



WHSR / TSA SENIOR INDUSTRY FORUM SERIES: OFFICE OF SECURITY CAPABILITIES ENGAGEMENT GROUP

EFFECTIVE & EFFICIENT DEPLOYMENT FOCUS GROUP MARCH 19, 2013

The Washington Homeland Security Roundtable (WHSR) launched the TSA Office of Security Capabilities (OSC) Effective and Efficient Deployment Focus Group (Deployment Group). This Deployment Group is one of seven focus groups created out of the WHSR / OSC Engagement Group.

WHSR hosted the first WHSR / OSC Engagement Group meeting on November 27, 2012. Representatives from OSC and industry participated in the meeting to kick off an on-going exchange of information, ideas and best practices concerning TSA's security capabilities, specifically focusing on the OSC's strategic plan and other areas of strategic importance. Focus group activities may be used by OSC to inform the development of their strategic plan along with other areas of operation.

The Deployment Group held its first meeting on March 19, 2013. It consists of representatives from industry, WHSR and TSA. This group will meet monthly through March 2014.

The TSA staff started the meeting by reviewing the OSC organizational structure which includes the Mission Analysis, Capability Development and Deployment Groups. Deployment is responsible for deploying security equipment and capabilities to airports across the country in a timely fashion with proper integration and



understanding by the end users. It includes airport designs, installation, standardization, optimization and operational SMEs.

The TSA team also discussed the distinction between “upstairs” (passenger screening) and “downstairs” (checked baggage screening) and how in most cases, a contract awards focus on either passenger or baggage as the two screening processes are not integrated. In most cases, there will be separate deployment managers overseeing the passenger screening and baggage screening processes.

The conversation also focused upon the industry participants view that vendors need to be able to work together in the field. However, several industry participants raised existing hurdles prohibiting such collaboration, including contracting language and vendor specific firewalls. However, several industry participants highlighted that contractor agreements were possible to assist in fostering collaboration among vendors and enhancing further integration of systems at airports.

The meeting concluded by the industry participants deciding to further examine the distinction between “upstairs” and “downstairs.”