



April 27, 2017

Checkpoint of the Future: Evaluating TSA's Innovation Task Force Initiative

Subcommittee on Transportation and Protective Security, Committee on
Homeland Security, United States House of Representatives, One
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HEARING CONTENTS:

Member Statements

John Katko

[View Statement](#)

Witnesses

Steve Karoly

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Office of Requirements and Capabilities Analysis, Transportation Security
Administration, U.S. Department of Homeland Security

[View Testimony](#)

Roosevelt Council, Jr.

General Manager Hartsfield-Jackson Atlanta International Airport

Department of Aviation, City of Atlanta, Georgia

[View Testimony](#)

Jeanne M. Olivier

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Aviation Security and Technology, Security Operations and Programs
Department, The Port Authority of New York and New Jersey

[View Testimony](#)

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HOMELAND SECURITY COMMITTEE

Statement of Subcommittee Chairman John Katko (R-NY) Transportation and Protective Services Subcommittee

“Checkpoint of the Future: Evaluating TSA’s Innovation Task Force”
April 27, 2017

Remarks as Prepared

I would like to welcome everyone to the Subcommittee on Transportation and Protective Security’s hearing to examine the state of TSA’s Innovation Task Force initiative. Many of us here are all too familiar with the struggles TSA has faced over its 15 year history to field cutting edge technology and security solutions to meet the ever evolving threat landscape.

A year ago, then-Administrator Neffenger launched the Innovation Task Force initiative in an effort to inculcate a culture of innovation into how the organization thinks about meeting the challenges of current and evolving threats. I commend the former Administrator for starting this critical effort, and I support the important mission of this initiative.

However, it is this Committee’s job to make sure that this task force is meeting its stated goals, and has the resources it needs. With effective oversight, we can all work together to ensure that the positive momentum created by the Innovation Task Force initiative continues and that the lessons learned are not confined to a vacuum, but instead both support and inform the broader mission and goals of TSA as a whole. What is most important is that TSA leverages the work of this initiative to guarantee to the American people that future procurement decisions are a sound investment of taxpayer dollars and that the technology TSA procures is capable of detecting the latest threat.

While the federal government is ultimately responsible for delivering on the secure freedom of movement throughout the nation’s transportation systems, the effectiveness of the security framework surrounding that movement hinges on the private sector’s commitment to innovation and continuous development of new security technologies to screen millions of passengers and bags every day.

However, quality innovation comes with a hefty price tag, and we cannot reasonably expect the private sector to spend millions of dollars in the research and development of new and emerging technologies without greater transparency and communication from both TSA and the Department of Homeland Security.

Currently, TSA is focusing on deploying Automated Screening Lanes, across 21 of the nation’s largest airports. Automated Screening Lanes should help to reduce passenger queues at the checkpoint. As we have seen with recent attacks around the world, terrorists are increasingly targeting public spaces with large crowds of people to inflict the maximum number of casualties.

Thus, the Automated Screening Lanes can serve to enhance the passenger experience, ease the burden on TSOs, and eliminate security vulnerabilities. When thinking about how to build the checkpoint of the future, TSA should strive to meet all three of these goals when acquiring new technology and proposing new solutions.

However, to accomplish this we need to reach far beyond Automated Screening Lanes. This is why I am pleased that the ITF has plans to pilot CT x-rays at passenger checkpoints, biometric authentication technology and innovations in passenger communication all before the end of the summer travel season.

I am also optimistic about TSA's efforts to connect industry with airport operators across the country to facilitate innovation in other aspects of transportation security outside the checkpoint—such as employee screening and biometric bag drop. However, we can and should be doing more.

All of these demonstrations and pilots will be wasted effort if they fail to inform the Administration's Strategic Five-Year Technology Investment Plan or enhance TSA's broken procurement process. I hope when the next Administrator is appointed, he or she will continue to build on the progress of this task force, and better integrate its work across TSA and DHS as a whole to leverage its successes.

I believe that we are behind the curve concerning our technology innovation and the traveler experience at our nation's airports. Many foreign airports have implemented improved security scanners, better biometric capabilities, and smarter systems for passenger queuing to meet the emerging threats of today.

I look forward to hearing the perspectives of our witnesses on how TSA and its industry partners are working together to bring more innovative solutions to transportation security, and what more needs to be done to meet this goal.

