Deployment and Logistics Division (DLD) deploys checked baggage and checkpoint screening technologies; works with internal and external stakeholders to develop and implement field communication strategies prior to deploying equipment; and ensures regional consistency in all deployment activities, standards, and processes. DLD sustains and maintains all Transportation Security Equipment (TSE) throughout its lifecycle. DLD develops and executes the procedures for the management, accountability, and control of Government-owned TSE and maintains the level of TSE at the TSA Logistics Center.

DLD Personnel

Contractor Breakdown:
- 7 ReMAG (Requirements Management Advisory Group)
- 5 Property Management
- 15 PM / OPS Support

Total TSE Fielded*

<table>
<thead>
<tr>
<th>Region</th>
<th># of OTAs</th>
<th>Total</th>
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<tbody>
<tr>
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<td>$299,738,457.29</td>
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<tr>
<td>Total</td>
<td>100</td>
<td>$2,341,331,298.82</td>
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</table>

Total TO Value of SI Contracts $150M
Total TO Value of other Contracts $30M

TSA Logistics Center

Managed Safety Stock Inventory
206 Units of Safety Stock

Maintenance*

$280 million Annual sum total of all equipment maintenance activities
72,000 calls
8,400 tickets Processed annually by the DLD maintenance call center

ReMAGs*

Total ReMAGs Received: 1,762

* This information has been updated as of 4-27-15

* Data as of FY14
DLD Primary Functions

1. Provides airports with efficient and effective security capabilities through the deployment, integration, logistics, and maintenance of TSE

2. Partners with TSA internal and external stakeholders to deploy and maintain TSE

3. Provides property management oversight of Government-owned TSE and maintains the level of TSE at the TSA Transportation Logistics Center

Deployment and Logistics Division (DLD) is the “primary OSC interface” for local TSA and Airport Authorities across the US.
In order to achieve the successful deployment of capabilities to the field, DLD works continuously with its stakeholders to plan, coordinate, install, and sustain both checked baggage and checkpoint technologies.

**Internal Partners**
- Office of Chief Risk Officer (OCRO)
- Office of Inspection (OOI)
- Office of Intelligence and Analysis (OIA)
- Office of Information Technology (OIT)
- Office of Security Operations (OSO)
- Office of Global Strategies (OGS)
- Checkpoint Solutions and Integration Division (CSI)
- Checked Baggage Technology Division (CBTD)
- Testing and Evaluation (T&E)
- Office of Acquisition
- Office of Chief Financial Officer (OCFO)
- Office of Security Policy and Industry Engagement (OSPIE)
- Office of Training and Workforce Engagement (OTWE)

**External Partners**
- Original Equipment Manufacturers and Maintenance Providers
- Systems Integrators
- Airport Authorities and Airlines
- Trade Organizations
- Congress and the traveling public
Recent Deployment and Logistics Successes

Highlights from DLDs recent accomplishments:

- **AT550 Deployment**
  Completed the installation of 550 Smiths AT x-rays with 6040 AT units across the nation

- **AIT Tier II Software Upgrade**
  744 Completed

- **Duress Alarm**
  Completed 350 airports to date with over 2,000 installed buttons
  All CAT II-IV airport completed

- **STIP Infrastructure Gap Remediation (IGR)**
  71% GAP Remediation Completed

- **Maintenance Support**
  Addressed Leidos Contract Transition issues and stabilized support model

- **Master Deployment Plan**
  Developed a process for a systemic and holistic approach for how DLD contributes to each phase of the SELC in order to deliver and sustain capabilities in the field

**Abbreviations:**
- AT – Advanced Technology X-Ray
- AIT – Advanced Imaging Technology
- SELC – Systems Engineering Lifecycle
- STIP – Security Technology Integration Program
Master Deployment Plan

Overview
The MDP is centered around three primary objectives:
1) Establishing a systemic and holistic approach for how DLD contributes to the various systems engineering initiatives throughout each phase of the SELC in order to deliver and sustain capabilities in the field.
2) Instituting a "Deployment Readiness Certification" process that will be used as a checklist to ensure that each capability is truly ready for deployment.
3) Setting the strategy for increased flexibility and agility in TSA's deployment and sustainment methods to support Risk-Based Security initiatives.

Outcomes
- Consistent, standard, and integrated approach to deploying TSE to the field
- Consolidated deployment dashboard reporting through a single-source, automated report
- Management tool for identifying, tracking, and mitigating risks, progress, and successes

MDP Approach

Plan
- MDP Document Framework and Outline

Document
- Documentation of “as is” processes and activities

Develop
- Incorporate future state processes with OSC stakeholder input

Formalize
- Formalize MDP with all stakeholders and implement
The following slides provide insight into TSA deployment methodologies and how they can cause changes to airport TSE allocations. Below are a few factors that affect how a methodology is applied to a given airport:

### Airport Category
(i.e., size and risk factors)

Impacts when and how a deployment methodology applies to an airport. Airport categories include X, I, II, III, and IV with annual flights ranging from less than 250,000 to more than 5 million.

### TSE Full Operational Capability (FOC)

The number of TSE required to completely supply airport operations for a specified set of conditions/risks, including the airport’s existing TSE, category, and approved baggage and passenger throughput rates and standards.

### Field Reported Data
(e.g., throughput rates, passenger loads, etc.)

Ensures TSE are deployed and realigned to approved rates and standards—sources include the Performance Management Information System (PMIS), Enhanced Staffing Model (ESM), and Field Data Reporting System (FDRS).

DLD utilizes the Staffing Allocation Model (SAM) as the rates and standards guidelines to model lane throughputs and identify optimal checkpoint and checked baggage TSE quantities and configurations.

