny	634-4031
Mary Ann Leman	FAA	561-5994
Dick Davis	FAA	561-5994
Dwight Pearson	CONTINENTAL	561-2084

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**MASSPORT
SECURITY ISSUES MEETING
DECEMBER 23, 1999**

SIGN-IN SHEET

<u>NAME</u>	<u>COMPANY</u>	<u>PHONE</u>
CHRISTOPHER MESSINA	Air CANADA	617-567-0044
RICH LEHTAUSTAS	ENTERGY	854-4350
JOSEPH DAVIES	FAA	617-561-5901
Ed Araujo	Westfield	617 567-6494
Cori Acciavatti	Westfield	617 567 6494
JIM DYKES	DELTA	617 634-4877
BILL BACON	DELTA	617 -634-4502
Tracey Novak-Marin (in lieu of Rich Day)	USDA, APHIS, PPO	(617) 561-5749
Rosemary Reed	Massport	3348
Delaine Gibbs	"	3302
Kinton	"	
Lawless	"	
Jaillet	"	

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**MASSPORT
SECURITY ISSUES MEETING
DECEMBER 23, 1999**

SIGN-IN SHEET

<u>NAME</u>	<u>COMPANY</u>	<u>PHONE</u>
JARLATH KEAVENEY	AEX Linbus	569-0383
CAROL RAYMOND	Midwest Exp.	567 7717
CAROL RAYMOND	Franchies	634/0220
Larry Dorash	Signature Flight	569-6071
DANIELE SUBRIZI	ALITALIA	567-6161
CLINCAW ISHERWOOD	Lufthansa	567-5945
REG BROWN	UAL	634-7572
Jim Sinclair	Virgin Atlantic	569 2738
Pablo Correa	Midway Airlines	568-1277
DANIEL GRAF	AIR FRANCE	634-4530
Tony McLary	Hudson General	568-1916
Susie Silva	Cape Air	567-6453

MP100719

L A M C O

Logan Airlines Manager's Council

Minutes August 9, 2001

TO: Distribution List

Attendees:

An official welcome to our newest attendees, Rob Khulenschmidt from USAirways Express, Rick Woods from American, and Greg Ricketts from American Eagle.

Massport update from John Duvall:

Signature will be moving the GA operation to the North Cargo area this week. AA Eagle will be moving operations to the Amelia Earhardt ramp which will give us a temporary situation of more RON space.

There is currently construction activity between the parallel runways; installation of a duct bank for electrical needs. It should have no impact on operations.

Press conference Thursday for the "Volunteer" program. John requests that if there are any particular problem areas with congestion in your areas, let him know. He may be able to set you up with some volunteers, whose main purpose is customer service.

Regarding the video tapes of the emergency response exercise, Phil Orlandella will procure 20 copies for the group.

There has been no movement or information on the State Police checkpoint test program discussed at the last meeting.

The Peabody Logan Express operation will be opening by September 1, with an inflatable building and 200 paved spaces with the ultimate plan to provide 700 spaces at a later date.

Mark Hussey indicated that MP is working on the 0400 bus schedule from all 3 current Logan Express locations.

Employee Parking Issues:

Several members expressed concern with improper lighting and security at the Chelsea garage, recounting several instances of vandalism. Apparently, the security company has been put on notice for the incidents. John will be looking into the lighting issues.

Terminal A Parking: Tom Kinton has noted that the issue of Terminal A parking going away is obvious, but no carrier has come forward to officially support a new garage or facility. Under separate correspondence, I will be sending out a survey to LAMCO members and will coordinate the effort via the respective Properties departments.

There is no information of the transit belt at Terminal E.

Steve Luongo (FAA) discussed several items.

Steve expressed disappointment in the level of participation by airlines in the TIPS training. He noted that training materials are available at the FAA, including a training CD.

LH will be testing the new Perkins-Elmer security unit.

The FAA would like to establish joint testing be the airlines with the FAA on access points and checkpoints. SFO is currently participating in a similar project. (LAMCO members were not receptive to this idea).

Interline dropoff points should be provided at the next meeting.