I encourage all of the witnesses today to be candid about how the scope of this initiative can be expanded, and how DHS and TSA can better support this task force.

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Statement of Steve Karoly
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Office of Requirements and Capabilities Analysis
Transportation Security Administration
U.S. Department of Homeland Security
before the
U.S. House of Representatives
Committee on Homeland Security
Subcommittee on Transportation and Protective Security
April 27, 2017

Good morning, Chairman Katko, Ranking Member Watson Coleman, and distinguished Members of the Subcommittee. Thank you for the opportunity to appear before you today to discuss the Transportation Security Administration's (TSA) Innovation Task Force (ITF) and its role in fulfilling our mission to protect the nation's transportation systems to ensure freedom of movement for people and commerce. I appreciate the committee's interest in and support of this initiative as we work with our airport, air carrier, and other industry partners to demonstrate emerging technologies at our nation's airports.

Background

TSA prioritizes its technology investments based on the latest intelligence concerning terrorist capabilities and intent. This is accomplished by performing risk analyses which serve as the foundation for deriving operational needs and requirements. These analyses take into

consideration potential threats, vulnerabilities to those threats given current system capabilities, and the consequences in the event of an attack. To meet the challenges posed by these risk factors, TSA and industry partners must continually adapt and evolve screening technologies, processes, and systems.

TSA laid out a plan to improve our technology capabilities in the *Strategic Five-Year Technology Investment Plan for Aviation Security* (the Plan), mandated under the Transportation Security Acquisition Reform Act (P.L. 113-245). In the Plan, initially released in August 2015, TSA laid the foundation for what would become the ITF. One of TSA's five focus areas in the Plan includes "Increasing Transparency in Engagement with Stakeholders to Enable Innovation." The Plan acknowledges that one of the difficulties with the development and integration of new capabilities is the integration of these capabilities into TSA's operational environment, given the difficulties of simulating the operational environment prior to formal testing in the field. In addition, the Plan provides a commitment to increase stakeholder access to the operating environments these capabilities are designed to improve or enhance. To deliver on this commitment, TSA established the ITF in the spring of 2016.

TSA launched the ITF to demonstrate emerging capabilities in the passenger screening checkpoint and the checked baggage screening areas and charged the agency to re-envision the entire transportation security system as an integrated whole; increasing security effectiveness, while reducing friction to the traveler. ITF accomplishes this through the establishment of innovation sites. An innovation site is a designated airport where TSA is actively partnering with the airport authority and/or air carrier(s) to demonstrate one or more prototype technology, process, or staffing solutions. The ITF has led to the deployment of Automated Screening Lanes

(ASLs) and is planning new projects ranging from aesthetic improvements to new detection technologies.

Site Selection Process

TSA selects innovation sites based on several criteria to ensure TSA resources are utilized efficiently, and in compliance with the requirements of the FAA Extension, Safety, and Security Act of 2016 (P.L. 114-190). Under our current methodology, TSA selects Category X airports where it will establish innovation sites based on the following site-selection criteria:

- Ability to begin the reconfiguration and installation of security systems expeditiously;
- Ability to share costs through federal funding, airport funding, or otherwise;
- Infrastructure, and space needed to reduce vulnerabilities and reconfigure existing security systems, and not negatively impact current screening capacity;
- Impact to security effectiveness and efficiency, including consideration of detection capabilities; and
- Ability of operational staff and stakeholders to support the initiative.

Sites are continually assessed and may be rotated to minimize resource impacts and secure a representative sample of the field environment.

Automated Screening Lanes

ITF's first innovation solution was Automated Screening Lanes (ASLs) demonstrated at Atlanta-Hartsfield Jackson Airport (ATL). In less than nine weeks, the ITF established ATL as an innovation site and demonstrated ASLs in partnership with Delta Air Lines. ASLs augment existing x-ray screening technology for carry-on baggage and include multiple divestiture

stations, enhanced bin tracking and data capabilities, and automated bin returns. TSA, airports, airlines, vendors, and travelers have recognized ASLs as ground-breaking in advancing security effectiveness, increasing throughput, and improving the passenger experience.