TSAnbsp;risk-based security goals, along with the above factors, are used in conjunction with deployment methodologies in order to realize the following benefits:

- Reduced costs for TSE and FTE allocations
- More effective utilization of TSE throughout the nation
- Eliminates maintenance costs of non-utilized equipment
Explosive Detection System (In-line EDS)

- EDS units are deployed based on airport baggage volume, threat detection requirements, compliance to the Planning Guidelines and Design Standards (PGDS), and a Return on Investment (ROI) assessment. They are typically used for new in-line systems, or for the recapitalization and/or optimization of existing systems.
- Throughput is typically 100-900 bags per hour.

Stand-Alone Reduced Size Explosive Detection System (RSEDS)

- RSEDS units are deployed based on need and equipment availability using both predictive data such as the ESM, and historical data obtained from the FDRS of each EDS.
- The current threshold for RSEDS units is a throughput of at least 1,000 bags per week or a peak throughput of at least 100 bags per hour. In addition, operational impacts are also taken into consideration.
Checkpoint TSE Methodologies

**Advanced Technology (AT)**

- Allocation is based on an evaluation of the Enhanced Staffing Model (ESM), airport flight loads, flight schedules, passenger arrival distributions, and aircraft capacity. Measures include per hour lane throughput and processing times. Throughputs range from 260 to 275 passengers per hour (pph).

**Advanced Imaging Technology (AIT)**

- AIT deployment is based on a priority system that favors CAT X, I, and II airports. The strategy involves:
  - 100% AIT coverage on all standard lanes
  - Two lane mod-sets for TSA Pre✓®
  - AIT 2 deployments will be allocated based on AIT methodology, prioritizing airports with the highest AIT eligible passenger volume.
  - Throughputs range from 150-300 pph.

**Explosives Trace Detection (ETD)**

- ETDs are deployed to both checkpoints and checked baggage areas based on operational demand and are co-located with AITs. Throughput is approximately 180 samples per hour.
- Checkpoint - The standard location of ETD units is at the end of the checkpoint lane in coordination with the secondary search table.
  - 1 lane checkpoint, 1 ETD unit
  - 2 lane checkpoint, 2 ETD units
  - 3 lane checkpoint, 2 ETD units
  - 4 lane checkpoint, 3 ETD units
- Checked Baggage - Units are allocated at a ratio of one ETD per two resolver positions in a baggage zone.
**Checkpoint TSE Methodologies (cont’d)**

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**Bottled Liquids Scanner (BLS)**

- BLS units are allocated to all security checkpoints based on the checkpoint design. The standard location of BLS units is at the end of the checkpoint lane in coordination with the secondary search table. Throughputs range from 5 to 20 seconds for a liquid analysis.
  - 1 lane checkpoint, 1 BLS unit
  - 2 lane checkpoint, 2 BLS units
  - 3 lane checkpoint, 2 BLS units
  - 4 lane checkpoint, 3 BLS units

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**Enhanced/Walkthrough Metal Detector (EMD/WTMD)**

- All federalized airport must have the EMD/WTMD technology on-site as required by CDG 5.1 (one per single-lane or two-lane mod set) and the following scenarios:
  - Newly federalized airports
  - Approved airport expansions
  - Support for TSA Pre✓®
  - Temporary screening for special events
- Throughput typically runs at 160 to 250 pph.

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**Credential Authentication Technology (CAT)**

- To achieve improved authentication of passenger IDs, as well as those IDs presented by airport and airline personnel to access sterile areas. This unit will verify the passenger’s identification, travel documents, and Secure Flight status.
- Final allocation is yet to be determined.
Maintenance Contract Strategy

Performance-Based Logistics Contracts
- Four major maintenance contracts
- All are firm-fixed unit price
- Goal is to increase competition in future EDS maintenance contracts

Checkpoint TSE Maintenance
- Competitively awarded
- Approximately 11,000 units plus call center

EDS Maintenance
- Sole source awarded
- Includes three contracts for three original equipment manufacturers
- Approximately 1,600 units total
## Current and Upcoming Initiatives

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Timeframe</th>
<th>Description</th>
</tr>
</thead>
</table>
| **Explosives Trace Detector (ETD) Deployment** | June 2015 to April 2016 | • New procurement and deployment of 1170 Next Gen ETDs.  
• Top down deployment approach (CAT X to CAT IV) with Next Gen coverage for all checkpoints  
• To the extent possible, remove legacy ETDs from the field. |
| **Reduced Sized AIT Deployment (AIT 2)**       | June 2015 to August 2015 | • 61 AIT 2 units will be deployed with priority given to CAT X and I airports.  
• Same detection requirements as currently fielded AIT 1 systems and offers a smaller footprint.  
• Providing space constrained airports the capability to increase the percentage of passengers receiving a non-metallic screening procedure. |
| **AT Deployment**                              | Tentative - Q1-Q2FY16    | • New procurement and deployment of 55 additional AT X-ray systems  
• Will increase efficiencies and detection capabilities and provide AT capability at TSA Pre✓® Lanes. |
| **Other Transactional Agreement (OTA) Oversight** | Ongoing (Monthly)       | • Focus on ensuring period of performance (POP) and final invoicing dates are met; utilizing touch-point meetings with airport project managers to discuss OTAs at risk and overall OTA-related data. |
| **Credential Authentication Tool (CAT)**       | Starting in Q2 FY16      | • Enhances the passenger screening process at the checkpoint by serving as a technological solution to improve the inspection of identification documentation and confirm passengers’ Secure Flight status.  
• Testing is expected to run through Q4 FY15 with deployments starting in Q2 FY16. |
| **New Technology Exploration**                 | On-going                 | • Exploring potential solutions for temporary screening and CBRA upgrades. |