

# PGDS v5.0

Key Changes  
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# Key Topics

- **Formation of TSA Internal Technical Review Committee (TRC) & Industry Working Group (IWG)**
- **Comment Submittal / Review Process**
- **Focus on Key Technical Changes in Chapter 7 & Chapter 9**
- **What to Expect in v6 & Beyond**
- **Where to find it...FedBizOpps.gov, Search PGDS Version 5.0**

# Update to PGDS v5.0 - Overview

## Update process for PGDS v4.2

- Public comment cutoff period was June 30, 2015
  - Send comments to [PGDS@tsa.dhs.gov](mailto:PGDS@tsa.dhs.gov) by June 30<sup>th</sup>
- TSA formed the Technical Review Committee made up of various internal stakeholder groups in order to develop an official management strategy and governance body
- 46 meetings were held with over 100 hours of discussion
- 632 TSA comments were reviewed
- An Industry Working Group, made up of representatives of over 25 industry stakeholders was formed
- 4 quarterly meetings were held in conjunction with the TRC to review industry proposed changes
- 188 industry comments were submitted and reviewed

# PGDS v4.2 to v5.0 – Key Changes

## Updates from PGDS v4.2 / Section 7.2

- Changed chapter title to “CBIS Design Principles”
- Emphasized requirement that legacy BHS shall not affect the performance of a new CBIS and TSA will consider costs of replacement and upgrade of the conveyor system necessary to support the new equipment
- Edited bag spacing requirement to be “no less than 12 inches as bags enter the EDS machine” to be consistent with EDS procurement spec and removed reference to OEM site planning and installation guidelines
- Bag Time-in-System defined as a best practice because requirements for calculating bag storage capacity in CBRA to accommodate the 10-minute workload are now defined in Chapter 9
- Defined requirement for static calculation of bag time-in-system

# PGDS v4.2 to v5.0 – Key Changes

## Updates from PGDS v4.2 / Section 7.2

- Clarified OSR Guaranteed View Time requirement for mini in-line systems
- Reformatted the CBIS Positive Bag Tracking requirements into Pre-EDS, Post-EDS, and CBIS Detection sections for clarity
- Added requirement for ATR upstream of the EDS matrix for all systems
- Added IATA Bag Tag shall be the primary means of bag to image association
- Updated best practice for belt speed transitions to state they should not exceed 30 feet per minute or a 50% difference, whichever is less

# PGDS v4.2 to v5.0 – Key Changes

## Updates from PGDS v4.2 / Section 7.2

- Updated figures defining fail-safe zones for in-line and mini in-line designs
- Added overall requirement that fail-safe alarms be distinct from all other alarms
- Added requirement to state that conveyors before and after the EDS shall be straight and flat
- Requirements for calculating the bag jam rate during controlled testing vs. live bag operations
- Updated CBIS Reporting requirements with additional reports for ATR Performance, CBRA Statistics, and Baggage Process Timer

# PGDS v4.2 to v5.0 – Key Changes

## Updates from PGDS v4.2 / Chapter 9

- Entire chapter was rewritten to better explain TSA requirements for CBRA design
- Updated to reflect required configuration with Re-insert Line connected to Alarm Line and proper location of BIT stations
- Language and figures added to describe the queuing methodologies that should be employed for normal and alternate (high-volume) operations
- Section added to list the bag status that should appear on the BSDs including differentiators for Pre-Check and Selectee bags and Queue and Operator Timeout to facilitate new TSA CONOPS

# PGDS v4.2 to v5.0 – Key Changes

## Updates from PGDS v4.2 / Chapter 9

- Added Communication Error status to reflect scenarios where a bag disposition has not been received by the BHS from EDS
- New functionality added for Baggage Process Timer to record statistics for how long TSOs spend examining bags
- Workstation Sequence of Operations descriptions and BSD screen shots updated to reflect new requirements and methodologies
- Added new calculation for Bag Storage Capacity (10 mins of work for each TSO)



# PGDS V6.0 Publication Schedule

## V6 Milestones

Milestone	Date
TRC Preliminary Review	January 21 <sup>st</sup> , 2016 – July 29 <sup>th</sup> , 2016
Cut-off date for comment submission for inclusion into PGDS v6.0 (Industry)	June 30 <sup>th</sup> , 2016
Preliminary Draft PGDS released to IWG for comments	August 8 <sup>th</sup> , 2016
End of IWG review period of the Preliminary Draft of the PGDS	September 6 <sup>th</sup> , 2016
Final Draft PGDS submitted for routing	October 3 <sup>rd</sup> , 2016
PGDS Published	January 13 <sup>th</sup> , 2017

# PGDS v6 & Beyond

## What's Next...

- EDS to BHS IRD Updates
  - Ethernet environment
- BSD to SVS Changes
  - Two way comms.
- Fail-Safe Changes
  - Minimizing bags to CBRA
- New Technologies
  - Not just EDS
  - Tote systems
  - Got an idea? Broad Agency Announcements at FedBizOpps ([www.fbo.gov](http://www.fbo.gov)).
- Risk Based Security
  - Dynamic EDS: per-EDS, per-Matrix, per-Airport...
- Upgrade of EDS networks and initiation of Cybersecurity projects



# Questions

