Credential Authentication Technology Procurement and Deployment

July 6, 2023

Fiscal Year 2023 Report to Congress

Transportation Security Administration

Message from the Administrator

July 6, 2023

I am pleased to present the following report, "Credential Authentication Technology Procurement and Deployment," which was prepared by the Transportation Security Administration (TSA).

This report was compiled in response to direction in the Joint Explanatory Statement accompanying the Fiscal Year (FY) 2023 Department of Homeland Security (DHS) Appropriations Act (P.L. 117-328). It highlights TSA's accomplishments to date in deploying Credential Authentication Technology (CAT) systems at our Nation's airports and provides TSA's plan for the deployment of additional capability. TSA appreciates the funding provided by Congress in FY 2023 for the procurement of CAT systems. This funding continues to aid security and broader distribution of this capability.

This report is being provided to the following Members of Congress:

> The Honorable David Joyce
> Chairman, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Henry Cuellar
> Ranking Member, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Chris Murphy
> Chair, Senate Appropriations Subcommittee on Homeland Security
>
> The Honorable Katie Britt
> Ranking Member, Senate Appropriations Subcommittee on Homeland Security

Inquiries relating to this report may be directed to me at (571) 227-2801 or to TSA's Legislative Affairs office at (571) 227-2717.

Sincerely,

David P. Pekoske
Administrator

Executive Summary

As a leader in transportation security, TSA employs new technologies and processes to improve aviation security effectiveness and efficiency. One of TSA's strategic priorities is to strengthen operations through powerful and adaptable detection capabilities, intelligence-driven operations, and enhanced screening.

Transportation Security Officers periodically encounter individuals who attempt to use fraudulent travel documents — or documents belonging to someone else — when they present themselves for checkpoint screening. To address this risk, TSA deployed and improved its Credential Authentication Technology (CAT) fleet. CAT is used at checkpoints to verify the authenticity of a passenger's identification document (ID) in near real-time with the passenger's flight reservation and prescreening status through a network connection to the Secure Flight (SF) passenger database.

In June 2022, the DHS Deputy Under Secretary of Management approved the CAT acquisition program re-baseline to increase the full operational capability (FOC) quantity from 1,520 to 3,585 systems by the fourth quarter of FY 2049 and to add new capabilities, including self-service, facial-matching biometrics, and authentication of digital IDs.

TSA initiated deployment of the CAT systems in 2019, with three incremental procurements in FY 2019, FY 2020, and FY 2021. As of May 2023, there are 2,054 CAT systems deployed across 226 airports and at training and testing facilities. Of the current deployed fleet, 1,817 systems are CAT-1 systems and 237 are CAT-2 systems. The CAT program completed the deployment of CAT-1 systems on December 21, 2022 and plans to continue deployment of CAT-2 systems until FY 2049, when the new FOC is achieved.

In FY 2022, TSA started the test and evaluation process to qualify CAT-2 upgrade kits that would be used to update the entire fleet of CAT-1 systems. The remaining investment continued supporting the operations and maintenance of the current fleet, and deployment of CAT systems to small and rural airports.

Credential Authentication Technology Procurement and Deployment

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I.   Legislative Language

This report is submitted in response to direction in the Joint Explanatory Statement accompanying the Fiscal Year (FY) 2023 Department of Homeland Security (DHS) Appropriations Act (P.L. 117-328).

The Joint Explanatory Statement states:

> *Credential Authentication Technology (CAT).* —Within 90 days of the date of enactment of this Act, TSA shall provide a report to the Committees detailing airports at which CAT is currently deployed, airports at which CAT is not currently deployed, and a plan for the full procurement and deployment of CAT systems at all domestic airports.

II. Background

The Transportation Security Administration's (TSA) mission is to protect the Nation's transportation systems, ensuring freedom of movement for people and commerce. To accomplish mission objectives, TSA identifies, manages, and mitigates risk in all lines of business, including employing a risk-based approach to all checkpoint operations. Transportation Security Officers (TSO) periodically encounter individuals who attempt to use fraudulent travel documents — or documents belonging to someone else — when they present themselves for checkpoint screening. To address this risk, TSA has deployed and improved its CAT systems.

