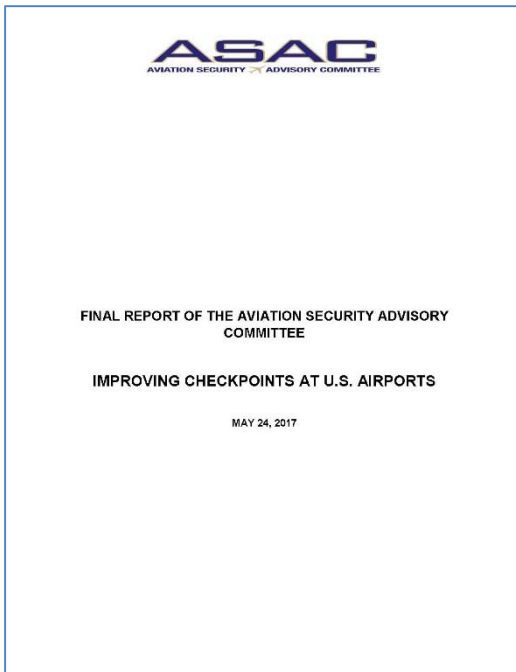# ASAC Checkpoint Report

Required under H.R. 636 – FAA Extension Bill 2016

➢ The configuration of a checkpoint;

➢ Technology innovation;

➢ Ways to address any vulnerabilities identified in audits of checkpoint operations;

➢ Ways to prevent security breaches at airports at which Federal security screening is provided;

➢ Best practices in aviation security;

➢ Recommendations from airports and aircraft operators, and any relevant advisory committees; and

➢ "Curb to curb" processes and procedures.

ASAC Checkpoint Report

Overview

- 35 recommendations for the TSA

- Periodic updates on implementation status

- FAA Reauthorization bill – H.R. 302
  - Numerous provisions on security technology

ASAC Checkpoint Report

Key Recommendations / H.R. 306 Technology Provisions

- Funding
  - Annual Update to the TSA Five-Year Technology Investment Plan (Sec. 1917)
  - Capital Investment Plan – Not available to the public!

- TSA Leadership
  - 5-year term for TSA Administrator (Sec. 1904)
  - Leadership positions (Sec. 1905)

ASAC Checkpoint Report

Key Recommendations / H.R. 306 Technology Provisions (cont.)

- **Grow Trusted Traveler Programs**
  - Pre-Check goals and lane restrictions (Sec. 1937)
  - Future Lane Experience (FLEx) (Sec. 1938)

- **Biometrics (Sec. 1919)**
  - Collaborate with CBP
  - Report on privacy, matching errors, etc.

