April 9, 2013

Via Federal Express
Marc Rotenberg
Electronic Privacy Information Center
1718 Connecticut Ave., NW
Suite 200
Washington, D.C. 20009

RE: Electronic Privacy Information Center v. Transportation Security Administration,
Case No. 11-0290 (D.D.C.).

Dear Mr. Rotenberg,

Enclosed, please find a revised release of pages 404-421, pursuant to the Court’s order.

Sincerely,

[Signature]

Joseph Mead

Encl.
and insight on the testing results from airport pilots.

This presentation provides background on ATR functionality.

Locations: Las Vegas, Atlanta, and Washington Reagan.

February 2011 the TSA began field testing of ATR at three

for airport trials

Provision ATR and determined the detection rate to be suitable

In the fall of 2010, TSA completed laboratory trials of the L-3

solution of an Automated Target Recognition (ATR) solution

In the summer of 2010, TSA issued a statement of work to

Background
What is Automatic Target Recognition?
Operational Test & Evaluation (OT&E)

OT&E consisted of:

- Observations of TSOs using the AIT w/ATR to screen actual passengers
- Baseline Detection Comparison of AIT w/IO to AIT w/ATR
- Burn-in period, in which the test team reviewed data collection procedures to ensure that test team members collected the data effectively
- Demonstration of system reliability in airport environment to include operation availability and [REDACTED]
- Evaluation of throughput and other operational suitability issues
- Evaluation of system safeguards for passenger privacy

SENSITIVE SECURITY INFORMATION

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.
### Goals

- **Demonstrate system operation availability in airport environment.**
- **Demonstrate capability.**
  - Demonstrate concept of operations with automated detection environment.
- **Demonstrate operational effectiveness and suitability in the field.**

### Pilot Details

<table>
<thead>
<tr>
<th>Scope</th>
<th>Pilot of Pilot</th>
<th>Schedule</th>
<th>Airport</th>
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</thead>
<tbody>
<tr>
<td>2 L-3 AT systems (with and without ATR)</td>
<td>36 days</td>
<td>February 08, 2010 - March 22, 2010</td>
<td>Allentown International Airport</td>
</tr>
<tr>
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<td>Ronald Reagan National Airport (DCA)</td>
</tr>
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<td>February 01, 2010 - March 15, 2010</td>
<td>Las Vegas International Airport (LAS)</td>
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</tbody>
</table>
**Operational Performance Metrics**

- **Interoperability**: Is the ALT interoperable with other checkpoints?
- **System Use and Access**: Does the ALT prevent unauthorized use and access to the system reporting data and imagery?
- **Information Assurance**: Conduct screening operations successfully.
- ** humanoid-Systems Integration (HSI)**: Can available trained deployable environments to process passengers?
- **Availability**: Can the ALT detect and display possible threats concealed on passengers?
- **Mission Performance**: Does the ALT automatically detect and determine criteria for operational suitability and effectiveness.

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Result Identified in System Evaluation Report

KPPs

KPPs are those attributes of a system that are considered critical to operational capability.

Key Performance Parameters (KPPs)
Throughput - Passengers Per Hour

Reliability - Operational Availability

Detection - AIR vs. 10

Effectiveness

(b)(3), 49 U.S.C. § 114(r)
DHS DOT&E Summary

Letter of Assessment (LOA) findings:

- "The DOT&E concludes the L3 Communications ProVision 100 AIT System with ATR to be effective and suitable as tested based on the system meeting all Key Performance Parameters (KPPs)."
- "DOT&E concurs with the TSA findings of operationally effective and operationally suitable and finds the execution of the FOT&E adequately followed the approved Operational Test Plan."
- "All Key Performance Parameters relative to ATR implementation were satisfied as tested."
- "DOT&E must note and commend the considerable efforts and level of cooperation and collaboration observed amongst the various TSA elements, including the T&E, program management, and user communities, with respect to the ATR initiative."

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Test additional ATR-equipped ALT systems from vendors.

Explore additional privacy protections for imaging technology approved received.

Complete L3 fleet upgrade to ATR within 60 days once formal DHS.

Next Steps for ATR.
Funds

- FY12 budget $46.3M awarded for test and production units, shipping, OEM
- FY11 budget $87.3M, 500 units
- $7.8M awarded for ATR upgrades
- Installation, and training classes
- 500 units procured to date
Removal of WMTD Required for some of the deployments in this wave

2010

Second wave of Alt Deployments

Continue with deployments to airports that have already received Alt units in

Maintain shroud consistency at hub and spoke airports for training and existing Alt units

Update drawings to incorporate additional Alt units into airports with

First deployments at airports where site preparation is complete

Begin deployments in August, complete by December/January

First wave of 250 units

Install new Alt-equipped Alt units

Upgrade existing Alt units to Alt (July-Sept; limited to 13 initially)