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SENSITIVE SECURITY INFORMATION

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DHS Acquisition Review Board

Automated Target Recognition TSA Office of Security Technology

(b) (6) Program Manager
(b) (6), General Manager

June 13th, 2011

Standard Deck V.7



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SENSITIVE SECURITY INFORMATION

ARB Decisions and Issues

- Acquisition Decisions Requested
 - (1) Approval for Automatic Target Recognition (ATR) software upgrade to enhance threat detection capabilities and passenger throughput of existing L3 Tier 1 Advanced Imaging Technology systems

(b)(3), (b)(5), 49 USC 114(r)

- Document Approval Requested
 - Life Cycle Cost Estimate
 - Integrated Logistics Support Plan
 - Acquisition Program Baseline
 - Operational Requirements Document for AT-2
 - Operational Requirements Document for AIT with ATR

- Issues

(b)(5)



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Primary Benefits of ATR

- Provides consistent performance through automated image interpretation
- Drastically reduces training costs, duration and resource demands by eliminating the need to train operators to interpret passenger images
- (b)(3), 49 U.S.C. § 114(r)
- Actual image of passengers will not be displayed to Imaging Officer alleviating privacy concerns
- (b)(3), 49 U.S.C. § 114(r)
- Significant FTE savings in elimination of Image Operator (IO) position
- Eliminates cost and space requirements associated with additional infrastructure (IO room)



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SENSITIVE SECURITY INFORMATION

Approval of ATR update to L3 units

ATR Key Performance Parameters

KPP

Result Identified in System Evaluation Report

(b)(3), (b)(5), 49 USC 114(r)



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AIT ATR Effectiveness

Detection - ATR vs. IO

(b)(3), 49 U.S.C. § 114(r)

Reliability – Operational Availability

(b)(5)

Throughput - Passengers Per Hour

(b)(5)

Passengers Per Hour



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AIT ATR Effectiveness (Continued)

(b)(3), (b)(5), 49 USC 114(r)



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ATR Requirement Deferrals

(b)(5)



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CLASSIFICATION

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Status of ATR Requirement Deferrals

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Near Term ATR Testing Excursions

- In order to improve the effectiveness and efficiency on the current ATR capability, OST will execute a test excursion in July to test the ATR and the Screening Operator (SO) at 3 original OT&E locations: ATL, DCA and LAS

(b)(3), (b)(5), 49 USC 114(r)



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SENSITIVE SECURITY INFORMATION

DOT&E Letter of Assessment

(b)(3), (b)(5), 49 USC 114(r)

Conclusions

Text from LOA

(b)(3), (b)(5), 49 USC 114(r)



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DOT&E Letter of Assessment con't

Additional Comments

TSA rebuttal

(b)(3), (b)(5), 49 USC 114(r)



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SENSITIVE SECURITY INFORMATION

DOT&E Letter of Assessment con't

Recommendations

(b)(5)



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Approval of new ALT Acquisition Strategy

(b)(5)



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SENSITIVE SECURITY INFORMATION

Program Schedule

(b)(5)



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SENSITIVE SECURITY INFORMATION

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Issues

(b) (5)

(b) (5)

(b)(3), 49 U.S.C. § 114(r)

(b) (5)



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SENSITIVE INFORMATION

Risk Summary

(b)(3), (b)(5), 49 USC 114(r)



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Risk Mitigation

#	Risk	Description/Impact	Mitigation Strategy
		(b)(3), (b)(5), 49 USC 114(r)	



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Open ADM Action Items

(b) (5)



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ARB Summary

- **Acquisition Decisions Requested**

- (1) Approval for Automatic Target Recognition (ATR) software upgrade to enhance threat detection capabilities and passenger throughput of existing L3 Advanced Imaging Technology systems

(b)(3), (b)(5), 49 USC 114(r)

- **Document Approval Requested**

- Life Cycle Cost Estimate
- Integrated Logistics Support Plan
- Acquisition Program Baseline
- Operational Requirements Document for AT-2
- Operational Requirements Document for AIT with ATR

- **Issues**

(b)(5)

- **Next Steps**

(b)(3), (b)(5), 49 USC 114(r)



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Backup Slides



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Program Quad Chart

Program

The mission need focuses on airport passenger screening checkpoints where people and carry-on items are screened for dangerous items. Each time a new threat is identified, the requirements for screening the stream-of-commerce that passes through the checkpoint changes. This makes deployment of threat detection devices largely reactive, and until an effective solution can be deployed, the passenger screening process relies on manual methods for detection of the new threat. This impedes the flight embarkation process and frustrates passengers.