Passenger Segmentation

Next-Gen scanning systems

ASL

Better AITs

CT scanners

Matrix AT system

Pre✔

Pre✔ Plus

Standard
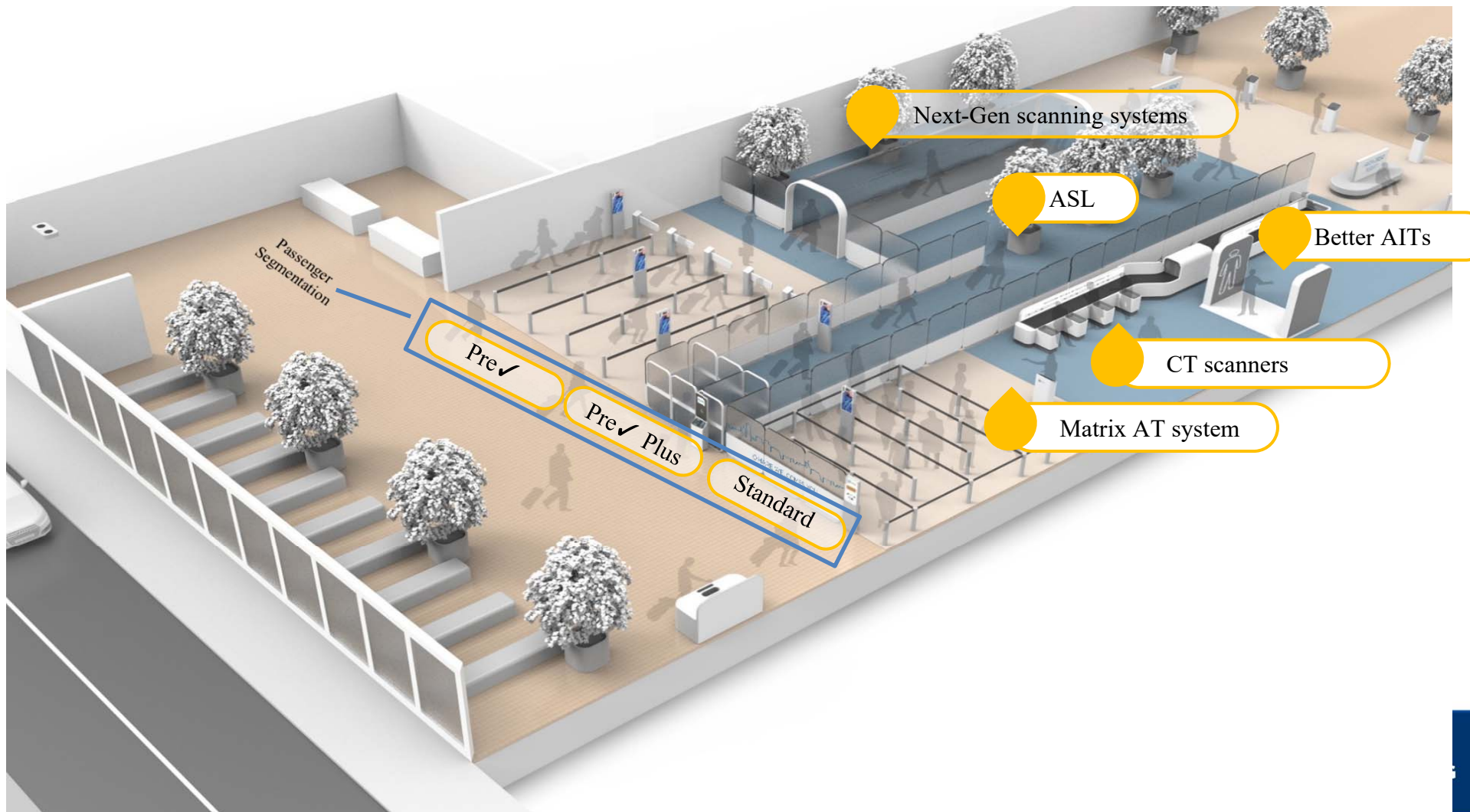
ASAC Checkpoint Report

Key Recommendations / H.R. 306 Technology Provisions (cont.)

- **Increase Communication and Awareness**
    - Real-Time Checkpoint Wait Time Information   (Sec. 1922)

- **Industry/Stakeholder Engagement**
    - Quarterly updates on ITF (Sec. 1916)

ASAC Checkpoint Report

Key Recommendations / H.R. 306 Technology Provisions (cont.)
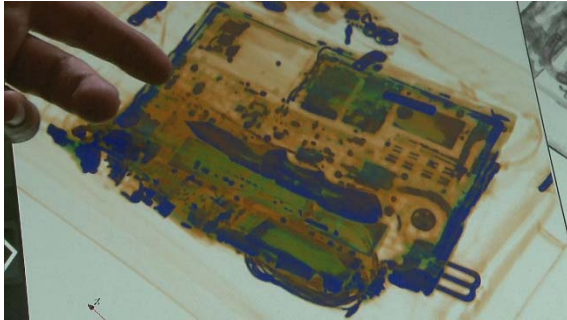
- Acquisitions Reform
  - Third Party Test & Evaluation Program (Sec. 1911, 1912 and 1915)
  - Small Business Opportunities (1913)
  - International Reciprocal Standards (Sec. 1914)

ASAC Checkpoint Report

Next Steps

- Monitor H.R. 302 Implementation
- Continue Working Groups
  - PreCheck
  - Biometrics
  - Air Cargo

Future Lane Experience (FLEx) Screening

April 2019

Strategic Drivers

Future Lane Experience (FLEx) Screening seeks to modify checkpoint passenger screening to improve security effectiveness while simultaneously bolstering operational efficiency at airports.