Taking into account the recent terror attacks on public airport areas that took place at Brussels, Los Angeles, and Fort Lauderdale, ASLs provide TSA the capability to address long held concerns regarding crowding in the public areas. ASLs assist in the security of public areas by increasing checkpoint throughput and reducing the number of individuals waiting in line. In September 2016, the Department of Homeland Security (DHS) approved an Urgent Operational Need (UON) justification which authorizes the deployment of up to 220 ASLs at 21 specified airports by January 31, 2018. While the UON authorizes 220 ASLs, deployment at this scale is contingent upon TSA establishing partnerships with stakeholders for additional lane deployments.

After the demonstrated success of the ASLs in Atlanta and after the DHS approval of the UON, TSA partnered with additional airlines and airports to deploy the capability at 25 lanes at 4 airports by the close of calendar year 2016. Since the start of 2017, we have deployed 23 additional ASLs at these airports, bringing the total to 48. TSA and our partners deployed 17 of these lanes earlier this month at Newark Liberty International Airport in what was our largest single ASL deployment to date. In addition to Atlanta-Hartsfield and Newark, ASL's are operational at, Los Angeles, and Chicago-O'Hare International Airports. These efforts are paying measurable dividends in effectiveness, efficiency, and even employee morale.

Other ITF Technologies

While ASLs were the ITF's first demonstrated technology solution, they are not our only planned demonstration. The ITF continues to expand to explore new solutions through temporary demonstrations at airports nationwide.

One such new technology involves utilization of computed tomography (CT) to screen carry-on baggage and accessible property. CT, a mainstay for checked baggage screening, utilizes 3D-imaging and detection software to help operators automatically identify threats and may eliminate the need for divestiture of electronics and liquids for passenger accessible property screening. The demonstration for CT is planned for June of this year at Phoenix Sky Harbor International Airport.

ITF's Biometric Authentication Technology (BAT) proof of concept unit uses contact or contactless fingerprint scanning to verify TSA Pre✓® passenger identity. In the long term, BAT could automate the Ticket Document Checker (TDC) process by verifying passenger identity and Secure Flight vetting status, eliminating the need for a boarding pass, and grant or deny access to passengers via an electronic gate to the security checkpoint. The proof of concept will compare the passenger's fingerprint to the fingerprint the passenger provided to TSA during TSA Pre✓® enrollment. BAT will be demonstrated initially at Denver International Airport and Hartsfield–Jackson Atlanta International Airport for proof of concept testing before the end of the fiscal year.

Additionally, ITF's Passenger Communications initiative streamlines checkpoint operations by presenting passengers with an avatar discussing various procedures such as divesting of carry-on property. TSA is working with airports and terminal operators to demonstrate a variety of passenger communication tools and techniques and provide data for

future checkpoint enhancements and designs. TSA plans to demonstrate Passenger Communications by July 2017 at Atlanta-Hartsfield and Newark.

In an effort to improve our understanding of existing market capabilities, TSA issued a Broad Agency Announcement (BAA) in July 2016 following a June 2016 industry day. TSA received 81 responses and completed over 200 technical reviews with over 30 reviewers from across TSA and the DHS enterprise. Fifty-two percent of the solutions submitted had not been previously deployed domestically or internationally. TSA selected eight of these technologies to potentially join the portfolio of ITF solutions, and referred two solutions to airports for further consideration. Planning activities for these eight technologies are underway. Additionally, TSA plans to release the second innovation-related BAA in May 2017 highlighting specific areas of interest to include mobile screening, queuing and passenger flow, and new detection capabilities.

To be clear, the ITF does not provide a shortcut around traditional DHS acquisition processes. While data gathered from ITF demonstrations may be used to inform manufacturers in the design and preparation of their prototype units for testing at the DHS Transportation Security Laboratory and TSA Systems Integration Facility (TSIF), as well as to inform TSA in developing future technology requirements, technologies that are ITF solutions which involve passenger safety and security still need to go through appropriate rigorous testing at these respective facilities as required under standard acquisition processes before becoming a program of record. These processes ensure that before fully investing in a technology, we know it will enhance transportation security, reduce the risk to the traveling public, and function properly in an operational environment.

Conclusion

The ITF is focused on taking a fresh look at the entire aviation security system. We are working with public and private partners to provide a platform for government, industry, and stakeholders to gather requirements for new approaches to transportation security and accelerate the development and deployment of new technologies and improvements to operations.

