Transportation Security Administration (TSA)

Request for Information (RFI)

Checkpoint Property Screening System (CPSS)

December 05, 2019

THIS IS A REQUEST FOR INFORMATION (RFI) ONLY.

I. INTRODUCTION / PURPOSE

The Transportation Security Administration (TSA) Acquisition Program Management (APM) office is issuing this Request for Information (RFI) for the purpose of market research regarding the Checkpoint Property Screening System (CPSS) Program. This is a RFI only and does not constitute a commitment to conduct an acquisition for these supplies and services. In addition, neither TSA nor the Federal Government will be responsible for any vendor costs incurred in providing the requested information contained in this RFI. All interested parties are encouraged to respond to this notice by answering all questions outlined in Section III.B of this document. Responses to these questions must be emailed to CPSSComms@tsa.dhs.gov by **10:00am ET December 17, 2019.**

II. BACKGROUND

The TSA is charged with countering potential terrorist threats to aviation security with technologies and procedures that prevent, deter, or render ineffective any attempt to disrupt civil aviation. Current checkpoint property screening technology is nearing TSA's estimated useful lifespan, resulting in a capability gap that needs to be addressed. To meet and support current capability gaps, TSA needs to move beyond existing systems and deploy an improved aviation security infrastructure. To address this capability gap, the CPSS Program contemplates deployment of Computed Tomography (CT)-based technology in Standalone, Mid-size, and Full-size configurations.

III. OBJECTIVES

TSA requests information to better understand industry's readiness and capacity to provide CPSS Standalone, Mid-size, and Full-size configurations for TSA evaluation. TSA seeks input from industry to determine a feasible strategy and schedule to qualify and deploy CPSS Full-size configurations as soon as possible as a priority along with Standalone and Mid-size configurations.

Upon request in response to this RFI, TSA will share the revised CPSS Functional Requirements Document (FRD), which now includes a Standalone configuration. Instructions on requesting the FRD are outlined in Section V of this document.

A. CPSS Configuration descriptions:

Standalone	Mid-size	Full-size
A CT scanner equipped with gravity rollers, ingress/egress conveyors, Primary Viewing Station (PVS), Alternate Viewing System (AVS), and 6.2 threat detection algorithm.	A CT scanner equipped with gravity rollers, ingress/egress conveyors, operator initiated auto divert capabilities, PVS, AVS, and 6.2 threat detection algorithm.	A CT scanner equipped with automated ingress/egress conveyors, operator initiated auto divert capabilities, automated conveyance system with parallel

		divestiture and recomposure, automated bin return, high threat containment box, PVS, AVS, and 6.2 threat detection algorithm.

B. TSA requests responses to the following questions. The TSA will not provide responses to this communication and reserves the right to incorporate this feedback into a finalized FRD and/or schedule follow on communications. Reference the revised FRD discussed above to answer the following questions:

1. If the Full-size configuration is the priority for TSA, do you currently have a solution that meets all Full-size requirements that is available now to start the TSA qualification process?
    a. If no, what additional improvements must be made to meet all requirements?
        i. When will that solution be available to TSA?

2. In your CPSS solution, are the only differences between Standalone, Mid-Size, and Full-Size configurations related to hardware or will software also be changed because of hardware additions?

3. Do you currently have solutions that meets all Standalone and Mid-size requirements that are available now to start the TSA qualification process?
    a. If no, what additional improvements must be made to meet all requirements?
        i. When will solutions be available to TSA?

4. Given TSA will request bailment of each configuration for its qualification process, would you prefer to upgrade existing systems in TSA's possession, provide new systems, or a combination of both? Please be specific in your response and include strategy and timelines for submission of system for qualification and production capacity in Fiscal Year 20.

5. Can you provide the TSA a demonstration at your facility of any or all three (3) CPSS configurations by March 2020 at no cost to the Government? Please elaborate on what configurations you can provide demonstrations on or explain why you are unable to.

6. What configuration(s) will you submit to TSA assuming TSA will begin its qualification process of all three (3) configurations starting in March 2020? For example, will you submit one, two, or three configurations? Please provide the schedule for each configuration.

7. At full-rate production capacity, how many Standalone, Mid-size, and Full-size systems can you produce per month? For example, if the vendor chooses to produce standalone and Mid-size, what is your production rate per month for those configurations? Please provide a quantity per configuration.

8. Please provide no more than one (1) page of any additional comments or feedback you may have concerning the revised Standalone or Full-size appendices of the FRD.

IV. RFI DATES

The below chart outlines important dates regarding this RFI:

Activities	Due Date (10:00am Eastern Time)
Vendor request access to SSI Document/FRD	December 10, 2019
Vendor response to RFI questions	December 17, 2019

V. Checkpoint Property Screening System - Release of SSI

Applicants may request access through CPSSComms@tsa.dhs.gov from **10:00am ET, December 6, 2019** to **10:00am ET December 10, 2019** to obtain the Classified, Sensitive Security Information (SSI) CPSS Functional Requirements Document (FRD) to prepare the RFI.

To access the draft CPSS FRD Applicants must obtain TSA authorization. The process to gain access to SSI is as follows:

1. Complete the Security Threat Assessment (STA) Request Form, following instructions therein, for all employees your company requires to handle SSI.
2. Provide signed non-disclosure agreements (NDAs) for all individuals listed in the STA Request Form.
3. Designate a Single Company Official (SCO) to oversee as the point of contact for the SSI. This individual must certify all appropriate protection will be followed, ensuring only authorized individuals will have access to the sensitive information, and that those individuals adequately understand their responsibilities to protect the information.
4. The SCO must provide the Company's Data Protection Plan (DPP), which provides the procedures for:
   - Training employees who will receive SSI
   - Handling SSI
   - Transmitting SSI
   - Storing SSI
   - Destroying SSI when no longer needed by the organization

If approved, TSA will provide the password protected SSI content to the company SCO, and will communicate access to the document separately. Additionally, upon SSI vetting completion, TSA will provide confirmation to the vendor’s point of contact.