

MANAGED INCLUSION PROOF OF CONCEPT BRIEF

February 15, 2013

V 1.0



Transportation
Security
Administration



Purpose

To increase the utilization of the Pre✓™ lane through a risk-based nomination and validation process that would efficiently and securely move some passengers from the standard screening process to the Pre✓™ lane/queue.

Guiding Principles

- Will use risk basis for nomination of passengers to go to Pre✓™
- Will utilize existing resources, whenever operationally feasible
- Will be suspended whenever there is any referral or incident that demands Managed Inclusion resources
- Will be used for finite periods of time throughout a given day
- Exact scheduling, implementation, layout, resources will vary by airport

Benefits

- Improves the system's operational efficiency
- Increases Pre✓™ lane utilization
- Increases passenger satisfaction for nominated-in and standard passengers

SENSITIVE SECURITY INFORMATION

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF HOMELAND SECURITY. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.1.~~



Process Overview

Who is eligible?

- Any domestic passenger that is in the queue for standard screening (i.e. NOT in the Pre✓™ queue)
- *Note:* Selectee markings, BDO assessment or PSC responses supersede passenger eligibility for Managed Inclusion into TSA Pre✓™.

When is it used?

- Will be used during specified time periods throughout a day or week
- Depends on relative queue length in the TSA Pre✓™ and standard lanes

Where is it used?

- Current Field Assessment at two airports (IND and TPA)
- Future roll-out to additional airports depends on feedback from assessment airports, demand and resource availability

How is it “Managed” Inclusion?

- All individuals undergo Real-Time Threat Assessment (PSC team and BDOs) when entering the screening checkpoint
- Individuals directed to queue per specific guidance

What is the benefit to the passenger?

- Able to experience the Pre✓™ benefits (expedited screening, reduced divestiture) *without* being enrolled in TSA Pre✓™

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Process Overview

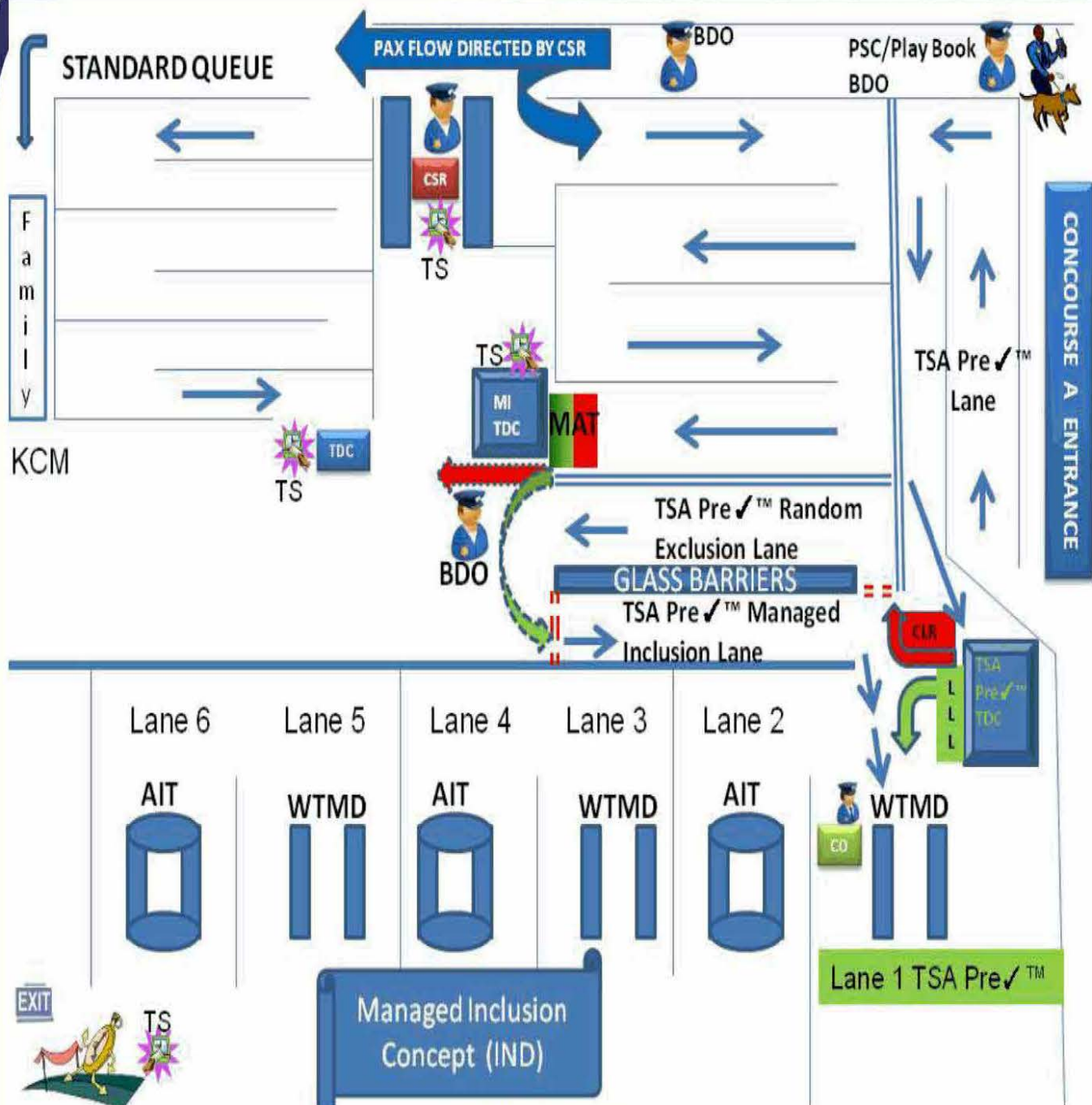
- All individuals walk past the PSC team to enter Screening Checkpoint.
- Behavior analysis conducted on all queues.
- Selectee markings, behavior assessment or PSC responses supersede MI into TSA Pre✓™.
- Behavior Detection Officers (BDO) and/or PSC team resolve behaviors/responses in accordance with applicable SOPs.

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Conceptual Design



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Notional Risk

Configuration	Pre-Screening	Real-Time	Physical Screening	Total
Standard Lane	Baseline	Baseline	Baseline	
	Secure Flight	BDOs (<i>SOME</i> locations), USP	Heavy Reliance	
TSA Pre✓™ Lane	↑	↑	↓	Roughly Equivalent Levels of Security Effectiveness
	Secure Flight, Pre✓™ pre-screening, Random Exclusion	BDOs (<i>SOME</i> locations), higher USP	Light Reliance	
Managed Inclusion	Baseline	↑	↓	Potentially greater security effectiveness than the above
	Secure Flight	BDOs (incl lower t-hold), PSCs, Random Generator	Light Reliance	

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Attachments

Throughput Summary

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