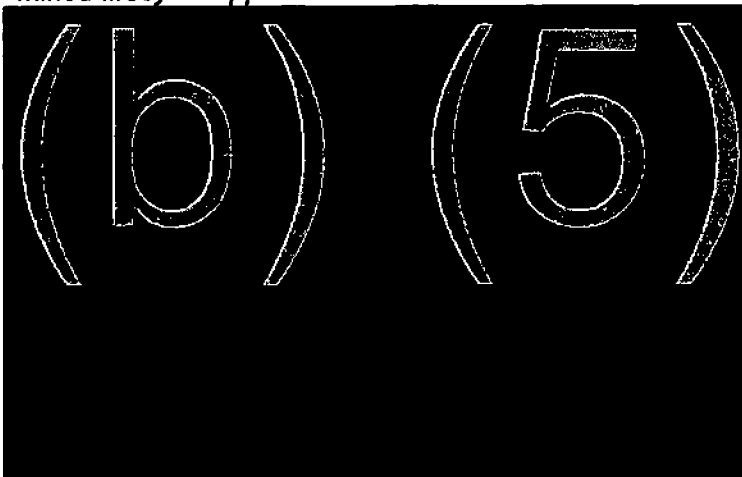
Program Description

The Passenger Screening Program (PSP) focuses on identifying, field testing, procuring, deploying, and sustaining equipment that detects explosives and/or prohibited items that may be concealed on people and/or their carry-on items. This is accomplished by procuring and deploying a mixed lifecycle of technologies. Throughout the lifecycle of the program, PSP's four primary goals are to:

- Increase threat detection capability
- Improve passenger screening efficiency
- Promote a positive passenger experience
- Balance privacy and security

Project Summary

The following technologies are being procured using a mixed lifecycle approach:



Benefits

PSP supports the prevention of terrorist and criminal acts in the aviation transportation environment. The program's activities are designed to support screening activities that minimize the risk of personal injury or death, or damage to or loss of property, due to acts of terrorism or criminal activity directed toward aviation transportation.



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SENSITIVE SECURITY INFORMATION

PSP Overview

The Passenger Screening Program (PSP) focuses on identifying, field testing, procuring, deploying, and sustaining equipment that detects explosives and/or prohibited items that may be concealed on people and/or their carry-on items. PSP's four primary goals are:

Enhance and Automate Threat Detection

Integrate Technology and Processes

Promoting a positive passenger experience

Enhance Collaboration with Stakeholders

PSP Initiatives

People Screening

Provides technical capability to allow Transportation Security Officers (TSO) to detect threats carried by passengers including [REDACTED] and other prohibited items.
- AIT, CPI, EMD, SSD

Carry-On Baggage

Provides technical capability to allow TSOs to detect threats on or concealed in the passenger's carry-on baggage including [REDACTED] and other prohibited items.
- AT, BLS, ETD, CAD

Layered Security

Provides additional layers of capabilities outside of the checkpoint to create an enterprise security solution.
Integrates passenger and baggage screening and provides technology capabilities beyond the checkpoint.
- AWT, CAT/BPSS, ELBC

Primary Users of PSP Technologies: Transportation Security Officers and Transportation Security Specialists-Explosives / Office of Security Operations.

Dependent Upon: (b) (5)



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Program Structure

Project Name	Description	Cost (\$M)	FOC Quantity	Acquisition Type	Acquisition Vehicle	NEED	ANALYZE SELECT	OBTAIN	PRODUCE DEPLOY SUPPORT	ARB Status
(b)(5)										

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Funding Profile

Funding Profile vs. LCCE (in TY\$K)										
	FY 2010 & Prior*	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018 & Beyond	Total
Available Carry Over		\$132,693								
FYHSP/CIP ¹		\$1,177,565								
All Other Funding ²		\$ 301,118								
Total Funding ³		\$1,478,683								
Planning		\$9,260								
Acquisition		\$389,900								
Operations and Maintenance		\$182,810								
Total LCCE ⁴		\$ 581,970								
Surplus/(Deficit) ⁵										
Actual Costs		\$1,255,815								
Existing O&M										

(b) (5)



