

# Necessary or Sufficient

Vendor Neutral Airports and DICOS

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- ▶ Support contractor to S&T and TSA; not speaking on their behalf today.
- ▶ Marketplace and demand are very complicated.
- ▶ Vendor Neutral Airport is a loaded term.

## Benefits of Vendor Neutral Airports to the TSA

- ▶ Today: Scanners networked with proprietary networks and protocol, vendor by vendor, or standalone black boxes.
  - Airports locked to specific vendors.
  - Limitations in cost, speed, innovation, redundant efforts.
- ▶ Next Steps: Mixed deployments, multiple vendors.
  - Interoperability and a system perspective will help streamline technology investment and enhance delivery of security capabilities.
  - DICOS is the provisional standard image format.
- ▶ Are Vendor Neutral Airports Necessary? Answer: Complicated.
- ▶ Is DICOS the correct protocol? Answer: Complicated.

## A Complex Market for Screening Technology

- ▶ Vendor equipment is capable.
  - Meets TSA requirements in the field.
  - Proprietary stack – formats and interfaces.
- ▶ This room – testament to multiple vendors, and multiple options.
- ▶ Are we doing everything we can?
  - Does a standard image format help? Does DICOS help? What else is needed?
- ▶ Vendor Neutral Airports will lead to questions.
  - How to integrate, how to test, how to maintain, who is responsible for issues?
  - Once you have standards, can anyone be an integrator? Can anyone provide maintenance for deployed technology?

- ▶ Capabilities require:
  - Creation: Access to and format for data.
  - Deployment: Opportunity to plug in to the workflow.
  - Control: Method of managing workflow.
- ▶ People are saying that DICOS is not sufficient nor necessary to achieve this aim.
- ▶ DICOS is:
  - Method to encapsulate images, spectra, detection results and operator decisions.
  - Protocol to transmit this information.
  - Can be extended to support CONOPs and execution.
  - Broad but not all encompassing.
- ▶ DICOS is not:
  - A silver bullet.
  - Simple, self describing.

- ▶ Applications
  - Risk Based Screening, Networked, Viewing, Load Balancing, third party algorithms (ATR, recon, OSR, TIP)
- ▶ Standardize the image format to meet TSA needs?
  - Today and Tomorrow
- ▶ What's missing?

- ▶ DICOS and its associate documentation is onerous, but:
  - It has been tested and it works.
  - Any other possible standard and its documentation would be onerous and would have to be tested.
    - ▶ ~Man-decade into DICOS and man-century into DICOM foundation.
- ▶ If you were to create a new DICOS, we might not start with DICOM, but we aren't in a situation where we must start from scratch.
- ▶ Everyone who has used DICOS has done a good job.
- ▶ I conclude its not worth switching.

## Questions

- ▶ How can stakeholders both realize the benefits of standards and deliver innovation? Are there limits?
- ▶ What else do we need?
- ▶ Does this result in a race to the bottom?
- ▶ Is the future market that enables vendor neutral airports viable and sustainable?



# BACKUP

# DICOS

- ▶ **A tool for a complex problem:**
  - It is not trivial to capture all of the information needed.
- ▶ Advertises notorious structured meta data.
- ▶ Extensible to new modalities.
- ▶ Simplified access via toolkits.
- ▶ Reflects vendor input and consensus agreement.
  
- ▶ Alternative formats don't offer anything better.