I would like to conclude by offering you all the opportunity to visit the TSIF, located nearby at Ronald Reagan Washington National Airport, to see these ITF technologies in action firsthand. I would also like to thank the Subcommittee for its continued support of the ITF, and our airline and airport partners whose support makes this endeavor possible. Thank you for the opportunity to appear here today.

Roosevelt Council, Jr., Airport General Manager
Hartsfield-Jackson Atlanta International Airport
Congressional Hearing

Checkpoint of the Future: Evaluating TSA's Innovation Task Force Initiative | April 27, 2017
U.S. House Committee on Homeland Security Subcommittee
on Transportation and Protective Security

Chairman Katko, Ranking Member Watson-Coleman and members of the subcommittee, thank you for holding this hearing. And let me express my sincerest gratitude for once again including Hartsfield-Jackson Atlanta International Airport in your discussions.

As you are well aware, Hartsfield-Jackson is the world's busiest airport. In 2015, we became the first airport ever to host more than 100 million passengers in a single year. And in 2016, we welcomed even more, topping 104 million passengers. To provide some perspective, that's more than 280,000 passengers, on average, navigating through the Airport each and every day.

In 2016, more than 17 million passengers underwent TSA security screening at our Airport. That's nearly 47,000 daily passengers, on average, going through security screening each day.

Stories of long security lines made national headlines in 2015 and 2016. At Hartsfield-Jackson, wait times exceeding 35 minutes were not uncommon during this time period. To ease congestion while keeping safety and security at the forefront, we worked with TSA and the airlines to ramp up staffing, open lanes earlier in the day and increase the use of K9 teams.

In addition, we introduced Automated Screening Lanes, commonly known as Smart Lanes, which is the subject of today's hearing.

Hartsfield-Jackson was the first airport in the nation to test these Smart Lanes as part of a pilot program in which we partnered with Delta Air Lines, the Transportation Security Administration and the City of Atlanta. These Smart Lanes are modeled after a system used at London Heathrow Airport.

Construction on two Smart Lanes began May 4, 2016, at our South Security checkpoint in our Domestic Terminal. Both were fully operational by May 26.

For Hartsfield-Jackson, Smart Lanes supported three primary objectives:

The first objective: to strengthen security. Smart Lanes have a dual exit belt from the X-ray machine. If a bag sets off an alarm, it is diverted to an alternate belt for inspection. The owner of the bag does not have access to the diverted bag.

The second objective: to increase operational efficiencies. Smart Lanes reduce passenger wait times. Plus, the technology, particularly the automatic bin return, eases the manual work performed by TSA agents, who traditionally shuffle bins to the front of the line throughout the day. In addition, these lanes allow up to five passengers to divest for screening at the same time, which is more efficient than single-file queues at most screening checkpoints.

The third objective: to improve the passenger experience. The Smart Lanes' five individual stations enable passengers to place items in the bins at their own pace. In effect, this setup keeps slower passengers from holding up the line. Plus, the bins use a tracking mechanism so passengers do not have to wait to go through the body scanner at the same time as their bags. After passengers pick up their bags, the bins automatically return to the start of the line.

As I said, we opened our first two Smart Lanes in the spring of 2016. From our initial observations, those lanes proved successful, safely and efficiently speeding passenger throughput

by as much as 30 percent. This is an important statistic when you're talking about reducing wait times and eliminating bottlenecks.

A standard security lane can screen, on average, 160 passengers per hour. A Smart Lane can screen, on average, 208 passengers per hour. During busy travel periods – like the Fourth of July and Thanksgiving – such expedited screening can make the difference between a 35-minute wait and an under 20-minute wait, which is Hartsfield-Jackson's overall goal for security screening.

Based on the success of our two pilot Smart Lanes, we decided to move forward with purchasing additional Smart Lanes to install in our Domestic Terminal.

It is important to mention that in our Domestic Terminal, we have three security checkpoints: Domestic South with four lanes; Domestic North with five lanes; and Domestic Main with 18 lanes. That's 27 security lanes total.

Beyond the two existing Smart Lanes, our goal was to add 20 more, converting the majority of the standard lanes. That would bring us to 22 Smart Lanes out of 27 security lanes total. The North checkpoint would have four Smart Lanes, South would have three, and Main would have 15.