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Funding Execution Status

Execution Status (in \$K) ¹							
	A	B	C	D	E	$UN_{Obl} = E_{BA} \cdot E_{Obl}$	$\%UN_{Obl} = (E_{Obl}/E_{BA}) \cdot 100$
	FY-2005	FY-2008	FY-2010	FY 2011	$E = A + B + C + D$	$UN_{Exp} = E_{BA} \cdot E_{Exp}$	$\%UN_{Exp} = (E_{Exp}/E_{BA}) \cdot 100$
	CY-6	CY-3	CY-1	(CY)	Total	Un-Obligated & Un-Expended Carryover from A, B, C & D	Un-Obligated % & Un-Expended % Carryover from A, B, C, & D
Checkpoint Support (2-Year)							
Budget Authority (BA) ²	\$ -	\$ -	\$ 89,640	\$ 313,882	\$ 403,522		
Obligations (Obl)	\$ -	\$ -	\$ 33,513	\$ 18,472	\$ 51,985	\$ 351,537	87%
Expenditures (Exp)	\$ -	\$ -	\$ 7,016	\$ 373	\$ 7,389	\$ 396,133	98%
Prior Year Recoveries (No Year)							
Budget Authority (BA) ²	\$ 10,798	\$ 25,483	\$ -	\$ -	\$ 36,281		
Obligations (Obl)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,281	100%
Expenditures (Exp)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,281	100%
Security Technology Maintenance (2-Year)							
Budget Authority (BA) ²	\$ -	\$ -	\$ 1,925	\$ 75,860	\$ 77,785		
Obligations (Obl)	\$ -	\$ -	\$ 1,920	\$ 59,622	\$ 61,542	\$ 16,243	21%
Expenditures (Exp)	\$ -	\$ -	\$ 394	\$ 8,990	\$ 9,384	\$ 68,401	88%
Operational Integration (2-Year)							
Budget Authority (BA) ²	\$ -	\$ -	\$ 4,847	\$ 12,387	\$ 17,234		
Obligations (Obl)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,234	100%
Expenditures (Exp)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,234	100%

¹ Funds shown represent all available funds for execution in the FY2011

² Budget authority only includes the amount of funds allocated to the Passenger Screening Program.

* The primary focus in FY 10 was to execute the remaining unobligated ARRA funds so a considerable amount of no-year and FY 10 funds were carried over into FY 11

* The \$36M of no year funds (prior year recoveries and supplemental) are planned for AT buys in FY 11

* The remaining \$56M of unobligated FY 10 carryover funds are planned for the SI award expected in late June

* FY 11 funds. Most of the equipment and SI awards (AITs, ETDs, AWT, CAT, CAD, and SSD) were not planned until the 3rd and 4th quarter of FY 11 or FY 12.