CAT has a high-detection capability for identifying the following security risks of longstanding concern to TSA:

- Fraudulent self-reported data for Secure Flight (SF) passenger prescreening;
- Out-of-state boarding passes (passengers at the wrong airport);
- Fraudulent boarding passes;
- Misidentification of passengers on watch lists who require enhanced screening or denial of boarding; and
- Identification of fraudulent identification documents (ID).

CAT bridges security gaps and enhances the passenger screening process at checkpoints by improving the inspection of IDs and confirming passenger SF prescreening status. Through the integration of various technologies, CAT authenticates acceptable forms of IDs and compares passenger information on their IDs with SF information submitted during the flight reservation process. This allows TSA to confirm that a passenger has the appropriate flight reservation to proceed through security screening.

After the program's re-baseline, the next generation CAT, herein referred to as CAT-2, enhances the current CAT capability with configurable self-service functionality to allow passengers to scan their own ID, automated 1:1 facial biometrics verification, and authentication of digital IDs. With these system enhancements, the CAT system will automate the identity matching that TSOs currently perform, mitigating an Identity Verification capability gap.

The self-service functionality is part of TSA's solution of creating a screening environment that protects the health of the traveling public and prepares TSA to address future disease outbreaks by adhering to the Centers for Disease Control and Prevention recommendation to limit contact with shared items to avoid disease transmission. TSA's approach is focused on reduced touch that includes 1) limiting physical contact between the TSOs and individuals entering the security screening checkpoint (this includes the individual and his/her belongings) and 2) reducing airborne transfer (e.g., through social distancing, personal protective equipment, and physical barriers).

CAT Deployments to Date

- **Phase 1 Deployment:** TSA's first deployment consisted of 505 CAT-1 systems procured in FY 2019, in addition to 47 initial production systems procured for testing and evaluation purposes. These systems were distributed between October 2019 and March 2020. At the conclusion of this phase, all 552 CAT systems were deployed at 47 airports, the TSA Academy (located at the Federal Law Enforcement Training Centers (FLETC) in Georgia), the TSA Systems Integration Facility (TSIF), and vendor facilities. This phase deployed CAT 1 units to the larger Category X and I airports.

- **Phase 2 Deployment:** TSA's second deployment occurred between July 2020 and January 2021 and consisted of 501 CAT-1 systems. This phase continued with Category X and I airports, but also began deployments to smaller Category II and III airports.

- **Phase 3a Deployment:** The first part of TSA's third deployment began on May 1, 2021, and ended December 29, 2021, and consisted of 467 CAT-1 systems. This phase included all sizes of airports, including Category III and IV airports, with the pre-existing infrastructure required to support CAT operations.

- **Phase 3b Deployment:** The second part of the Phase 3 deployment started in the second quarter of FY 2022, deploying 534 systems, including 237 systems updated with CAT-2 capabilities. This deployment included smaller airports (Categories III and IV) that underwent site remediation to emplace the infrastructure required to support CAT operations. As of May 2023, 2,054 CAT systems were operational at 226 airports (Categories X, I, II, III and IV), the TSA Academy, FLETC, and the TSIF, as shown in **Figure 1** and **Figure 2**. Of the current deployed fleet, 1,817 systems are CAT-1 systems and 237 are CAT-2 systems. The 237 CAT-2 systems are located at 26 airports and a testing facility to support TSA demonstrations as well as qualification testing and evaluation.

- **Remediation:** Airport remediation work ensures that airports have the necessary electrical and data ports to connect and support CAT systems. It includes planning, permitting, and construction, including drilling, wiring, and post-construction cosmetic repairs. The CAT program has completed remediation at 119 airports as shown in **Figure 1**. Remediation is underway at an additional 39 airports with anticipated completion in the fourth quarter of FY 2023.