Our initial two Smart Lanes were funded by a \$1 million investment from Delta Air Lines. Hartsfield-Jackson purchased the additional 20 lanes with Airport dollars. That expenditure totaled about \$12.5 million. I should point out that, for the most part, U.S. airports are not funding these Smart Lanes themselves, but relying on airlines to foot the bill. However, given the vast amount of Origin and Destination traffic at Hartsfield-Jackson – combined with the efficiency from the pilot Smart Lanes program – we saw advantages early on and, of course, we were encouraged by Delta's initial investment.

Over the past year, we have phased in the installation of 20 Smart Lanes to minimize operational disruption to our passengers and maintain overall screening capacity.

We contracted with equipment provider MacDonald-Humphrey, and we worked with the company to make adjustments to our checkpoints to accommodate the Smart Lanes. Standard lanes are roughly 52 feet long. Smart lanes require an additional 25 feet of space, so there is a sizable footprint to this equipment.

We began the electrical work in October of 2016. Then in November, we installed one lane at Domestic South. And in December, we installed two lanes at Domestic North. Starting in January of this year, we staggered the installation of 15 Smart Lanes at Domestic Main and two additional lanes at Domestic North. We set a deadline of May of this year to complete installation of the 20 Smart Lanes, and I was told last week that we are ahead of schedule for the busy Memorial Day weekend travel.

Of course, we were mindful of how the installation would impact our customers. So each phase took into consideration several things: First, that our PreCheck lanes would “flex” to ensure that, at a minimum, four lanes remained open throughout the construction timeline. Second, we made sure all lanes not under construction could be staffed if needed.

So now that 19 of 22 Smart Lanes have been installed and are in use, I want to offer a few observations:

First, it's clear that Smart Lanes speed passenger processing. We've seen that in action. But I should mention two important caveats: First, these Smart Lanes have been with us just shy of one year, so their performance over time will be the true measure of success. But based on our initial findings, we are pleased with the results. The second caveat is this: A learning curve exists for passengers who are unfamiliar with the technology. However, we are confident that, in time, people will understand the process and enjoy the convenience and time savings.

Second, it's clear that automation benefits both TSA and the Airport: The automated bin system has relieved TSA agents of manual work involving the bins. But the Smart Lanes themselves have also provided security enhancements. If a suspicious bag is detected, it is kept secured from passengers without holding up the line.

Third, it's clear that Smart Lanes may help propel our long-term growth: As I mentioned earlier, this Airport welcomed 104 million passengers in 2016. That's a 2.6 percent increase over our 2015 numbers. And we expect our passenger counts to continue climbing this year and beyond. So these Smart Lanes – combined with the renovation, modernization and expansion of our facilities as part of our 20-year capital improvement program – will prove useful as we grow our operations to meet passenger demand well into the future.

I should also mention that while Hartsfield-Jackson has been the pioneer on testing these Smart Lanes, other airports have jumped on board. These airports include LAX, Chicago's O'Hare, Newark and Dallas-Fort Worth.

Hartsfield-Jackson's pioneering efforts are due, in no small part, to strong working relationships we have cultivated with our stakeholders, particularly TSA. I want to express our team's gratitude to TSA Federal Security Director Mary Leftridge Byrd for the remarkable job she and her team do each day to ensure passenger safety and security while trying to achieve exemplary customer service. The world's busiest airport appreciates its cohesive and respectful relationship with TSA to achieve successful operations on a daily basis.

In closing, while it's too early to fully assess the strengths and weaknesses of Smart Lanes, our findings over the past year have shown positive results when it comes to enhancing safety, accelerating passenger processing, increasing operational efficiencies and improving the customer experience.

Once again, thank you for the opportunity to address this body.

