

# Summary and Next Steps

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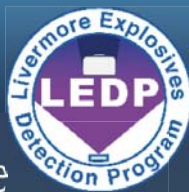


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# Was ADSA 16 Successful?

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# Was ADSA 16 Successful?

- Networking
- Holistic (macro) security
- New ideas; need for out of the box thinking; need for innovation.
- Benefits of privatize security (the ability to set your own requirements specifications)
  - Mall of America
  - Airlines

# What Did We Hear?

- **Dialogue about the relationship between Manufacturers and TSA**
- **Attendance continues to grow.** 35 people to 180 attendees -- 5x increase.
- **Silver Bullet**—May exist in emerging technologies
- **Benchmarking**--Need current technologies performance,
- **TSA panel.**
  - ADSA brings stakeholders together; it keeps getting better
  - ITF: Innovation Task Force ; ID gaps; DT&E to fill them
  - TSCAP: Trans. Security Capability Assessment Process; Enterprise view/challenges
  - What is the amount of risk is TSA willing to take
  - International markets for Global Aviation Security :Same Threats, Manufacturers...
  - Systems Engineering: Technology Development Process
- **Cyber Security:** Network and end points are secure
- **Predict Terrorists Targets**—Strong ldrs do not want to attack civilian targets?
- **Macro Security**—No new technologies; What do we do then?
  - We are the old team we need the new team
  - Release tools; public acceptance of unfamiliar approaches.

# What Did We Hear? continued

- **Requirement-Based Design**—We need leadership
- **Former insider look**
  - Inside
    - Lost track of the mission; only low risk development allowed
    - Diminishing return in more time doing lab testing; Have to get equipment early into the airport; until then you don't really know how well its going to work
  - Outside
    - OEMs massively invest; Remote connectivity; Data gathering & analysis. etc.; Increase risk
    - Run secondary software in the background for R&D then DT&E...get into the field early and often
    - Allow longer term R&D; Gov't should continue to fund third parties and let the market play out
    - Incentive to take some risk; need to get back into startup mode.
- **Manufacturers Panel**
  - In US, ITF is a great start; EU & Rest of World leading in innovation—replay test;
  - Need clearly defined requirements, focus on what you really need; improved gov't & vendor relationship; academic relationship -- streamline IP agreements (templates?).
  - Planning and funding are unpredictable
  - Testing
    - Number of shalls—tiered; Consensus standards; more agility; too long in testing
    - What can manufacturers do to address re-occurring issues encountered repeatedly in multiple testing cycles?
    - What can we do to ease the testing burden, and how and where should we test.
  - What should TSA do to ensure cost effective TSE to meet current and emerging needs
    - DoD acquisition lifecycle guarantees procurement pipeline, TSA's are not typically
    - Manufacturers should not expect the gov't be your Sugar Daddy

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# What Did We Hear? continued

- **A Third Party**
  - Confusing, lucky guesses, painful, but it has been good; fail early and fail fast
  - Government wants us to succeed
- **Airline and Airport Perspectives Panel**
  - Passenger seamless experience; don't want to talk to anyone
    - Hassle-free experience, choices via kiosks, tag your own bags, etc.
    - Passengers like to do things themselves, at their own pace
  - Airlines want safe, secure, fast, smooth and simple
  - Airline employees are screened in collaboration with airports and local authorities
  - Disney was asked how to help with flow.
  - Communication. Responsibility of Government to explain policy changes.
  - Collaborate, demonstrate assess. Airport ecosystem. Lean six sigma metrics.
- **JetBlue Collection & Dissemination of Security-Related Information**
  - Incident command center; social media
  - Proactive never reactive... (interview...)
  - Track & trend customers, crew members, etc. not profiling
  - Respond to subpoenas only, otherwise no data sharing.

# What Did We Hear? continued

- **Cargo Update**
  - 2007 100% screening; Certified Cargo Screening Program
  - Certified shipper; Risk-Based Strategies;
  - R&D needs: Cheap, fast (20 skids/hr); low cost large aperture, heterogenous cargo
- **Aviation Security in Israel compared to US**
  - Israel: Screen cars entering airport; profiling; interrogation
  - You may miss your flight
- **Summary of Future X-ray Systems**
- **Specification of Jell-O**—Hard problem need academics to help
- **RORs, Transfer Functions, Simulants**
- **Mall of America Security**—Necessity of interviewing, behavior detection
  - Do a study to determine why successful here but not what TSA found out
  - See something, say something. What is out of the ordinary for your environment?
- **Screening/Security at Large Venues**—
  - Agent based modeling and simulation.



# What Did We Hear? continued

- **Weapons ATR**—eventually will need 100,000+++ images
- **Visual Analytics for Security Applications**
- **DE Decomposition**
  - Many possible spaces, what is best?
  - Need vendors to get involved.
- **Iterative Low-dose CT with DNN**
- **Realistic Simulations of Baggage**—use animation software platforms.
- **DICOS 2A and the TSL/DHS Database**
  - Need input and participation from manufacturers, researchers, etc.
  - Manufacturers participate to make sure we get it right and understand it, interoperability; need to deploy ASAP to DT&E, fix bugs, etc.
  - Opens up the market and will increase sales





# What we did not hear?

- Prohibited items at the check point is more than just guns and knives
- The role of lobbyist
- Who are the engineer leaders
- The B tour on private security
- How can you speed up deployment, checkpoint, etc.
- Not clear how out-of-the-box technologies apply
- How to handle 5%++ increase in passenger load
- Which is better educating or sorting passengers
- What does risk mean, how do we manage it, how do we communicate it?
- How does TSA learn from DoD, NIH, NSF, FDA, etc. What is appropriate for TSA?

# Next Steps

ADSA 17 is going to be systems engineering of security systems.

Oct. 17 & 18, 2017