III. Current Status of CAT

From FY 2020 through FY 2022, TSA primarily focused on expanding CAT capabilities in the field to achieve full operational capability (FOC) rather than focusing on system enhancements and site remediation. The CAT acquisition program achieved FOC of 1,520 systems in the first quarter of FY 2022, as defined at that time and as documented in the DHS-approved acquisition program baseline. To support the new FOC quantity, as defined in the TSA Administrator's CAT re-baseline in June 2022, additional remediation is required and is factored into current CAT unit costs and supporting annual cost estimates. The increase in FOC is required to ensure that a CAT system is supporting all security checkpoint lanes at every federalized airport, including category II, III, and IV airports.

Following completion of CAT-1 system deployments, TSA is now focusing on delivering the CAT-2 capabilities to all the screening checkpoints. The CAT program is pursuing two concurrent tracks to rapidly deliver these capabilities:

1. CAT-2 Upgrade Kits: The CAT system vendor will modify fielded CAT-1 systems with CAT-2 capabilities using upgrade kits to be cost effective and add the new security capabilities of a CAT-2. These upgraded systems will be functionally equivalent to newly competed production CAT-2s. TSA completed the test and evaluation efforts for the CAT-2 upgrade kits including a final system evaluation report approved on May 8, 2023. The CAT program anticipates reaching Acquisition Decision Event 3 by the third quarter of FY 2023, to allow the program to procure and deploy upgrade kits.

2. Production CAT-2 Systems: TSA is conducting a full and open competition to develop and procure production CAT-2 systems in the third quarter of FY 2023. The intent is to award a multiple-award Indefinite Delivery/Indefinite Quantity (IDIQ) contract. The initial award will support development and integration with government information technology (IT) requirements, and the procurement of test articles for supporting system evaluation events. The CAT program plans to deploy CAT-2 production systems during the third quarter of FY 2024 after a favorable operational test and an acquisition decision event.

Figure 1: CAT Deployment Location, Number of Systems Deployed, and Remediation[1]

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
ABI	2	Abilene Regional Airport	Abilene, TX	III	Complete
ABQ	11	Albuquerque International Sunport Airport	Albuquerque, NM	I	Complete
ABR	1	Aberdeen Regional Airport	Aberdeen, SD	IV	Complete

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[1] As of December 21, 2022.

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
ACV	1	California Redwood Coast – Humboldt County Airport	McKinleyville, CA	III	
ACY	2	Atlantic City International Airport	Atlantic City, NJ	II	
ALB	7	Albany International Airport	Colonie, NY	I	Complete
ANC	4	Ted Stevens Anchorage International Airport	Anchorage, AK	I	Complete
ASE	1	Aspen/Pitkin County Airport	Aspen, CO	II	
ATL	57	Hartsfield-Jackson Atlanta International Airport	Atlanta, GA	X	Complete
ATW	2	Appleton International Airport	Appleton, WI	II	
ATY	1	Watertown Regional Airport	Watertown, SD	IV	
AUG	1	Augusta State Airport	Augusta, ME	IV	
AUS	22	Austin-Bergstrom International Airport	Austin, TX	I	Complete
AVL	3	Asheville Regional Airport	Fletcher, NC	II	
BDL	13	Bradley International Airport	Windsor Locks, CT	I	Complete
BFL	1	Meadows Field Airport	Bakersfield, CA	III	
BGR	3	Bangor International Airport	Bangor, ME	II	Complete
BHB	1	Hancock County-Bar Harbor Airport	Trenton, ME	IV	
BHM	7	Birmingham-Shuttlesworth International Airport	Birmingham, AL	I	Complete
BKG	3	Branson Airport	Hollister, MO	III	Complete
BIL	2	Billings-Logan International Airport	Billings, MT	II	Complete
BIS	1	Bismarck Municipal Airport	Bismarck, ND	II	
BLI	3	Bellingham International Airport	Bellingham, WA	II	Complete
BNA	10	Nashville International Airport	Nashville, TN	I	Complete
BOI	8	Boise Airport	Boise, ID	I	Complete
BOS	46	Boston Logan International Airport	Boston, MA	X	Complete
BPT	2	Jack Brooks Regional Airport	Beaumont, TX	IV	Complete
BRO	2	Brownsville/South Padre Island International Airport	Brownsville, TX	III	Complete

