

ADSA22

What Did We Hear and Not Hear?

Carl Crawford, Matthew Merzbacher
and Harry Martz

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What Did We Hear

- TSA: Dealing COVID; still need to be concerned with long term enhancements; wants to involve third parties
- Role of operator in the loop
 - Need balance between automation and operator performance
 - If operator *trusts* automation, they stop trying
 - If operator *distrusts* automation, they ignore it
 - Operator feedback required
 - Methods exist to deal with low PPV and prevalence
 - ATR results with confidence level may help
 - Testing could be an issue
 - 3D TIP may help CT-based systems.
 - Computer graphics (virtual reality) to study performance and improved GUIs
 - TSOs can maintain their perf. Up to 60 min. in lab and field
 - Need more discussion with radiologists

What Did We Hear (continued)

- Emerging technologies
 - AI/ML for reconstruction and ATR
 - Deterrence – work by TSA
 - Risk-based, dynamic systems
 - Computer simulated data (TIP, threats) possible for predicting system performance and training ATRs
 - New sensors for multiple threats (Stand-off laser, chips, quantum effects)
 - Vapor detection may help detection
- Airlines want innovators to balance needs from stakeholders
- New vendors with applicable technologies

What Did We Hear (continued)

- ADSA virtual workshop worked
 - Benefit more speakers + attendees – no travel
 - Networking possible, but not the same as real workshop

We Did We Not Hear

- 80%/30% (PD/PFA) better/worse than 10%/1%?
 - Question posed at ADSA01 but still not answered
- Who are best operators?
- How to speed up procurement?
- How to improve trust/confidence in systems.
 - Topic of ADSA23 under umbrella of “Autonomous Systems,” May 2021
 - Mini-ADSAs starting in January 2021