Passenger Volume	Security Effectiveness	Customer Experience
Congressional Oversight	**FLEx Screening**	Innovative Technology
OIG Report	Operational Efficiency	Budget Constraints
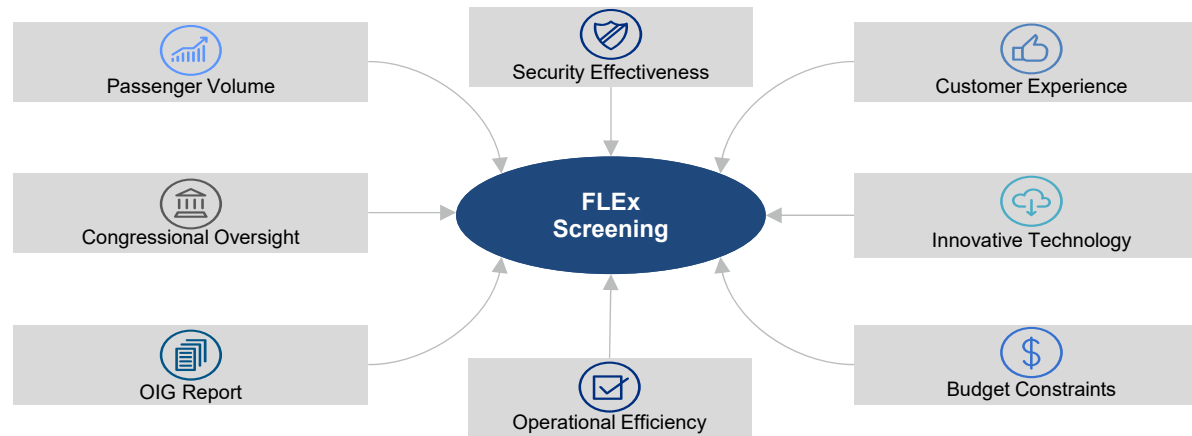
Long-Term Goal

Through FLEx and other initiatives, TSA seeks to provide screening that…

… is based on what is known about the passenger

… requires minimum property divestiture

… is dynamic and seamless

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Strategy Overview

The initial stage of the FLEx pilot is slated for spring 2019, and will include a pilot for new screening technology that further enhances the expedited experience of passengers in TSA Pre✓® lanes.

1 **Low Risk – FY19-20**
- Dedicate TSA Pre✓® lanes to KTN holders
- Modify TSA Pre✓® lane procedures
- Develop screening procedures for Green (Low Risk) lane

2 **High Risk – FY20-21**
- Further divide high risk population into 2-3 differentiated tiers
- Develop additional procedures for higher-risk tiers

3 **Standard Passengers – TBD**
- Further divide Standard population
- Introduce dynamic switching algorithms to offer more tailored screening

Enhanced Vetting

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Evaluation Criteria

FLEx will be evaluated against the following criteria:

Differentiated Screening of Passengers

Are KTN-holders separated from Low-Risk Rules-Based passengers and other populations?

Processing Capacity

Is an efficient level of throughput being achieved at the checkpoint?

Screening Effectiveness By Risk Type

Are detection and alarm rates at an acceptable level?

Preservation of the TSA Pre✓® Brand

Does TSA Pre✓® maintain its status as the premier passenger experience?