Treasury Report – We are solvent!

MP100703

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L A M C O

Logan Airlines Manager's Council

Minutes August 9, 2001

TO: Distribution List

Attendees:

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Massport update from John Duvall:

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Treasury Report – We are solvent!

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LAMCO

UAL Redaction

Logan Airlines Management Council

Meeting Minutes 4/11/01

Mark Hussey (UAL) addressed situations with AC (757 and larger) powering into gates after stopping in the alley. Mark asked members to agree on a procedure when aircraft that stop short of the safety zone should shut engines and be towed into the gate if the jet blast upon powering in would affect neighboring tenants' employees, and ground equipment. Mark suggested that an agreement among members would be more appropriate than taking the matter to the Port Authority. The suggestion was tabled until the next Lamco meeting.

The FAA is seeking member participants for a [REDACTED]

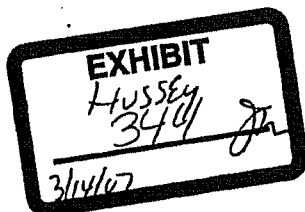
[REDACTED] There was subsequent discussion regarding FAA issued fines when egregious lapses are noted. Steve Luongo stated that the FAA would work on this subject but at this time couldn't guarantee that legal action would not be forthcoming.

There was considerable discussion regarding Chelsea garage capacity and recent serious difficulties with the bus route. John Duval indicated this was a political problem with the City of Boston, but that the Port Authority still hoped to resolve the City's embargo on MPA buses entering Neptune St. Members suggested that encouraging employees to take public transportation by making options more attractive would help the capacity problem. As the busing worsens less political the demand for alternatives, particularly Logan Express becomes greater. Mark Richardson indicated that the Logan Express operation would provide more service both late at night and early in the morning starting this summer. Mark Hussey volunteered to chair a sub-committee on garage issues. The first meeting will take place on Thursday, April 19th. Members are requested to provide a zip code son of their employees shift start and end times to Mark in order that alternative Logan Express destinations may be studied. The Meridian St. Bridge will be closed through August.

Bob Johnston (AA) raised the issue of deteriorating interline baggage delivery and it was agreed that the baggage committee would be resurrected by Dennis Troso of UAL. The first meeting will take place at 1100 in the media room prior to each Lamco meeting. Members should ensure their ramp management attends.

Tom Kinton encourage members to attend a runway public hearing on Wednesday, April 25th, at the Radisson Hotel, 200 Stewart St., Boston. The meetings are from 1500 - 1700 and 1800 - 2300. Members are encouraged to speak. There will be sign-up sheets available for those wishing to do so.

TSA UAL00001779



Steve Luongo and Joe Lawless addressed a recent Fox TV filming of several checkpoints and the resulting security failures. Massport will meet with Fox and indicate their dismay. Joe offered [REDACTED]

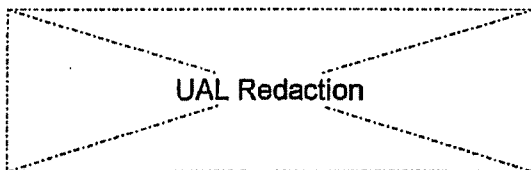
[REDACTED] April 16th is a significant date on the terrorist calendar. Members are urged to monitor checkpoint activity on this date. The Annual AVSEC exercise will take place on June 6th. Members are required to attend.

The Volpe committee indicated the recent policy change allowing non-traveling customers through security has delayed flights in Terminal E because of insufficient space in the holdrooms to accommodate the additional traffic. Tom Kinton offered to supply Massport employee assistance, and John Duval will work with the Volpe Committee to find solutions.

There is a post winter ramp clean up. If you would like a particular ramp area cleaned contact facilities at 561-1964.

There are a small number of rooms available on the Bermuda trip available to members in good standing. Please contact Terry Trainor at USAIR immediately if you wish to participate.

Next month's meeting is canceled because of annual members trip the next formal meeting will take place on June 13th at 11:30 in the media room. Please ensure your organization is also represented at the luggage meeting prior to this.



TSA UAL00001780