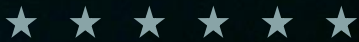


# On-Person Screening Capability Management

## Advanced Development for Security Applications (ADSA)



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Transportation  
Security  
Administration



# On-Person Screening Capability Management SWWC

Oversees Capability Analysis, Requirements Generation and Management, and Capability Acquisition/Sustainment across the On-Person Screening capability portfolio and coordinates solution identification, maturation, and acquisition.



Mission Statement	Problems	Methods for Engagement
Establish the next generation of solutions focusing on advancing through the checkpoint in a <b>continuous manner</b> , enhancing <b>threat detection</b> capabilities with reduced false alarm rates, installing display <b>image standardization</b> , and enabling operational <b>connectivity</b> through secure data transmission	<ul style="list-style-type: none"><li>• Screening detection and efficiency</li><li>• Insider threat</li><li>• Contract expiration</li><li>• Network security</li><li>• Nonstandard GUI</li></ul>	<ul style="list-style-type: none"><li>• Opening Qualified Product List</li><li>• ITF BAA</li><li>• Potential T-BAA</li><li>• Email: Daniel.M.Williams@tsa.dhs.gov</li></ul>

# Focus Areas

The OPS Roadmap lays out the CM's vision for the OPS capability in distinct phases. The Roadmap is divided into four main focus areas, each with their own subcategories. The Roadmap also defines the ideal future state of each focus area and the OPS capability as a whole.



## Move

Deploy technologies that maximize throughput and minimize invasiveness

1. **Screening at Speed**
2. **Reduced Divestiture**

### Future State

Advance through checkpoint in a seamless, continuous, and uninterrupted manner



## Detect

Implement solutions that maximize threat detection and minimize false alarms

1. **Enhanced Threat Detection**
2. **Standoff Detection**
3. **Dynamic Switching**

### Future State

Enhance security effectiveness through improved detection, reduced false alarms, and dynamic RBS



## Display

Standardize interface, controls, and image outputs across all technologies

1. **Common Graphical User Interface (CGUI)**
2. **Common Image File Format**

### Future State

Optimize training and operational efficiencies through display and image standardization



## Connect

Harden network security to allow for resource reallocation through remote access

1. **Remote Screening**
2. **Secure Transmission**

### Future State

Enable operational connectivity and flexibility through secure and remote file transfer

# Maturation

As OPS matures, the CM must oversee the sustainment of currently fielded capabilities/technologies while simultaneously driving the development of next-generation capabilities/technologies.

TSA is strategically equipped with a **three-pronged approach** to addressing its current and emerging challenges in the passenger screening space:



**Retrofit existing technology to extend its useful life**



**Acquire next-generation technology currently in development through ITF and DHS S&T**



**Develop entirely new technology in accordance with next-generation detection standards and screening requirements**

Based on these options, a potential path forward and short-term solution for TSA could be to retrofit currently-fielded AITs with the Kaggle algorithm, which has shown significant promise in probability of detection (Pd) and probability of false alarm (Pfa) improvements. As a long-term solution, TSA can generate next-generation passenger screening requirements, which can either serve as a **checklist for next-generation screening technologies** currently in development or as a **blueprint for entirely new technologies**.