Statement of Jeanne M. Olivier, A.A.E.
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Before the House Homeland Security Subcommittee on Transportation and Protective Security
“Checkpoint of the Future: Evaluating TSA’s Innovation Task Force Initiative”
April 27, 2017

Chairman Katko, Ranking Member Watson Coleman, and members of the Subcommittee, thank you for the opportunity to discuss the checkpoint of the future and the Port Authority of New York and New Jersey’s collaboration with the Transportation Security Administration and its Innovation Task Force. I currently serve as Assistant Director, Aviation Security and Technology for the Security Operations and Programs Department of the Port Authority of New York and New Jersey. In this capacity, I oversee security operations for New York’s John F. Kennedy International, LaGuardia, and Stewart International airports and for Newark Liberty International Airport in New Jersey. I am also the Second Vice Chair of the American Association of Airport Executives, which represents thousands of men and women across the country who manage and operate the nation’s airports.

The Port Authority’s airport system served a combined 129.4 million passengers in 2016. Specifically, Newark Liberty International processed 40.4 million, John F. Kennedy International hosted 58.9 million, LaGuardia greeted 29.8 million, and Stewart International served 275,000. Newark’s share of the NY/NJ area airport system passengers is 31.2 percent. It offers nonstop air service to more than 165 destinations aboard dozens of air carriers. Newark Liberty has an enormous economic impact on the region, responsible for: about 188,089 jobs, \$9.9 billion in annual wages, and \$27.2 billion in annual sales. Traffic at Newark Liberty is projected to grow by 5 percent in 2017, however, we have already seen an amazing actual growth of 10 percent this year to date over last year, far exceeding the national average of 2 to 4 percent traffic growth projected by the Federal Aviation Administration. Nationwide, TSA anticipates a 4 percent growth in passenger volume and expects to screen 228 million passengers between Memorial Day and Labor Day compared to 217 million passengers last summer. Thus, effective and efficient passenger screening is very important for our successful operation and service to travelers.

Terminal C, operated solely by United Airlines, at Newark Liberty International Airport accounts for 57 percent of the airport’s passenger volume, or 23.1 million travelers last year. There are currently 17 Automated Screening Lanes (ASL) deployed at Newark Liberty International Airport at the Terminal C checkpoint. The first of the lanes were installed in November 2016. United Airlines purchased the ASL equipment and paid for the necessary reconfiguration of the checkpoint area.

The new automated screening lanes offer several features that automate many of the functions previously conducted manually, which allows travelers to move more swiftly and efficiently through the checkpoint. These innovations include:

- Stainless steel countertops that were constructed to enable several passengers to place their items in bins simultaneously;
- Automated conveyor belts that draw bins into the X-ray machines, and return the bins back to the front of the queue for passengers;

- Carry-on bags that trigger an alarm warning of a potential threat are automatically pushed to a separate area to allow bins behind to continue through the screening process uninterrupted;
- Property bins that are 25 percent larger than the bins in standard screening lanes and large enough to hold roller bags;
- Unique Radio Frequency Identification (RFID) tags that are attached to each bin to allow for additional accountability of a traveler's items as they transit throughout the security process; and
- Cameras that capture photographic images of the contents of each bin, which are linked side-by-side to the X-ray image of a bag's contents.

The lanes have been well received by passengers at Newark Liberty and have been working as intended. We have seen an increase in passenger throughput at the TSA security checkpoint, which has helped to maintain reasonable wait times and reduce congestion in the public queuing area. The PANYNJ appreciates the investment that United was willing to make to provide these lanes as faster throughput and reduced congestion improves the passenger experience and reduces vulnerabilities in the public area.

Although the ASLs get travelers through the TSA screening checkpoint at a faster pace, it is our understanding that they do not reduce the number of Transportation Security Officers needed to effectively screen passengers. TSA is currently conducting a detailed data collection covering all key checkpoint activity, including detection and alarm rates, throughput, operations, maintenance, optimal configurations and staffing ratios, at the four airports where automated screening lanes are currently deployed. We encourage TSA to carefully analyze the data before making any staffing allocation decisions or changes to its resource allocation model. The improvements provided by the ASLs would be quickly negated by a premature or short-sighted reduction of TSA screening personnel.

The ASLs funded by United at Newark Liberty were launched at a time of crisis when TSA was unable to meet the surging passenger demand last spring and summer due to insufficient TSA personnel and resources. Fortunately, Congress was able to authorize additional funding for TSA personnel, overtime and canine deployments. It is vital that TSA receives the funding levels necessary to continue to ensure adequate TSO levels, canines and other resources to maintain checkpoint efficiency.