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
BTR	2	Baton Rouge Metropolitan Airport	Baton Rouge, LA	II	Complete
BTV	5	Burlington International Airport	South Burlington, VT	II	Complete
BUF	11	Buffalo Niagara International Airport	Buffalo, NY	I	Complete
BUR	11	Hollywood Burbank Airport	Burbank, CA	I	Complete
BWI	36	Baltimore/Washington International Thurgood Marshall Airport	Baltimore, MD	X	Complete
BZN	6	Bozeman Yellowstone International Airport	Belgrade, MT	II	Complete
CAK	4	Akron-Canton Regional Airport	North Canton, OH	II	Complete
CEC	1	Del Norte County Regional Airport	Crescent City, CA	IV	Complete
CHS	8	Charleston International Airport	North Charleston, SC	I	Complete
CID	3	Eastern Iowa Airport	Cedar Rapids, IA	II	
CLE	14	Cleveland Hopkins International Airport	Cleveland, OH	I	Complete
CLT	26	Charlotte/Douglas International Airport	Charlotte, NC	X	Complete
CMH	22	John Glenn Columbus International Airport	Columbus, OH	I	Complete
COS	6	Colorado Springs Airport	Colorado Springs, CO	II	Complete
COU	2	Columbia Regional Airport	Columbia, MO	III	Complete
CPR	1	Casper-Natrona County International Airport	Casper, WY	II	Complete
CRP	3	Corpus Christi International Airport	Corpus Christi, TX	II	Complete
CRW	3	West Virginia International Yeager Airport	Charleston, WV	III	Complete
CVG	15	Cincinnati/Northern Kentucky International Airport	Hebron, KY	I	Complete
CWA	1	Central Wisconsin Airport	Mosinee, WI	III	Complete
DAB	3	Daytona Beach International Airport	Daytona Beach, FL	II	Complete
DAL	17	Dallas Love Field Airport	Dallas, TX	I	
DAY	2	Dayton International Airport	Dayton, OH	II	
DCA	41	Ronald Reagan Washington National Airport	Arlington, VA	X	Complete
DEN	21	Denver International Airport	Denver, CO	X	

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
DFW	29	Dallas/Fort Worth International Airport	DFW Airport, TX	X	Complete
DLH	3	Duluth International Airport	Duluth, MN	III	Complete
DRO	1	Durango-La Plata County Airport	Durango, CO	III	
DSM	3	Des Moines International Airport	Des Moines, IA	II	
DTW	20	Detroit Metropolitan Wayne County Airport	Detroit, MI	X	
EAU	1	Chippewa Valley Regional Airport	Eau Claire, WI	IV	
ECP	3	Northwest Florida Beaches International Airport	Panama City, FL	II	Complete
ELP	8	El Paso International Airport	El Paso, TX	I	
EUG	3	Eugene Airport	Eugene, OR	II	Complete
EWR	36	Newark Liberty International Airport	Newark, NJ	X	
EYW	3	Key West International Airport	Key West, FL	II	
FAR	1	Hector International Airport	Fargo, ND	II	
FAT	1	Fresno Yosemite International Airport	Fresno, CA	II	
FLL	43	Fort Lauderdale-Hollywood International Airport	Fort Lauderdale, FL	X	Complete
FNT	4	Bishop International Airport	Flint, MI	II	
FSD	2	Sioux Falls Regional Airport	Sioux Falls, SD	II	
FWA	2	Fort Wayne International Airport	Fort Wayne, IN	II	
GEG	10	Spokane International Airport	Spokane, WA	I	Complete
GFK	1	Grand Forks International Airport	Grand Forks, ND	III	
GJT	3	Grand Junction Regional Airport	Grand Junction, CO	III	
GNV	3	Gainesville Regional Airport	Gainesville, FL	III	Complete
GPT	3	Gulfport-Biloxi International Airport	Gulfport, MS	II	
GRB	2	Green Bay-Austin Straubel International Airport	Green Bay, WI	II	
GRI	1	Central Nebraska Regional Airport	Grand Island, NE	IV	
GRR	10	Gerald R. Ford International Airport	Grand Rapids, MI	I	Complete

