Electronic Baggage Screening Program

ACI-NA Small Airports Conference

Presented by: Jenel Cline
Minneapolis, Minnesota
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Agenda

• Electronic Baggage Screening Program (EBSP) Strategic Initiatives

• Two-Phase Other Transaction Agreements (OTA) Approach

• Two-Phase OTA Timeline

• Funding Application Process (FAP) & Prioritization

• Planning Guidelines and Design Standards (PGDS)
In the future, TSA’s goal is to have higher level of detection achieved in checked baggage screening and for all airports to have optimal systems installed.

**EBSP Strategic Initiatives**

- Recapitalization of aging equipment
- Determination of optimal systems at airports on a case-by-case basis
- Outreach to airports to plan and coordinate installation

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<th>Near Term Plan</th>
<th>Mid Term Plan</th>
<th>Long Term Vision</th>
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<td>Implementation of competitive procurement results</td>
<td>Standardization of production and acquisition of technologies</td>
<td>Evolution of detection standards for equipment</td>
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<td>Standardization of imaging</td>
<td>Completion of optimal system installation at all airports</td>
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<td>Dual Use Explosives Detection Systems (EDS) equipment deployment</td>
<td>Continuation of ongoing recapitalization efforts</td>
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<td>Continuation of ongoing recapitalization efforts</td>
<td>Evolution of equipment to meet evolving threats</td>
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<td>Networking of equipment</td>
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*Transportation Security Administration*
Two-Phase OTA Approach

Overview

EBSP is proposing a two-phase funding option to airport operators to support increased TSA involvement in system design and development and increased budget specificity. The proposal is currently in review and EBSP anticipates implementing this option in August 2010.

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<th>1: Design OTA</th>
<th>OTA funds support the development of a complete checked baggage system design</th>
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<td>2: Construction OTA</td>
<td>OTA funds support the construction costs associated with the facility modification project</td>
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Benefits

- Consideration given to smaller airports who proactively apply for a Design OTA when funds are available and high priority airports are unable to begin projects in that fiscal year
- Increased collaboration between TSA and airports at the earliest point of project initiation and system design to ensure appropriately designed systems
- Faster completion timeline for optimal solution deployments
- More reliable cost estimates, thereby reducing amount of funds left on contracts (recovery funds) and allowing more project costs to be reimbursable by TSA
Two-Phase OTA Timeline

**Pre-OTA**
- TSA-Airport Collaboration
- Pre-Design Phase
  - Design OTA Executed
- Schematic Design Phase
  - 10% Reimbursement

**Design Phase**
- Pre-Design Phase
  - Conceptual Design with Alternatives Analysis; Integrated Master Schedule for the design effort
- Schematic Design Phase
  - Basis of Design Report; submission of a complete Funding Application Package
- Detailed Design Phase
  - Design drawings and plan development with detailed construction cost estimates. Bid proposal documentation and final project schedule
- Construction OTA Discussion
- Bids Solicited & Reviewed
- Construction OTA Executed
- Bid Award
- 20% Reimbursement
- 50% Reimbursement
- 10% Reimbursement

**Construction Phase**
- Construction begins….
A continuous application process guides airport funding.

Airports are encouraged to submit a funding application as soon as a prospective project has been identified, irrespective of when it happens during the current FY.

The In-Line Funding Application Process (FAP) provides detailed instructions regarding the funding process as well as downloadable funding applications.

To prioritize facility modification projects, we consider:
- Risk-based Airport Prioritization Model (APM) ranking
- The readiness of the airport to apply funding (i.e., schedule)
- The cost share the airport is willing to assume
- The scoring of the airport’s funding application

FAP and Applications can be found online:
http://www.tsa.gov/research/checked_baggage_material.shtm
Planning Guidelines and Design Standards (PGDS)

- PGDS outlines the standardized methodologies, principles, and metrics to be used in planning, designing, and evaluating various Checked Baggage Inspection Systems (CBIS) system design alternatives.

- These guidelines are the result of a year-long collaborative effort, informed by a group of TSA, airport, and airline representatives who met regularly to address issues surrounding the financial, technical, and strategic challenges associated with checked baggage screening in the nation’s airports.

- Comments can be submitted to ostbsisguidelines@tsa.dhs.gov as your comments and those of other industry partners will greatly assist us as we update the Guidelines.

- More information and a copy of the PGDS can be found on TSA’s website at http://www.tsa.gov/assets/pdf/pgds_v3.0_113009.pdf.
QUESTIONS