

BEHAVIOR DETECTION & ANALYSIS PROGRAM

Program Evolution & Optimization Efforts



Building the Foundation

In FY 13 and FY 14, BDA developed and instituted a BDA Strategic Plan that focused on Risk Based Security, Workforce Engagement and Organizational Efficiency. As a result:

- Closed OIG and GAO recommendations
- Developed risk based methodology in allocating BDOs
- Provided clearer guidance and direction. Released new SOPs and handbooks
- Developed quality assurance measures. Program Compliance Team (PCA) and metric analysis tools
- Training initiatives deployed to promote greater understanding and knowledge



BDA Program Evolution

TSA is optimizing the BDA Program and moving away from a “one-size-fits-all” approach. SAM 15 will begin a process to create a spectrum of Behavior Detection capabilities, allocated by risk. The process includes:

- Allocating full-time BDO resources to highest risk airports using risk-based methodology
- Strengthening full-time BDO Program oversight through the creation of a Supervisory BDO (SBDO) position
- Develop and deploy a multi-function TSO-BD who is certified to carryout Behavior Detection operations
- Implement new Behavior Awareness Training for TSOs beginning in December 2014



BDA SAM 15 Allocations

TSA will allocate 2,750 Behavior Detection Officers (BDOs) and Behavior Detection & Analysis (BDA) Transportation Security Managers (TSMs) at 87 airports, 35 fewer airports than the FY14 allocation at 122 airports

Fiscal Year	Airports	FTE	CAT X	CAT I	CAT II	CAT III	CAT IV
2008	161	2337	(b)(3); 49 U.S.C. § 114(r)				
2009	161	3312					
2010	162	3312					
2011	159	2895					
2012	176	3144					
2013	176	3327					
2014	122	3170					
2015	87	2750					



BDA SAM 15 Allocations

- Employee Impact from Allocation Changes

Action	FTE Impact
Removal of 35 Airports	245 Reduction
Manager Alignment	201 Reduction
Total	446

- FY14: Eliminated full-time BDO Program at 55 Airports impacting 206 employees
 - 32% returned to the TSO Workforce; 46% transferred to another Airport as a BDO; 9% moved to FSD Staff position; 5% moved to Compliance positions; and 8% retired or resigned.