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
GSN	2	Saipan International Airport	Saipan, Northern Mariana Islands	II	
GSO	8	Piedmont Triad International Airport	Greensboro, NC	II	
GSP	4	Greenville-Spartanburg International Airport	Greer, SC	II	
GTF	1	Great Falls International Airport	Great Falls, MT	III	
GUC	1	Gunnison–Crested Butte Regional Airport	Gunnison, CO	III	
GUM	4	Antonio B. Won Pat International Airport	Tamuning, Guam	I	
HDN	2	Yampa Valley Regional Airport	Hayden, CO	III	
HGR	1	Hagerstown Regional Airport	Hagerstown, MD	IV	
HLN	2	Helena Regional Airport	Helena, MT	III	Complete
HNL	29	Daniel K. Inouye International Airport	Honolulu, HI	X	Complete
HOB	2	Lea County Regional Airport	Hobbs, NM	IV	Complete
HOU	15	William P. Hobby Airport	Houston, TX	I	Complete
HPN	2	Westchester County Airport	White Plains, NY	II	
HRL	3	Valley International Airport	Harlingen, TX	II	Complete
HSV	4	Huntsville International Airport	Huntsville, AL	II	Complete
HTS	3	Huntington Tri-State Airport	Huntington, WV	III	Complete
HXD	1	Hilton Head Island Airport	Hilton Head Island, SC	III	
IAD	39	Washington Dulles International Airport	Dulles, VA	X	Complete
IAG	2	Niagara Falls International Airport	Niagara Falls, NY	III	
IAH	11	George Bush Intercontinental Airport	Houston, TX	X	
ICT	3	Wichita Dwight D. Eisenhower National Airport	Wichita, KS	II	Complete
IDA	2	Idaho Falls Regional Airport	Idaho Falls, ID	III	
IFP	1	Laughlin/Bullhead International Airport	Bullhead City, AZ	III	
IND	12	Indianapolis International Airport	Indianapolis, IN	I	Complete
ISP	4	Long Island MacArthur Airport	Ronkonkoma, NY	II	Complete
ITO	3	Hilo International Airport	Hilo, HI	II	Complete
IWA	9	Phoenix-Mesa Gateway Airport	Mesa, AZ	II	Complete

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
JAC	3	Jackson Hole Airport	Jackson, WY	II	
JAN	3	Jackson-Medgar Wiley Evers International Airport	Jackson, MS	II	Complete
JAX	9	Jacksonville International Airport	Jacksonville, FL	I	Complete
JFK	46	John F. Kennedy International Airport	Queens, NY	X	
JNU	2	Juneau International Airport	Juneau, AK	II	
KOA	8	Kona International Airport	Kalaoa, HI	I	Complete
LAN	1	Capital Region International Airport	Lansing, MI	III	
LAS	60	Harry Reid International Airport	Las Vegas, NV	X	Complete
LAX	95	Los Angeles International Airport	Los Angeles, CA	X	Complete
LBB	2	Lubbock Preston Smith International Airport	Lubbock, TX	II	
LCH	1	Lake Charles Regional Airport	Lake Charles, LA	III	Complete
LEB	1	Lebanon Municipal Airport	Lebanon, NH	IV	
LEX	2	Blue Grass Airport	Lexington, KY	II	Complete
LFT	1	Lafayette Regional Airport	Lafayette, LA	III	
LGA	46	LaGuardia Airport	Queens, NY	X	
LGB	5	Long Beach Airport	Long Beach, CA	I	Complete
LIH	8	Lihue Airport	Lihue, HI	I	Complete
LIT	5	Bill and Hillary Clinton National Airport	Little Rock, AR	II	Complete
LNK	1	Lincoln Airport	Lincoln, NE	III	
LSE	1	La Crosse Regional Airport	La Crosse, WI	III	
LWS	1	Lewiston-Nez Perce County Regional Airport	Lewiston, ID	III	
MAF	1	Midland International Air & Space Port	Midland, TX	II	
MBS	1	MBS International Airport	Freeland, MI	III	Complete
MCI	23	Kansas City International Airport	Kansas City, MO	I	Complete
MCO	54	Orlando International Airport	Orlando, FL	X	Complete
MDT	5	Harrisburg International Airport	Middletown, PA	II	Complete
MDW	12	Chicago Midway International Airport	Chicago, IL	I	
MEM	11	Memphis International Airport	Memphis, TN	I	Complete