Operational Suitability

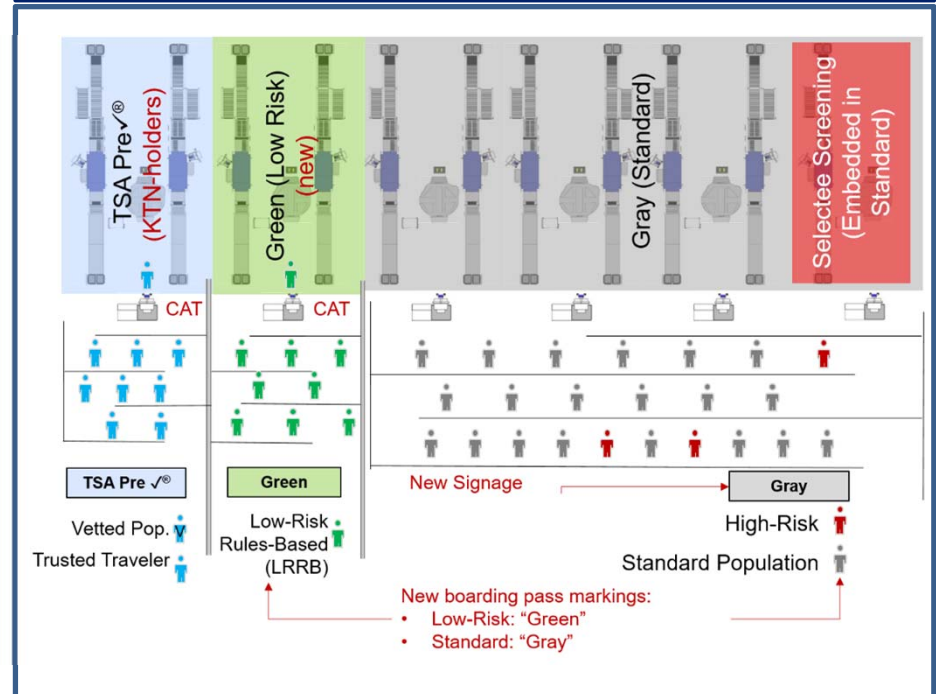Can the new protocols work with a variety of airport sizes and staffing models?

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CONOPs

Screening Differentiation - Spring 2019 (BOS & BNA)

Queue Differentiation - Summer 2019 (TBD)

FLEx Screening

BOS and BNA Pilot Timelines

Timeline Adjustment
1/28
Assess status of workstreams regarding delays incurred by lapse in appropriations

Prepare for Deployment
2/4-3/10
Finalize Design, CONOPs, Comms Plan and meet with airlines
regarding PPPR

System Testing and Installation
3/7-3/14
Conduct system integration testing with SF, STIP, CAT and install onsite

System Go-Live
3/21
All systems required for FLEx enter production

Refine FLEx Operations
3/28-4/6
Address any challenges with initial procedural pilot to facilitate operations

Data Collection
4/1-6/17
Following FLEx Pilot go-live, initiate procedural data collection plan

Technology Demonstrations
4/12-8/1
Introduce additional technologies that demonstrate enhanced on-person screening and property screening

Pilot Assessment
6/30
Review procedural data and findings of technology demonstration conducted so far

	Pre-Deployment				Procedural Deployment		Technology Expansion		

January '19 | **February '19** | **March '19** | **April '19** | **May '19** | **June '19** | **July '19**

Overarching FLEx Timeline

FLEx Procedures Training (BOS)
3/22-3/26
Conduct in-person TSO FLEx procedures training

FLEx Pilot Go-Live (BOS)
3/27
Begin pilot with introduction of FLEx screening procedures at the checkpoint

Field Data Collection (BOS)
4/1-5/7
Conduct field data collection following procedural deployment

Technology Installation (BOS)
5/1-6/17
Introduce technology for enhanced on-person screening

Technology Installation (BOS)
6/15-8/1
Introduce technology for enhanced property screening

