

(A) Vendor's Perspective on DICOS

- What does DICOS offer?
 - Ability to share data across institutional boundaries
 - Between entities
 - Between systems
 - Representation of Metadata
- Is it worthwhile to TSA?
 - Offline for development/collaboration
 - In the field
 - For what applications?
 - Extending versus Enhancing
- What will it take to deploy DICOS to the field?
 - Answer to first questions inform this

DICOS Panel – ADSA18

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smiths detection
bringing technology to life

Additional Questions

- DICOS panel specific questions
 - What are the problems that have to be overcome before DICOS works perfectly in the field? Is working perfectly possible?
 - What will happen when DICOS is deployed? For example:
 - Will problems be expected?
 - How will the problems be resolved?
 - How long will it take to resolve problems after they are discovered in the field?
 - How can these problems be eliminated/reduced before DICOS is deployed?
 - What are the roles of the various stakeholders (TSA, vendors, NEMA) when resolving the problems?
 - How to reduce pointing fingers (i.e., who will assume responsibility?) when systems from different vendors are connected in the field?
 - What does the experience with other networking standards (e.g., DICOM) say about what will happen with DICOS when it is deployed?
 - Does cybersecurity affect the deployment of DICOS?
 - What commitments and responsibilities does TSA have to take to take ownership of to successfully field and support DICOS?
 - What is current status with the standard? For example:
 - With respect to the spec itself:
 - What are the weaknesses and gaps in the standard protocol, syntax and scope needed for field operations?
 - Are bug fixes required?
 - Does additional scope needs to be added?
 - What is the status of sending DICOS objects over a network?
 - What is the status of exception handling?
 - What is the status of supporting TSA's conops?
 - With respect to vendors:
 - What are the weaknesses and gaps in OEM's readiness to field and support DICOS enabled technology?
 - Which vendors are presently DICOS-compliant?
 - What is the current opinion of DICOS by the vendors?
 - How do the vendors think that DICOS should be used?
 - Do the vendors perceive that DICOS will increase/decrease their profits?
 - With respect to TSA:
 - What are the weaknesses and gaps in TSA's readiness to field and support DICOS enabled technology?
 - Does TSA have a spec for DICOS-enabled airports?
 - What is the status of requiring DICOS in purchase specifications?
 - Is TSA considering alternative standards?
 - Is TSA considering using connect-a-thons (e.g., at TSIF) before deployment decisions are made?

System Engineering / Blame
Cybersecurity

Completeness of Capability

Operational Readiness

Ownership of Standard

Is this list complete?

Spending time answering
that question is more useful
than discussing why DICOS
isn't fielded