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
MFE	3	McAllen Miller International Airport	McAllen, TX	II	Complete
MFR	4	Rogue Valley International-Medford Airport	Medford, OR	II	Complete
MHT	6	Manchester-Boston Regional Airport	Manchester, NH	II	
MIA	63	Miami International Airport	Miami, FL	X	Complete
MKE	10	Milwaukee Mitchell International Airport	Milwaukee, WI	I	
MLI	1	Quad City International Airport	Moline, IL	II	Complete
MOB	3	Mobile Regional Airport	Mobile, AL	II	Complete
MOT	1	Minot International Airport	Minot, ND	III	
MRY	2	Monterey Regional Airport	Monterey, CA	III	
MSN	4	Dane County Regional Airport	Madison, WI	II	
MSO	3	Missoula International Airport	Missoula, MT	II	
MSP	27	Minneapolis-Saint Paul International Airport	St. Paul, MN	X	Complete
MSY	20	Louis Armstrong New Orleans International Airport	Kenner, LA	I	Complete
MTJ	2	Montrose Regional Airport	Montrose, CO	III	
MYR	5	Myrtle Beach International Airport	Myrtle Beach, SC	I	
NYL	1	Yuma International Airport	Yuma, AZ	III	
OAK	10	Oakland International Airport	Oakland, CA	I	
OGG	12	Kahului Airport	Kahului, HI	I	
OKC	9	Will Rogers World Airport	Oklahoma City, OK	I	
OMA	8	Eppley Airfield	Omaha, NE	I	
ONT	5	Ontario International Airport	Ontario, CA	I	
ORD	19	O'Hare International Airport	Chicago, IL	X	Complete
ORF	12	Norfolk International Airport	Norfolk, VA	I	Complete
PAE	3	Paine Field Airport	Everett, WA	II	
PBG	2	Plattsburgh International Airport	Plattsburgh, NY	III	
PBI	18	Palm Beach International Airport	West Palm Beach, FL	I	Complete

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
PDX	19	Portland International Airport	Portland, OR	I	Complete
PGD	5	Punta Gorda Airport	Punta Gorda, FL	II	Complete
PHF	4	Newport News/Williamsburg International Airport	Newport News, VA	III	Complete
PHL	16	Philadelphia International Airport	Philadelphia, PA	X	Complete
PHX	22	Phoenix Sky Harbor International Airport	Phoenix, AZ	X	
PIE	9	St. Pete – Clearwater International Airport	Clearwater, FL	II	Complete
PIT	16	Pittsburgh International Airport	Pittsburgh, PA	I	Complete
PNS	6	Pensacola International Airport	Pensacola, FL	II	
PQI	1	Presque Isle International Airport	Presque Isle, ME	IV	
PSC	3	Tri-Cities Airport	Pasco, WA	II	Complete
PSM	2	Portsmouth International Airport	Portsmouth, NH	III	
PSP	8	Palm Springs International Airport	Palm Springs, CA	II	Complete
PVD	9	Rhode Island T.F. Green International Airport	Warwick, RI	I	Complete
PVU	1	Provo Municipal Airport	Provo, UT	III	
PWM	3	Portland International Jetport	Portland, ME	II	
RAP	1	Rapid City Regional Airport	Rapid City, SD	II	
RDD	1	Redding Municipal Airport	Redding, CA	III	
RDM	2	Redmond Municipal Airport	Redmond, OR	II	Complete
RDU	25	Raleigh-Durham International Airport	Morrisville, NC	I	Complete
RHI	1	Rhinelander-Oneida County Airport	Rhinelander, WI	IV	Complete
RIC	11	Richmond International Airport	Sandston, VA	I	Complete
RNO	10	Reno-Tahoe International Airport	Reno, NV	I	Complete
ROA	2	Roanoke-Blacksburg Regional/Woodrum Field	Roanoke, VA	II	
ROC	6	Greater Rochester International Airport	Rochester, NY	II	
RST	3	Rochester International Airport	Rochester, MN	III	Complete
RSW	17	Southwest Florida International Airport	Fort Myers, FL	I	Complete
SAN	22	San Diego International Airport	San Diego, CA	I	