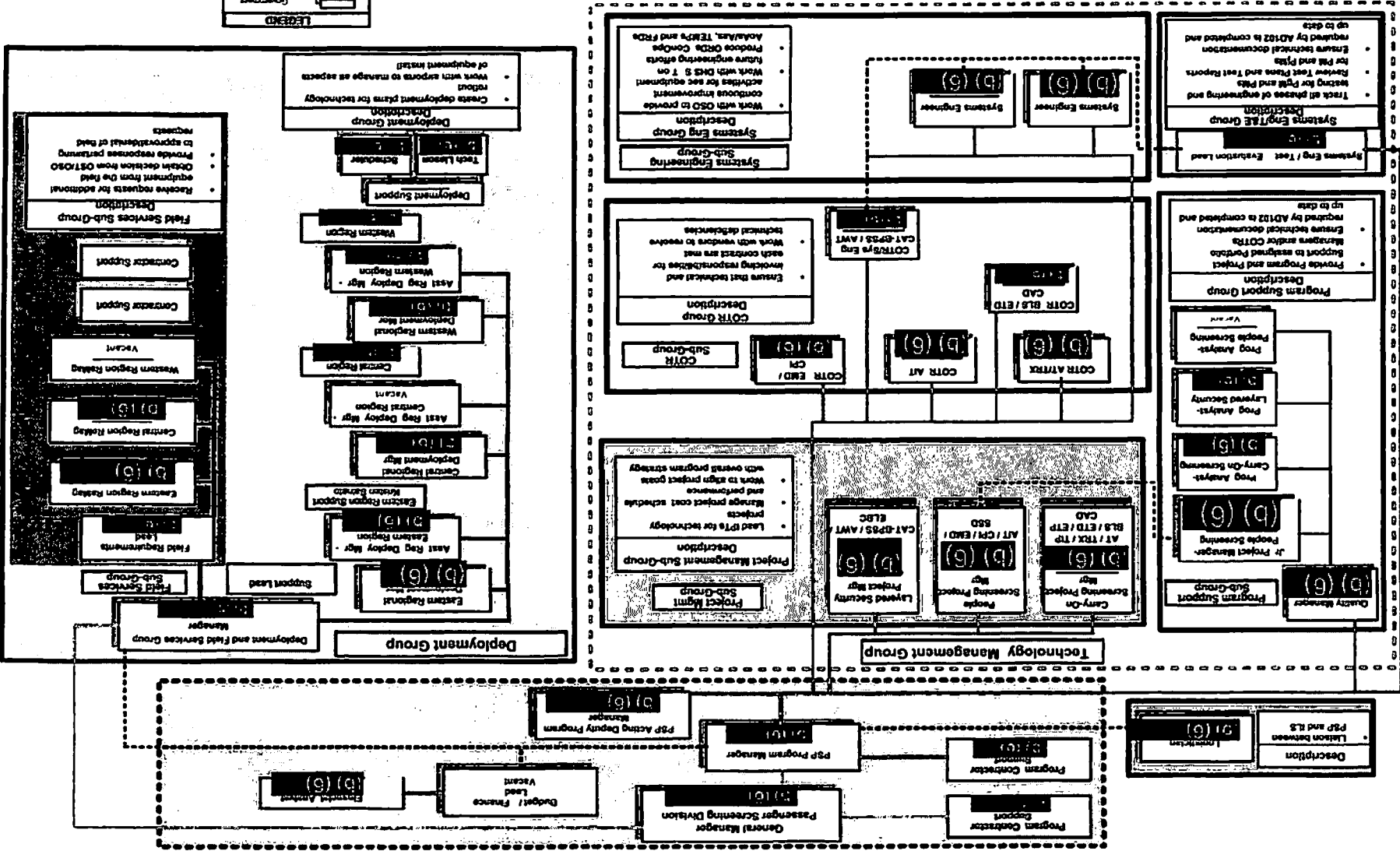
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Program LCCE Details

Program Life Cycle Cost Estimate -- TY\$M								
Cost Categories	Sunk Costs (XXXX- 2010)		Point Estimate				Future Costs (2017-2029)	Life Cycle Costs
	2011	2012	2013	2014	2015	2016		
Planning								
Acquisition								
Operations and Maintenance								
Total								
Planning								
Acquisition								
Operations and Maintenance								
Total								
Planning								
Acquisition								
Operations and Maintenance								
Total								



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Project LCCE Details

Program Life Cycle Cost Estimate -- TY\$M						
Cost Categories	Sunk Costs (2009-2010)	2011	2012	2013	2014	Future Costs (2017-2029) Life Cycle Costs
	Point Estimate					
Planning	(b) (5)					
Acquisition	(b) (5)					
Operations and Maintenance	(b) (5)					
Total	(b) (5)					
Planning	(b) (5)					
Acquisition	(b) (5)					
Operations and Maintenance	(b) (5)					
Total	(b) (5)					
Planning	(b) (5)					
Acquisition	(b) (5)					
Operations and Maintenance	(b) (5)					
Total	(b) (5)					

(b) (5)



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Issues

(b)(3), (b)(5), 49 USC 114(r)



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Program Core Team (HPPG 8)

	Name	DHS Cert type & level	Cert Date	Current CLP Hrs
Program Management	(b) (6)	M Level III	5/15/07	80 of 80 (every 2 yrs)
		M Level III	7/16/09	80 of 80 (every 2 yrs)
		M Level II; Level III	By 08/11; 12/11	N/A
		M Level I; Level II	4/10/06; by 9/30/11	80 of 80 (every 2 yrs)
		M Level II	By 9/30/11	80 of 80 (every 2 yrs)
		M Level II	6/18/10	0 of 80 (every 2 yrs)
		M Level II	By 9/30/11	80 of 80 (every 2 yrs)
		M Level II	2009	80 of 80 (every 2 yrs)
		M Level II; Level III	12/10; by 12/11	-
		M Level I Training Complete; Level II	Pending; by 12/11	-
		M Level I; Level II	By 09/11; 12/11	-
		M Level I; PM Level II	7/15/11; 10/15/11	80 of 80 (every 2 yrs)
		M Level I; Level II	By 09/11; 12/11	-
		M Level I; Level II	By 09/11; 12/11	-