At the same time, airport operators and air carriers joined in partnership with TSA to provide contract personnel to cover non-security functions at the checkpoint in addition to the investments made in automated screening lanes. Airport and air carrier support of TSA checkpoint operations continue today, and the reasonable wait times across the country during the recent spring break travel season highlights the effectiveness of this on-going partnership. However, airport and air carrier resources are not infinite, and private industry cannot and should not be made responsible for funding TSA's primary and fundamental responsibility for screening passengers and baggage effectively and efficiently.

Federal funding resources are vital to ensure the long-term sustainability of TSA's Innovation Task Force. Additionally, Federal funding resources will allow TSA to make investments solely on the merits of an innovative technology or process without the bias of competitive advantage factors inherent in private sector funding decisions.

In addition to enhancing the passenger experience at airports through investments in ASLs and other technology, Federal funding holds the potential to spur further technological and process innovations to

fundamentally change checkpoint screening operating procedures. Possible enhancements include allowing passengers to pass through the checkpoint without stopping, taking off shoes or removing laptops from bags, carrying beverages and food while at the same time improving security and detection. As these technologies are developed, airports are eager to assist TSA with operational testing to ensure that these innovations work effectively in a challenging airport environment and do not inadvertently slow down passenger processing.

TSA's expedited screening program, PreCheck, provides a glimpse into the possibilities of a checkpoint of the future. The complementary program currently allows vetted and other eligible passengers to keep on their shoes and lightweight jackets and leave laptops and allowed liquids in their carry-on baggage. Unfortunately, PreCheck, as a government run procurement program, is not living up to its full potential.

Although TSA continues to slowly grow participation in the program, the PreCheck enrollment process is cumbersome, and enrollment options are severely limited. The private sector and industry stakeholders, including airport operators, have presented and advocated for innovative solutions that would increase participation in the PreCheck program and achieve the robust, critical mass levels originally envisioned for the program. TSA needs to follow the direction mandated by Congress in the FAA Extension, Safety and Security Act of 2016 to "publish application enrollment standards that add multiple private sector application capabilities for the PreCheck program to increase the public's enrollment access to such program." We hope that TSA will soon follow the direction of Congress to coordinate with interested parties to deploy TSA-approved ready-to-market private sector solutions; partner with the private sector to use kiosks, mobile devices or other mobile enrollment platforms to make enrollment easier; and, consider leveraging existing resources and abilities at airports to conduct fingerprint and background checks.

While responsibility for passenger and baggage screening are by law the sole responsibility of TSA, airports play an essential role in partnering with the agency to help it meet its core mission. The PANYNJ looks forward to continuing to partner with TSA to ensure effective, efficient and innovative security operations for the screening of passengers and baggage.

In addition to working with the TSA to meet its passenger and baggage screening mandates, airports perform a number of inherently local security-related functions at their facilities, including incident response and management, perimeter security, employee credentialing, access control, infrastructure and operations planning, and numerous local law enforcement and public safety functions.

Airport operators – just like the federal government – need the flexibility and resources to spur innovative solutions that meet or exceed current security requirements. Local funding sources, like the Passenger Facility Charge, can provide the resources necessary to facilitate innovation and technology investment at the local level to further enhance the myriad of airport security responsibilities.

The PANYNJ and airport operators across the country support the TSA's Innovation Task Force (ITF) efforts and look forward to more opportunities for direct partnership and engagement to test innovative solutions at the passenger checkpoint and throughout the airport environment. We hope that TSA's ITF can be sustainable for the long-term and enable the agency to be agile in its investment and deployment decisions. Agility is key to staying ahead of evolving threats to aviation, which continues to be a prime

target for terrorists. Again, Federal funding for the ITF will be necessary to ensure TSA has the ability to work with all interested industry partners, including airport operators, and can focus on innovations that have the potential to fundamentally change the screening process.

In the meantime, we cannot neglect or cut back on the TSA personnel, canines and other resources needed today to maintain effective and efficient screening operations for passengers and baggage at airports across the country. Innovation and technology investment must be made in addition to the staffing levels needed to accommodate the significant growth in air travel.

Thank you for this opportunity to testify. As public agents, the PANYNJ and my airport colleagues across the country take our security mission very seriously. We welcome the opportunity to partner with TSA to introduce new and innovative approaches to enhancing security throughout the airport environment.