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
SAT	11	San Antonio International Airport	San Antonio, TX	I	Complete
SAV	4	Savannah/Hilton Head International Airport	Savannah, GA	I	Complete
SBA	4	Santa Barbara Municipal Airport	Santa Barbara, CA	II	Complete
SBN	2	South Bend International Airport	South Bend, IN	II	Complete
SBP	3	San Luis Obispo County Regional Airport	San Luis Obispo, CA	III	Complete
SBY	1	Salisbury-Ocean City Wicomico Regional Airport	Salisbury, MD	IV	
SDF	6	Louisville Muhammad Ali International Airport	Louisville, KY	I	Complete
SEA	32	Seattle-Tacoma International Airport	Seattle, WA	X	Complete
SFO	38	San Francisco International Airport	San Francisco, CA	X	
SGF	2	Springfield-Branson National Airport	Springfield, MO	II	
SGU	2	St. George Regional Airport	St. George, UT	III	Complete
SHV	2	Shreveport Regional Airport	Shreveport, LA	II	
SJC	14	Norman Y. Mineta San Jose International Airport	San Jose, CA	I	
SJU	9	Luis Munoz Marin International Airport	Carolina, Puerto Rico	X	
SLC	25	Salt Lake City International Airport	Salt Lake City, UT	I	Complete
SMF	16	Sacramento International Airport	Sacramento, CA	I	
SMX	1	Santa Maria Public Airport	Santa Maria, CA	III	Complete
SNA	12	John Wayne Airport	Santa Ana, CA	I	
SRQ	6	Sarasota Bradenton International Airport	Sarasota, FL	II	
STL	26	St. Louis Lambert International Airport	St. Louis, MO	X	Complete
STS	1	Charles M. Schulz – Sonoma County Airport	Santa Rosa, CA	III	
STT	3	Cyril E. King Airport	St. Thomas, U.S. Virgin Islands	II	
STX	2	Henry E. Rohlsen Airport	Christiansted, St Croix, USVI	III	
SUN	1	Friedman Memorial Airport	Hailey, ID	III	
SWF	1	New York Stewart International Airport	New Windsor, NY	III	
SYR	3	Syracuse Hancock International Airport	Syracuse, NY	II	

FAA Code	Quantity	Airport Name	City, State	Airport Category	Remediation Status
TLH	2	Tallahassee International Airport	Tallahassee, FL	II	
TPA	39	Tampa International Airport	Tampa, FL	I	Complete
TRI	2	Tri-Cities Airport	Blountville, TN	III	
TUL	7	Tulsa International Airport	Tulsa, OK	I	Complete
TUS	13	Tucson International Airport	Tucson, AZ	I	Complete
TVC	3	Cherry Capital Airport	Traverse City, MI	II	
TWF	1	Joslin Field-Magic Valley Regional Airport	Twin Falls, ID	IV	
TYR	2	Tyler Pounds Regional Airport	Tyler, TX	III	Complete
TYS	2	McGhee Tyson Airport	Alcoa, TN	II	
VPS	8	Destin-Fort Walton Beach Airport	Eglin AFB, FL	II	Complete
XNA	4	Northwest Arkansas Regional Airport	Bentonville, AR	II	Complete
Airport Total: 2,043					
TSIF	4	TSA Systems Integration Facility	Arlington, VA		
FLETC	6	Federal Law Enforcement Training Centers	Glynco, GA		
INSP	1	TSA Inspections	Springfield, VA		
Grand Total: 2,054					