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Program Core Team (HPPG 8)

	Name	DHS Cert type & level	Cert Date	Current CLP Hrs
Systems Engineer	(b) (6)	SPRDE – Systems Engineering Level III; Program Manager Level II	12/94, 5/05	80 of 80 (every 2 yrs)
		SPRDE – Systems Engineering Level II; T&E Level II	By 12/11	80 of 80 (every 2 yrs)
		SPRDE – Systems Engineering Level II; T&E Level II	By 12/11	80 of 80 (every 2 yrs)
		COTR; SPRDE – Systems Engineering Level II; T&E Level II	By 04/30/11; by 9/30/11; by 9/30/11	of 80 (every 2 yrs)
Acquisition/ Financial Manager/Cost Analyst				of 80 (every 2 yrs)
T&E Manager				N/A
		T&E Level III	4/9/10	24 of 80 (every 2 yrs)
				N/A
Test & Evaluation		T&E Level III	8/20/10	80 of 80 (every 2 yrs)
		T&E Level III	12/17/10	229 of 80 (every 2 yrs)
		COTR	12/10/10	40 of 80 (every 2 yrs)
		T&E Level II	In progress	90 of 80 (every 2 yrs)
		T&E Level III	2008	80 of 80 (every 2 yrs)
		T&E Level III	2009	80 of 80 (every 2 yrs)



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X

X

SENSITIVE SECURITY INFORMATION

X

Program Core Team (HPPG 8)

	Name	DHS Cert type & level	Cert Date	Current CLP Hrs
Logistics Management	(b) (6)	Life Cycle Logistics Level III	1995	80 of 80 (every 2 yrs)
		Life Cycle Logistics Level III	1994	80 of 80 (every 2 yrs)
Logistician		COTR	9/31/10	25 of 80 (every 2 yrs)
COTR		COTR; PM Level II	10/8/08, 12/13/09	68 of 80 (every 2 yrs)
		COTR		of 80 (every 2 yrs)
		PM Level II	4/16/10	80 of 80 (every 2 yrs)
		COTR; PM Level II	11/4/09	of 80 (every 2 yrs)
		PM Level II; Life Cycle Logistics Level I		of 80 (every 2 yrs)