Pre-Deployment			Procedural Deployment		Technology Expansion		

January '19 | **February '19** | **March '19** | **April '19** | **May '19** | **June '19** | **July '19**

Boston

BNA Infrastructure Development
3/11*
Begin infrastructure development at BNA following solicitation

Complete CAT Installation (BNA)
4/5*
Following checkpoint design, conduct installation of CAT units

FLEx Procedures Training (BNA)
3/23-4/8*
Conduct in-person TSO FLEx procedures training

FLEx Pilot Go-Live (BNA)
4/9*
Begin pilot with introduction of FLEx screening procedures at the checkpoint

Field Data Collection (BNA)
4/23-5/7
Conduct field data collection following procedural deployment

Technology Installation (BNA)
5/1-6/17
Introduce technology for enhanced on-person screening

Technology Installation (BNA)
6/15-8/1
Introduce technology for enhanced property screening

Pre-Deployment			Procedural Deployment		Technology Expansion		

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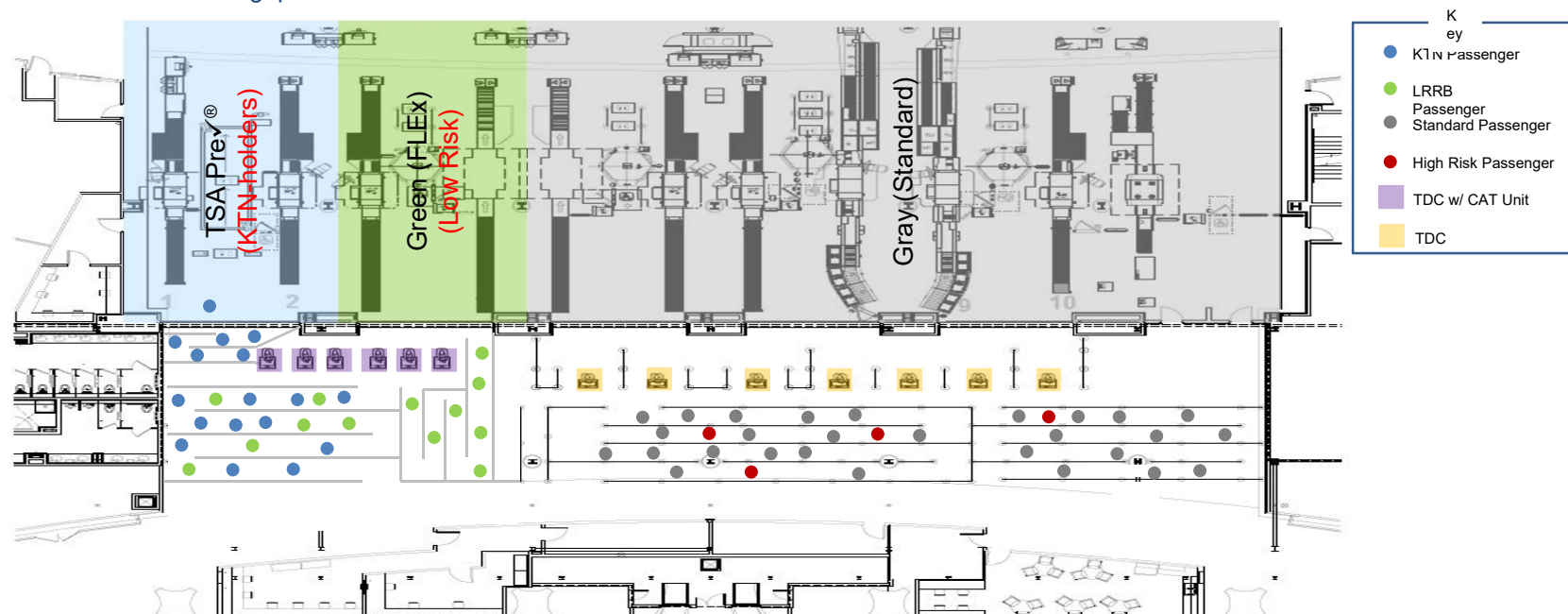
Nashville

