



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

**EFFECTIVE & EFFICIENT DEPLOYMENT FOCUS GROUP
MEETING REPORT
November 21, 2013**

The Washington Homeland Security Roundtable (WHSR) hosted the fourth TSA Office of Security Capabilities (OSC) Effective and Efficient Deployment Focus Group meeting on November 21, 2013. Participants consisted of representatives from industry, WHSR, and TSA.

The industry lead kicked off the meeting with a review of the key objectives, the agenda for the meeting and feedback received from a previous query. The query was on the top causes for increased deployment costs and recommendations, as well as the top airport successes/challenges and lessons learned.

The key objectives were:

- Determine top causes for increased deployment costs and make recommendations for more effective and efficient deployments.
- Determine airport deployment successes/challenges and lessons learned/recommendations from these.
- Engage/consult with OEM representatives to determine if efficiencies and effectiveness can be gained.



The industry lead shared with the group that one of the top causes for increased deployment costs is deploying individual pieces of Technology Screening Equipment (TSE) versus a suite of equipment. TSA explained this is difficult to get around since individual manufacturers are responsible for the many and varied pieces of equipment. Industry suggested that if TSA purchases more than one TSE at a time and provides adequate lead time for the procurement of the systems so that TSE is staged to be deployed concurrently, this approach might help reduce deployment costs. In addition, it was suggested that deploying a suite of TSE simultaneously that aligns with the TSA system design and architecture roadmaps, versus taking multiple trips to install one type of equipment at a time would help TSA realize efficiencies in scheduling, staff planning, and travel cost reduction.

The group acknowledged that storing minimal equipment in warehouses has improved in recent years and should continue to be minimized. However, there is a business case for using warehouses as staging areas for assembling equipment, which could minimize shipments and trips to the airport for installation. TSA noted that Original Equipment Manufacturers (OEM)s have agreed to store equipment if the airport is not ready for it. Some airports have also agreed provide storage areas, which should help minimize warehouse costs.

Industry suggested that ensuring the deployment contractor has robust and proven supply chain management will help decrease costs. This can be assessed and evaluated in Task Orders as part of past performance. While this was a larger issue a number of years ago, it seems less of a challenge today.



The group also identified TSE availability as a third cause for increased deployment costs. Industry and TSA participants agreed that a technology architecture/enterprise roadmap that could be shared with industry would be very beneficial. TSA mentioned that Mission Analysis is working on this and would provide TSA/OSC with a long-term enterprise document.

Regarding airport deployment successes and challenges, early and ongoing collaboration between the airports and TSA will help support deployment success. In addition, ensuring that the project teams understand and comply with TSA's Planning Guidelines and Design Standards (PGDS) and Checkpoint Design Guide (CDG) will also help create more success.

The meeting concluded by the industry participants deciding to assemble questions for OEMs and schedule a conference call to discuss.

The next meeting is scheduled for December 9, 2013.