Number	QPL Reference	Question	TSA Response
1	N/A	Is Tier IV detection required for track 0, track 1, or both?	DS 4.1 Tier IV is required for Track 1 Static Motion Systems and Track 2 Flexible Lane System, Static Motion Mode.
2	N/A	Are TSA's open architecture program and related requirements included in this QPL?	Yes. Documents will be provided separately to those QPL Applicants authorized to obtain access to these documents as outlined in Section 2.2.
3	N/A	Do open architecture AIT systems that have gone through TSL testing have the same opportunity?	Yes, any system that meets entry requirements has the same opportunity to participate in this QPL process.
4	N/A	Are the CONOPs documents associated with the algorithms determined by the TSA, the OEM, or some combination of both that still meet diversture and pose requirements?	Requirements are in accordance with the FRD.
5	N/A	Are current timelines impacted at all by the government shutdown?	The milestones have been updated. Please see the updated timelines in QPL Amendment 2.
6	N/A	When does TSA plan to release additonal documentation requested at milestone 1 and required to meet the subsequent milestones and deliverables in the QPL process?	Documents will be provided separately to those QPL Applicants authorized to obtain access to these documents as outlined in Section 2.2.
7	N/A	Are all the requirements documents listed under section 2.2 applicable to both tracks 0 & 1?	Yes, requirements documents are applicable to Tracks 0, 1, and 2. Please see Amendment 2.
8	N/A	Will TSA be able to process multiple submissions through testing phases in parallel? If not, how will OEMs be prioritized?	Yes, TSA is able to process multiple submissions through testing phases in parallel. TSA will review QDP submissions or each track for thoroughness and adequacy based on the requirements outlined in the QMP to enter QT in the order received. QT is limited to the first two (2) QPL Applicants with an approved and accepted QDP per track . TSA will not accept any additional QPL Applicant QDPs after the first two (2) QPL Applicants QDPs are accepted per track.
9	N/A	Will there be any update during the government shutdown?	Updates are outlined within Amendment 2.
10	Page 4, Section 1.1.2 QPL Prerequisites (Track 1 requirement for TSA Certification Letter for Tier IV Detection)	Would TSA consider modifying the prerequisite for Functional Category 3/Track 1 (static passenger motion) to remove the requirement that only systems with an existing TSA Certification Letter for Tier IV Detection may participate? This prerequisite limits potential valuable solutions, and amending it would provide the Government with additional options, increase competition, and align with the best interests of enhancing security through broader innovation.	The Prerequisites have been updated in Amendment 2, section 1.1.2 and QPL Process Milestones table in section 2.0. The "initial requirement" for Track 1, static motion systems is DS 4.1 Tier IV and "full requirement" for Track 1, static motion systems is DS 6.3a Level 3.
11	Page 4, Section 1.1.3 Track 0 QPL Process and Section 1.1.4 Track 1 QPL Process (Qualification Testing steps in Figures 1 and 2); page 5 section 1.3 - Bailments	If a vendor submits the same technology system or platform for both Track 0 and Track 1, will TSA consider testing the solution in parallel for both tracks, thereby requiring the vendor to provide only 5 systems total for testing instead of 5 systems per track (10 total systems)?	TSA can consider this if TSA testing schedules and resources are not impacted.
12	Page 4, Section 1.1.3 Track 0 QPL Process (Steps 6 and 7: Qualification Testing, Cooperative Vulnerability Penetration Assessment, Independent Operational Test & Evaluation)	Can TSA clarify how non-critical failures during Qualification Testing (QT), Cooperative Vulnerability Penetration Assessment, or Independent Operational Test & Evaluation (IOT&E) will be adjudicated, including the timeframe permitted for vendors to implement corrective actions?	Failures are scored for severity based on impact to field operations. Generally, those deemed non-critical (minimal impact/degradation to operations) will be included in test reports as limitations and not require immediate correction. For any non-critical failures that occur frequently, TSA may determine the impact to operations to be significant and therefore, consider the failure as critical, which will need to be corrected in accordance with the timelines outlined in the QPL announcement.
13	Page 4, Figures 1 and 2 (Track 0 and Track 1 Qualification Processes)	Can TSA provide more details on the expected timelines for each step in the Track 0 and Track 1 Qualification Processes (e.g., from VDP/QDP submission to Qualification Testing completion, and from Independent Operational Test & Evaluation to Component Acquisition Executive Approval)? This would help vendors plan resources effectively.	Step 1 may take 1-2 months. Step 2 Requesting SSI Classified documents may take up to 2-3+ months. Step 3 VDP and Readines Testing may take approximately 1-2 months. Step 4 CDP and Certification Testing may take approximately 2-3 months. Step 5 QDP submission and review may take approximately 2-3 months. Step 6 Qualification Testing may take approximately 2-3 months. Step 7 Initial Operational Test & Evaluation may take approximately 2-3 months, and events leading up to Step 8 Component Acqusition Executive Decision and the Approval may take approximately 2-3 months. These are just rough estimates and are subject to change.