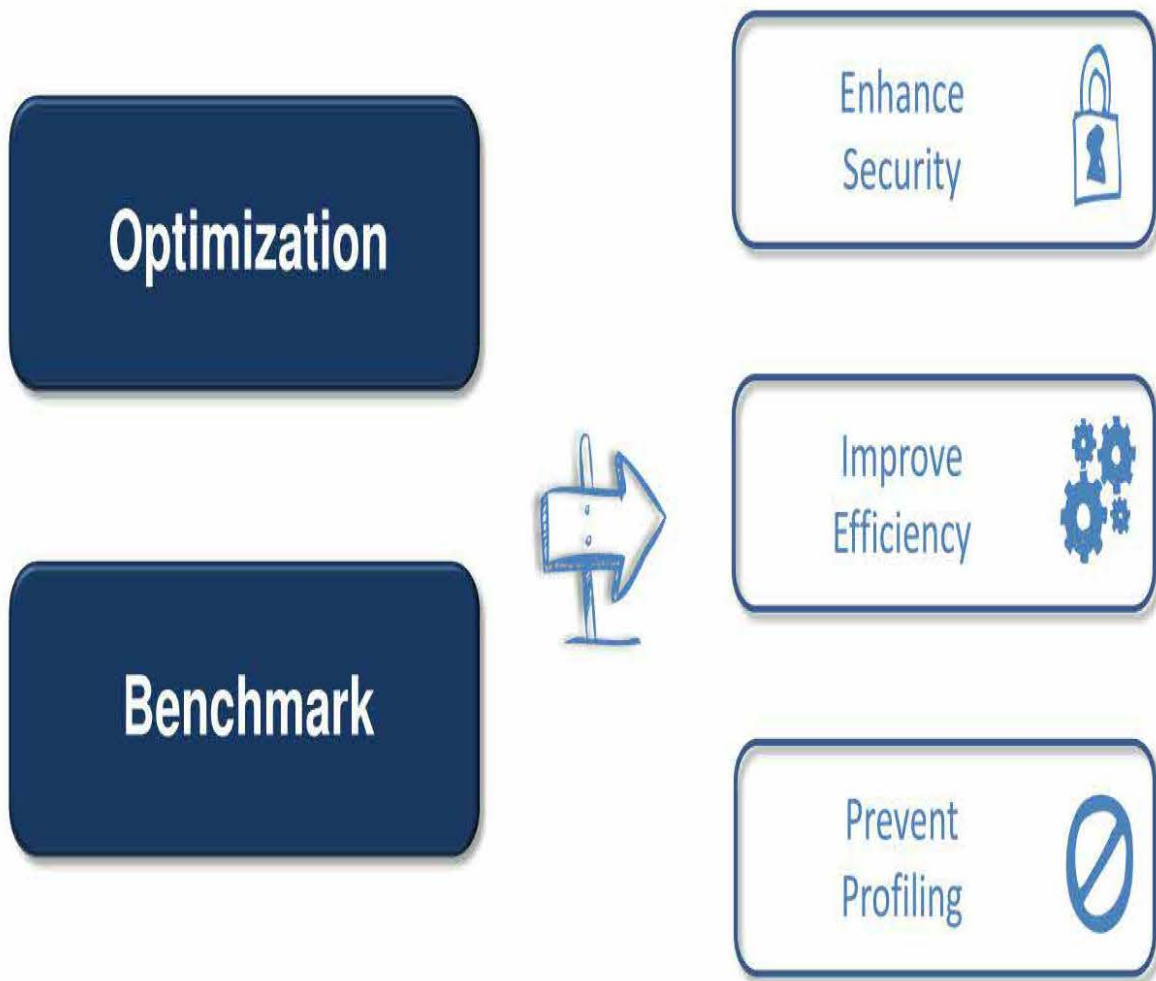


FY15 Initiatives

Performance Compliance Assessment (PCA)	On the Job Training Coach (OJTC)	Management Oversight & Risk Mitigation Tool
• 87 BDA specific airport site visits. • Airport follow up visits for all airports with CAPs • Conduct (MI) Operational Assessment site visits in conjunction with OIB and K-9 teams • Integrated TAD compliance visits	• Piloted at IAD in August and September of 2014 • To be rolled into 2015 BDA new hire process • Requires a new BDO to receive 120 hours of OJT at their AOR prior to being certified	• Creation of the Organization Handbook • Updated BDA SOP, Rev 4 • Development of the BDA Risk Mitigation Tool • Deployment of Airport BDA Performance Dashboard

Behavior Detection Optimization - The Approach

Optimization of the behavior detection capability is designed to deliver a capability that fosters enhanced security and improved efficiency – all while preventing profiling.



Optimized Protocol

- Based upon recent conclusion of three years of study into the latest scientific research and global anti-terrorism operations
- BDA Indicator Optimization
 - Set of 43 total indicators
 - Indicators hold no weight and are evenly assessed
 - New thresholds
 - Indicators can be assessed at any point of conducting Behavior Detection



Behavior Detection Optimization - Rollout & Testing Overview

To enhance its ability to assess real-time threats using behavior detection, TSA is revising its Behavioral Detection Reference Guide (BDRG) and designing a new referral methodology. These changes will improve BDOs' ability to efficiently aggregate and document the observed behaviors most indicative of threats, thereby increasing referral effectiveness.