of Government personnel assigned: 30 PMO / 15+ Matrixed

of contractor personnel on PM staff: 10+



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X

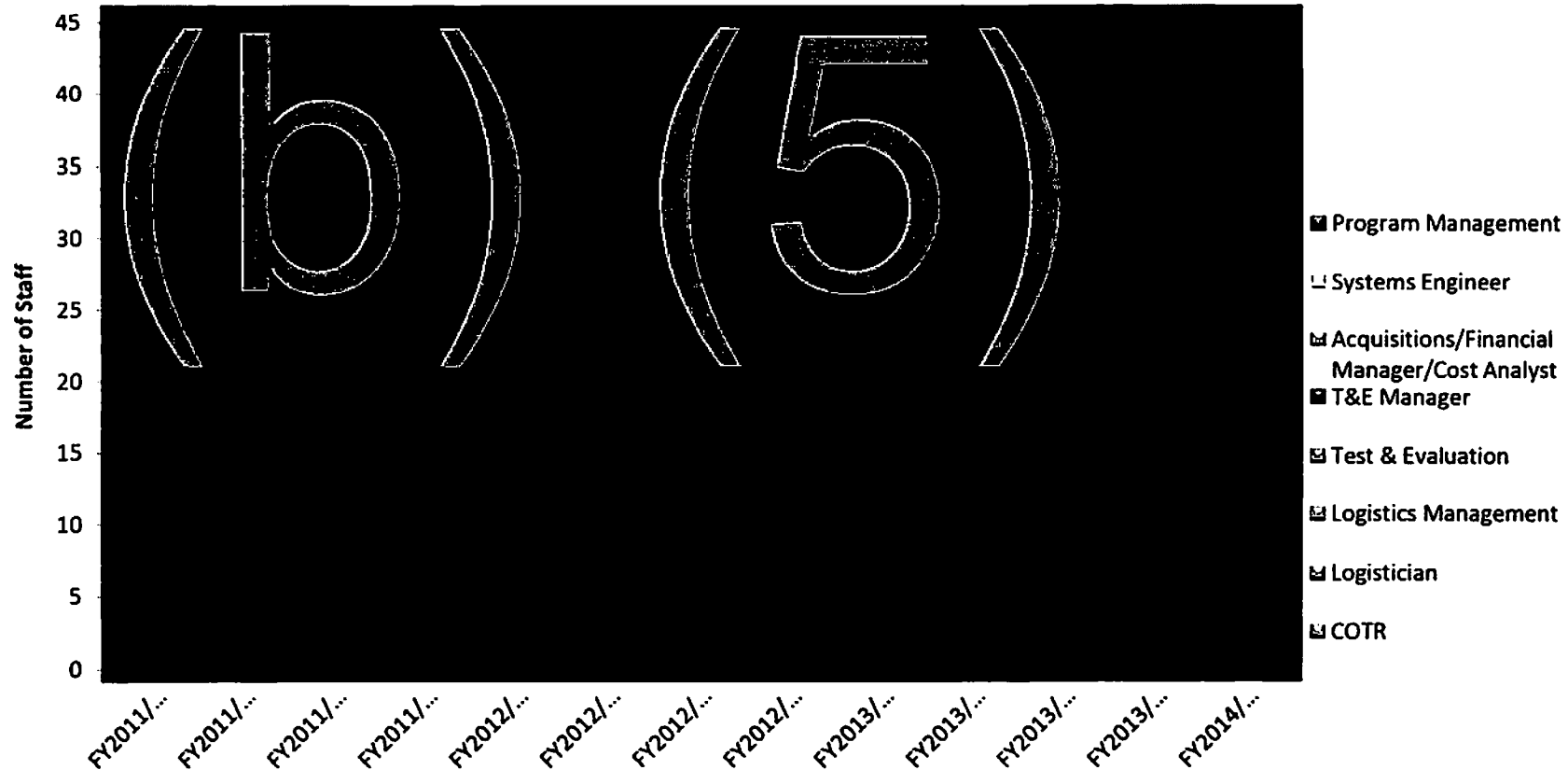
X

SENSITIVE SECURITY INFORMATION

X

Staffing Plan

Staffing Histogram



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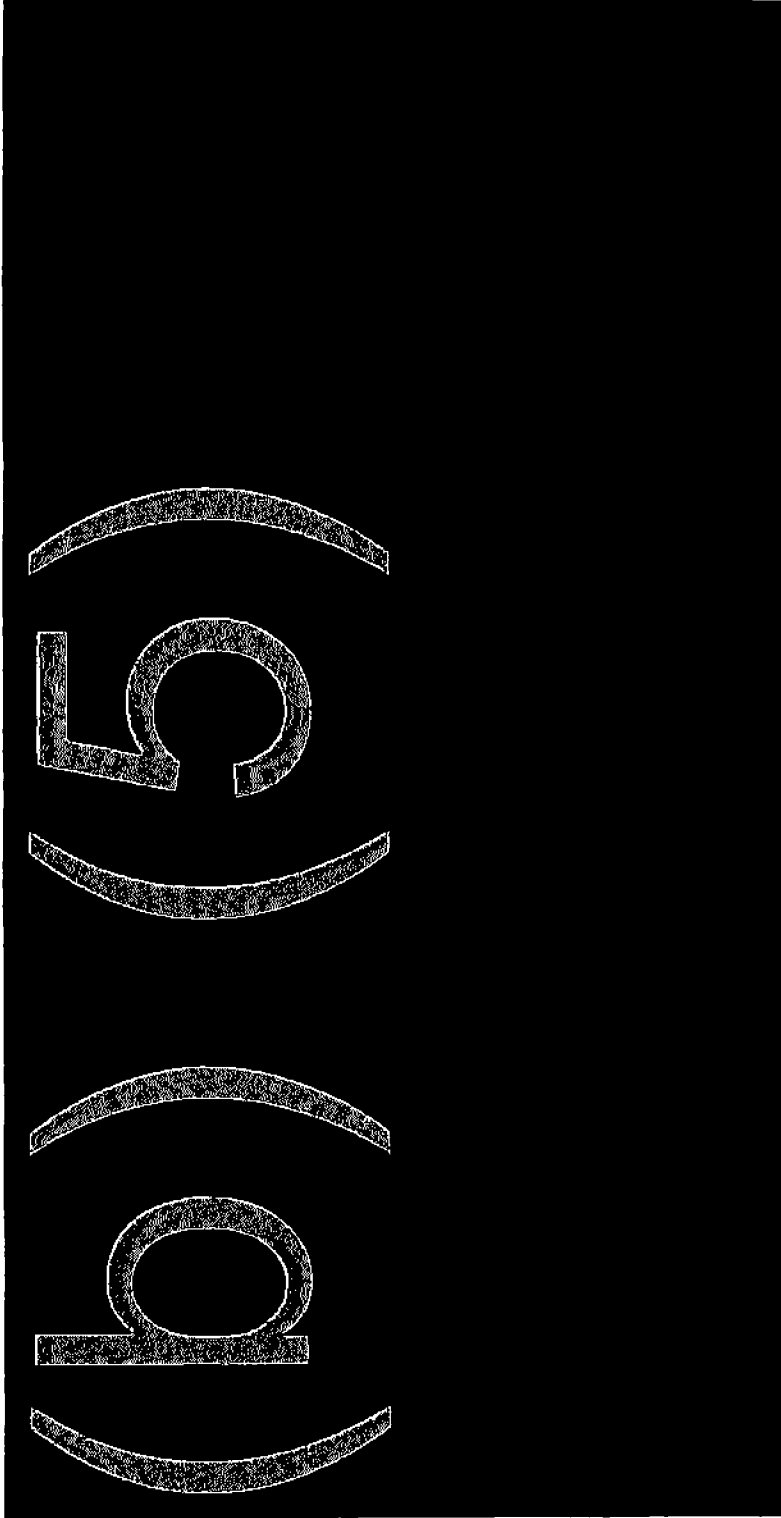
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SENSITIVE SECURITY INFORMATION