14	Section 1.1, Page 3: "Vendors with qualified TSA AIT systems from previous QPL(s) must submit a formal request to the TSA to be considered for grandfathering into Functional Category 3 Track 0 or Track 1."	Is it TSA's intent that any products already included on the QPL must be formally resubmitted in order to be grandfathered and remain on the QPL in their current qualified configurations?	The grandfathering requirement has been removed. Please see Amendment 2 for additional information.
15	Section 1.1, Page 3: "Vendors with qualified TSA AIT systems from previous QPL(s) must submit a formal request to the TSA to be considered for grandfathering into Functional Category 3 Track 0 or Track 1."	Are the products approved for grandfathering be eligible for ECPs for future enhancements (HW/SW/algo) or is their configuration restricted in any way?	The grandfathering requirement has been removed. Please see Amendment 2 for additional information.
16	Section 1.1, Page 3: "Vendors with qualified TSA AIT systems from previous QPL(s) must submit a formal request to the TSA to be considered for grandfathering into Functional Category 3 Track 0 or Track 1."	For systems accepted through the grandfathering process, will TSA clarify which elements of the current AIT Qualification Process (Steps 4 through 8) be required or may be waived/abbreviated/deemed previously satisfied? For example, for systems already on the QPL, will these systems be required to submit a VDP and be tested at TSIF and the field to FRD 2.9?	The grandfathering requirement has been removed. Please see Amendment 2 for additional information.
17	Section 1.1, Page 3: TSA requires that QPL Applicant must be the Original Equipment Manufacturer (OEM). Vendors with qualified TSA AIT systems from previous QPL(s) must submit a formal request to the TSA to be considered for grandfathering into Functional Category 3 Track 0 or Track 1.	For new QPL submissions that are built upon existing/legacy product baselines, will the new applicant assume responsibility for system configuraiton control as opposed to the original legacy OEM or will there be shared CM responsibility?	The QPL Applicant is responsible for the qualification process including Configuration control.
18	Section 1.1.2, Page 4: "Functional Category 3/ Track 1 ("dynamic" "static" motion): QPL Applicants must have AIT systems with a TSA Certification Letter for Tier IV Detection.	Given that Track 1 systems require a Tier 4 detection certification as a prerequisite, can TSA clarify whether the prerequisite requirement is intended to reflect technology maturity expectations, rather than restrict eligibility based on whether vendors have been granted testing by TSL to Tier IV certification prior to QPL announcement?	This prerequisite requirement is intenteded to reflect technology maturity expectations.
19	Section 2, Page 5: "AIT QPL Process Milestones" Table	Can TSA confirm whether the submitted timelines are firm and final or whether applicants will still be accepted after the stated due date (assuming they have not already accepted two QPL applicants)?	Yes. QPL Applicant must meet the deadlines identified in the QPL Announcement, Amendment 2. Submissions after this date will not be accepted.
20	Section 2, Page 5: "AIT QPL Process Milestones" Table	In light of the recent government shutdown and associated delays in SSI processing and personnel vetting, does TSA intend to adjust the current submission deadlines to account for these impacts?	The submission deadlines have been extended. Please see Amendment 2 for additional information.
21	Section 2.2, Page 8: "QPL Applicant Vetting is anticipated to take approximately three (3) weeks (additional time is required for vetting Foreign Nationals). TSA requests that vetting submissions to be limited to no more than 10 employees"	Is TSA open to expanding the number of vendor personnel on the SSI-vetted list for a maxiumu to 15 personnel?	No
22	Section 2.2, Page 7: "To participate in the AIT Qualification Process, QPL Applicants will need access to the below Classified, SSI, and Unclassified documents. These documents are limited to QPL Applicants who are AIT OEMs. QPL Applicants will be granted access to these documents only after vetting has been completed."	Will TSA also provide documents that are referenced within the documents listed in Section 2.2?	Documents will be provided separately to those QPL Applicants authorized to obtain access to these documents as outlined in Section 2.2.

23	N/A	In Section 1.1.1, does the statement at the bottom of page 3, "These AIT systems shall scan passengers without requiring the removal of clothing beyond outerwear. The system shall provide an Automated Target Recognition (ATR) capability for detecting the presence of anomalies on an individual, beneath clothes, or otherwise obscured as defined in Section 3.0 of the TSA classified detection appendix, Imaging Technology for Checkpoint Screening Operations." apply to both Track 0 and Track 1 applicant systems?	This has been deleted from the QPL Annoucement, Amendment 2.
24	N/A	Please define "beyond outerwear" mentioned in Section 1.1.1, Overview of QPL Tracks.	This has been deleted from the QPL Annoucement, Amendment 2.
25	N/A	Regarding Section 3.2, Notification to QPL applicants of TSA Contractor Access to Proposal, please provide a point of contact name and e-mail for the 2 organizations for the purpose of contacting them to execute the agreement as specified.	Please see Amendment 2, Section 3.2 for the list of organizations and contact phone numbers.
26	N/A	For AIT systems approved for grandfathering, is substantiation and documentation to be limited to validating compliance with new and updated QMP and FRD requirements only?	The grandfathering requirement has been removed. Please see Amendment 2 for additional information.