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*Dependent on infrastructure deployment for CAT

**RCA** | REQUIREMENTS & CAPABILITIES ANALYSIS

BOS Pilot Screening Configurations

In coordination with local TSA stakeholders, the FLEx IPT adjusted the queue layout to separate KTN and Low Risk passengers at TDC in order to facilitate efficient throughput

BNA Pilot Screening Configurations

For the pilot, Low Risk and TSA Pre✓® passengers will queue together in the TSA Pre✓® lane as boarding pass changes will not have been made by the pilot start date.

Key
- KTN Passenger
- LRRB Passenger
- Standard Passenger
- TDC
- TDC w/ CAT Unit

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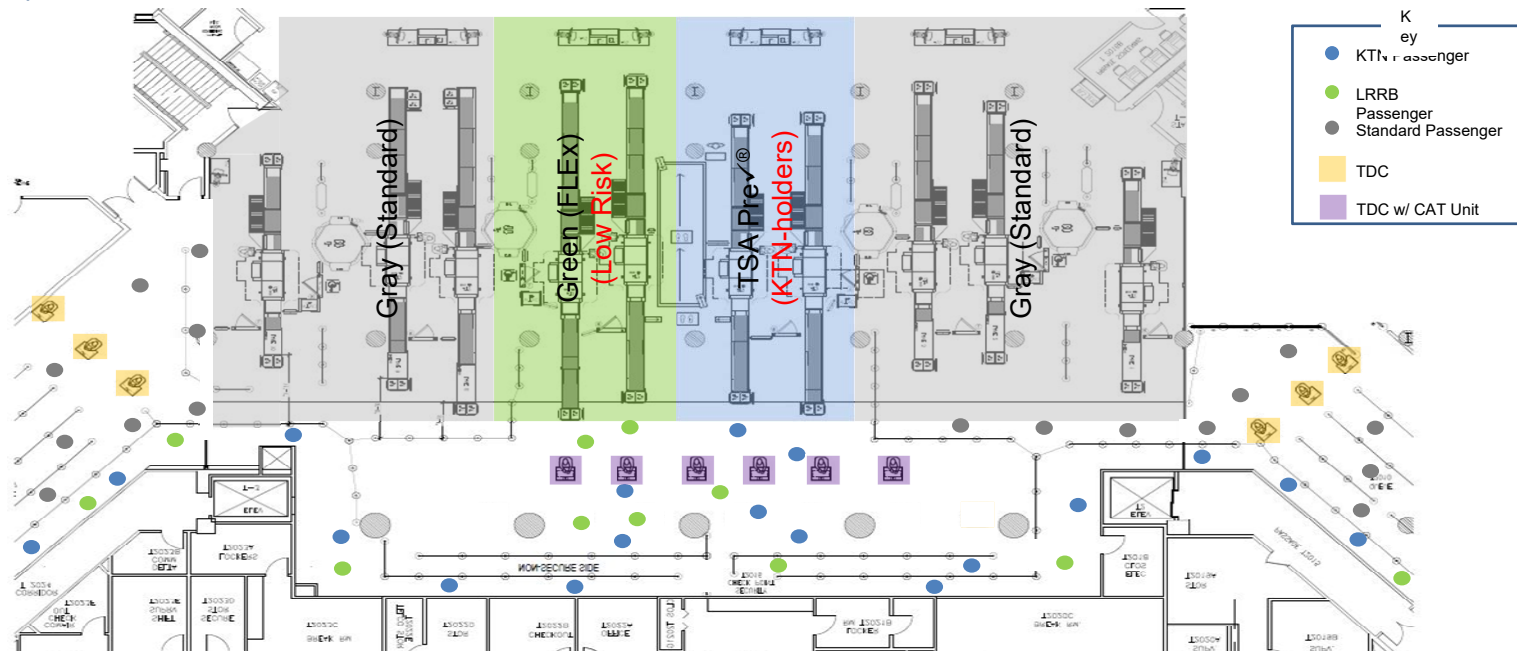
Appendix