Stage 1: Pilot Phase



- Deploy optimized behavior detection at five airports sequentially over four to eight weeks at each location
- During this Phase, TSA will ensure the refreshed BDA capability operates efficiently in an operational setting

Stage 2: Expanded Test Phase



- Expand optimized behavior detection to a minimum of 50 airports for 12 to 15 months of data collection at each location
- This Phase will allow for the effectiveness of optimized behavior detection to be rigorously tested

To evaluate the effectiveness of behavior detection during Stage 2, TSA will concurrently conduct two parallel testing activities:

Optimization Operational Testing

- Optimization testing will test the revised behavior detection protocol by studying the relationships within referral data and with scenario driven testing

Benchmark Testing

- Benchmark testing will illuminate any disparity issues with regards to racial, ethnic, or religious profiling

Behavior Detection Optimization - Benchmarking Process

Near-term Activity

Phase 1: **Internal Analysis** of modified referral report containing demographic information.

Future Activity

Phase 2: **External Analysis** is a comparison of the outcomes between BDO Referrals and Random Screening.

Demographics

Racial

- []
- []
- []
- []
- []
- []
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Behaviors

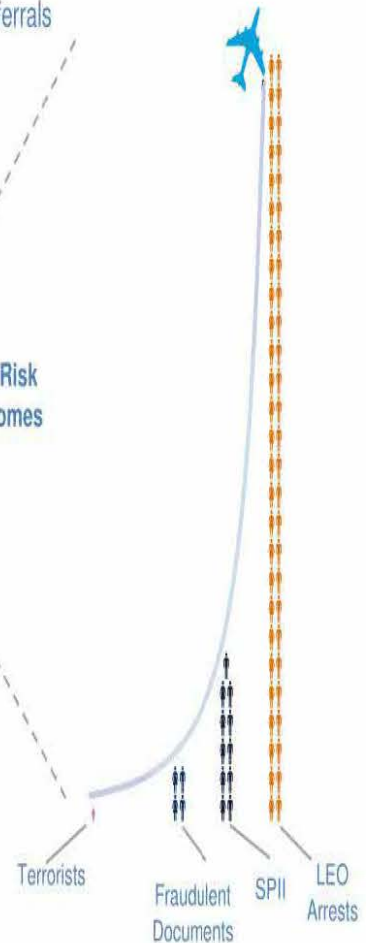
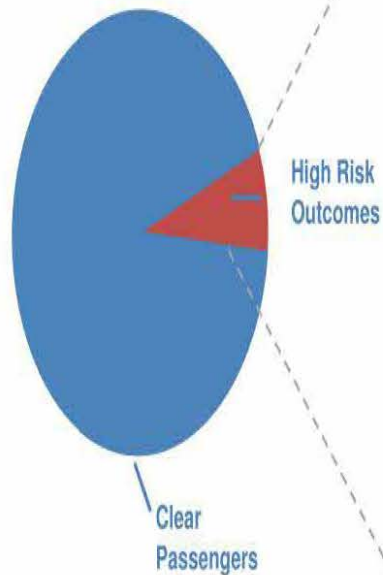
Cluster #1

- Indicator #1
- Indicator #2
- Indicator #3
- Indicator #4
- Indicator #5
- Indicator #6

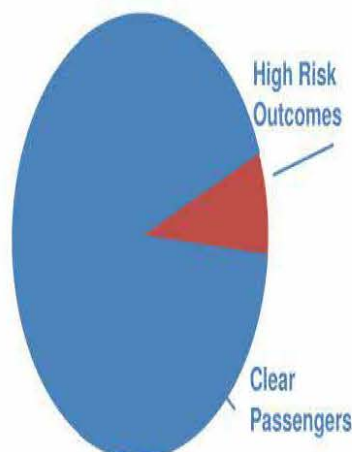


Transportation Security Administration

BDO Referral



Random Selection



BDO Referral Report

Referral ☒

Random ☐

Racial

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Behaviors

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Questions

Sarah Tauber, Office of Security Operations, Acting Deputy Division Director-
Threat Assessment Division, 571-227-(b)(6)

Michael Silata, Office of Security Operations, Acting Branch Chief-Behavior
Detection and Analysis, 571-227-(b)(6)

Matt Cobey, Office of Security Capabilities, Branch Chief, Threat Assessment
Capabilities, 571-227-(b)(6)