Cross Component Coordination



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Open GAO Actions

Source	Title	Recommendation	Status
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GAO	<i>Explosive Detection</i>	[Redacted]	NOT RESPONSIVE, b(3), 49 USC 114(r)
GAO	<i>Explosive Detection</i>		
GAO	<i>Explosive Detection</i>		
GAO	<i>Explosive Detection</i>		



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Open GAO Actions

Source		Title	Recommendation	Status
GAO		Explosive Detection	NOT RESPONSIVE	



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U.S. GOVERNMENT PRINTING OFFICE: 2003-0-294-000

U.S. GOVERNMENT PRINTING OFFICE: 2003-0-294-000
This record contains Sensitive Security Information that is excluded under 49 CFR parts 1.5 and 1.520. No part of this record may be disclosed to persons without a "need to know" as defined in 49 CFR parts 1.5 and 1.520, except with the written permission 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 1.5 and 1.52.

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X

SENSITIVE SECURITY INFORMATION

X

Open IG Actions

Source	Title	Recommendation	Status
OIG	<i>Use of American Recovery and Reinvestment Act Funds by the Transportation Security Administration for the Electronic Baggage Screening Program</i>	NOT RESPONSIVE	
OIG	<i>Use of American Recovery and Reinvestment Act Funds by the Transportation Security Administration for the Electronic Baggage Screening Program</i>		
OIG	<i>Use of American Recovery and Reinvestment Act Funds by the Transportation Security Administration for the Electronic Baggage Screening Program</i>		



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SENSITIVE SECURITY INFORMATION

X

Open IG Actions

Source	Title	Recommendation	Status
OIG	Support Services Contract	NOT RESPONSIVE, b(3), 49 USC 114(r)	
OIG	Covert Testing		
OIG	Covert Testing		



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SENSITIVE SECURITY INFORMATION

Open IG Actions

Source	Title	Recommendation	Status
OIG	Covert Testing	NOT RESPONSIVE, b(3), 49 USC 114(r)	
OIG	OSARP		



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X

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NSA - SECURITY INFORMATION

X

Open IG Actions

Source	Title	Recommendation	Status
OIG	OSARP	NOT RESPONSIVE	
OIG	Airport Passenger and Checked Baggage Screening Performance		
OIG	Airport Passenger and Checked Baggage Screening Performance		



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SENSITIVE SECURITY INFORMATION

LRIP Benefits

(b) (5)



Department of Homeland Security

CLASSIFICATION AND CONTROL INSTRUCTIONS

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