FLEx Screening

BPPR Marking

Standard Passengers
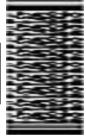
New designation indicated in orange

Doe / Jane	
ABC12345 // GRAY	
STL Lambert to LAX	
UA 1040	Gate	Board Time
STL→LAX	C24	1:05 PM
Mon, March 5 2018		Departs: 1:45PM
		Arrives: 3:45PM
Confirmation: SWLP41		Boarding Group A
Ticket: 0123456789		

Low-Risk Rules-Based Passengers

New designation indicated in orange

Doe / Jane	
ABC12345 // GREEN	
STL Lambert to LAX	
UA 1040	Gate	Board Time
STL→LAX	C24	1:05 PM
Mon, March 5 2018		Departs: 1:45PM
		Arrives: 3:45PM
Confirmation: SWLP41		Boarding Group A
Ticket: 0123456789		
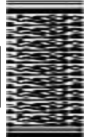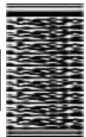
KTN Holders

No change

Doe / Jane	
ABC12345 // TSA Pre✓	
STL Lambert to LAX	
UA 1040	Gate	Board Time
STL→LAX	C24	1:05 PM
Mon, March 5 2018		Departs: 1:45PM
		Arrives: 3:45PM
Confirmation: SWLP41		Boarding Group A
Ticket: 0123456789		

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19

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Legislative Mandate

Section 1933 (e) of the FAA Reauthorization Act of 2018 mandates that TSA pilot a Risk Modified Screening Program for Low Risk passengers…

Section 1938, Subsection (e)
"PILOT PROGRAM.—Not later than 60 days after the date of enactment of this Act and subject to paragraph (2), the Administrator shall commence **a pilot program regarding a risk modified screening protoco**l for lanes other than designated TSA PreCheck security screening lanes at passenger screening checkpoints, in airports of varying categories, **to further segment passengers based on risk…"**

"IMPLEMENTATION.— In determining whether deployment of the protocol at a TSA passenger screening checkpoint at an airport is practicable, **the Administrator shall consider**—
    (A) the level of risk at the airport;
    (B) the available space at the airport;
    (C) passenger throughput levels at the airport;
    (D) the checkpoint configuration at the airport; and
    (E) adequate resources to appropriately serve passengers in TSA PreCheck security screening lanes at the passenger screening checkpoint."

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Security Checkpoints – the next generation

"The future depends on what you do today"

- Mahatma Gandhi

Ian Law – CIO : SFO : April 3rd, 2019 : ACI-NA : BIT

Checkpoints today

What works…
• Committed TSA team
• K-9 efficiency
• ASL's potential
• Effective security
• ITF

Challenges…
• Capacity constrained
• Challenging environment
• Not scaled for purpose
• Way-finding is unclear
• Confusing line allocation

Disparity: To the passenger its an experience, not a transaction.

Next Gen Checkpoint

- **Experience first checkpoint**
  - Integrated airport/airline design
  - Customer service agents & culture
  - Environmental standards, incl. noise
- **Integrated checkpoint**
  - Biometric enabled
  - Integrated with CBP, airlines & airport
- **Efficient checkpoint**
  - E-gates not TDC
  - Published size requirements
  - Risk-based screening / Tomography
- **Understandable checkpoint**
  - Process clarity
  - Lane clarity
  - Integrated operation

- **Info hub checkpoint**
  - Integrated line-wait
  - Integrated wheelchair tracking
  - Integrated boarding pass confirmation

Considerations

1. Co-development with stakeholders
2. Scaling now to 2030-35 forecasts
3. Pilots that lead to frameworks
4. Integrated biometrics strategy
5. People-first design