

# ALERT ADSA19 Workshop, October 16-17, 2018

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**TSA Air Cargo  
Capability Gaps**

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# Air Cargo Capability Gaps

IMD is collaborating with the ASAC Research & Development Subcommittee to determine capability gaps. The following Air Cargo capability gaps were identified in FY17.

## Capability Gaps

TSA Reference ID	Capability Gap
AS-16-401	Stand-alone cargo screening document
AS-16-402	Domestic and International cargo screening procedure alignment
AS-16-403	Clarify and Standardize cargo screening policy
AS-16-404	Improved screening capability for anomalous air cargo (e.g. human remains, high density cargo)
AS-16-405	Common work station by technology type vice manufacturer unique user interfaces
AS-16-406	Develop and evaluate next generation systems

TSA Reference ID	Capability Gap
AS-16-407	Mid-lifecycle technology assessment
AS-16-408	Develop an International standard
AS-16-409	Develop commodity verse technology analysis
AS-16-410	Prevent unauthorized access to cargo facilities
AS-16-413	Screening of sealed containers
AS-16-414	Screening of heterogeneous and high-density cargo in palletized configurations

# Air Cargo Capability Gaps

## **IMD is also collaborating on additional ASCA initiatives to improve cargo screening security**

### ————— Process Improvements —————

- 1 - TSA assistance to regulated parties in their selection of the most competent screeners
- 2 - TSA provision of comprehensive, consistent cargo screener training programs to regulated parties
- 3 - TSA provision of cargo screener tests to regulated parties
- 4 - TSA provision of cargo screening test objects to regulated parties
- 5 - Harmonization and streamlining of TSA regulation related to cargo screeners
- 6 - Provision of commodity-specific equipment guidance

# Emerging Threats

How does TSA adapt to an emerging threat that is not detected by current deployed technology?

- Intel Brief
- Policy Review
- Capability Assessment
- Alternate Measures
- SD/EA Released
- Lab Analysis
- Technology Enhanced