Note: Empty cells for the Remediation Status columns mean different statuses, such as in process, remediation not needed because airports are already performing construction work and work will include the site infrastructure, pending survey on current site infrastructure status, or future planning.
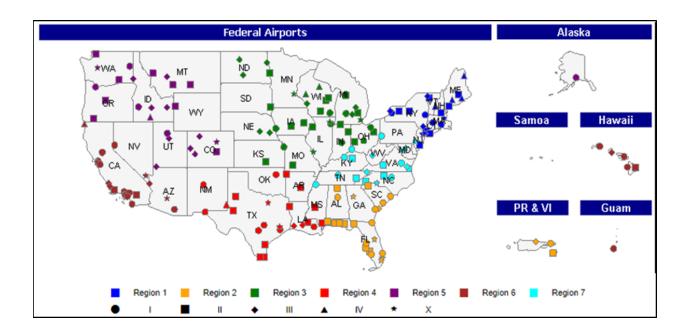
Figure 2: Deployment Locations of CAT Systems[2]

Expanding CAT Capability to All Checkpoint Lanes

Given the criticality of airport security, the United States Congress provided funding to TSA in FY 2021 to deploy the CAT capability to additional airports. On March 22, 2021, the DHS Deputy Under Secretary for Management approved TSA's request to procure and deploy up to an additional 600 CAT systems above the FOC quantity.

TSA re-evaluated the required quantity of CAT systems and increased the FOC quantity in the acquisition program's re-baseline request. Initially, TSA calculated the original CAT FOC quantity, anticipating one system per TSA PreCheck® lane and one system per two standard lanes. However, the updated requirement to meet current passenger throughput and an improved security posture is two systems per TSA PreCheck® lane, and one system for each standard lane. This change, combined with airport growth and safety stock, substantially increases the number of CAT systems required in the field.

Planned Activities

- **Remediation:** TSA continues to conduct airport remediation using the funding that the United States Congress provided in FY 2021. A total of 119 airports have completed their remediation (reflected in **Figure 1**) and 39 airports have ongoing remediation work. Remediation includes planning, permitting, and construction (including drilling, wiring, and post-construction cosmetic repairs at each airport being remediated). The focus of the ongoing remediation work is at smaller airports to support future CAT system

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[2] As of December 21, 2022.

deployments. Remediation is estimated to take up to one year to complete at each airport; therefore, funding is generally required one fiscal year prior to a planned CAT system deployment.

- **CAT-2 Upgrade Kits, Test and Evaluation and Procurement, FY 2023:** TSA will award a contract for the procurement of approximately 225 CAT-2 upgrade kits for currently deployed CAT systems. The contract will be awarded after a favorable operational test and acquisition decision during the third quarter of FY 2023. The upgrade kit incorporates a self-service configuration. It also allows for biometric verification of a passenger's identity using a camera and 1:1 facial matching (the face of the passenger is matched to the facial image on the ID presented) as part of the ID verification process. This upgrade kit will promote social distancing and reduce the potential for direct contact disease transmission by allowing passengers to present their own physical ID to the CAT system's ID reader. The CAT-2 design also includes an acrylic barrier to minimize the transmission of airborne diseases.

- **Establishing new contract(s) for CAT-2 Production Systems:** TSA is conducting a full and open competition with the intent of awarding a multiple-award IDIQ contract to procure the CAT-2 production systems. The initial award will be for the development and integration with government IT requirements (connectivity and cybersecurity requirements), and procurement of test articles for supporting system evaluation activities. The CAT program is expected to begin deploying CAT-2 production systems during the fourth quarter of FY 2024 after a favorable operational test and acquisition decision event.

- **Future CAT Deployments:** Future deployments are prioritized based on the readiness of the airport's infrastructure and operational risk.

IV. Independent Oversight and DHS Response

In January 2012, the DHS Office of Inspector General (OIG) released to DHS and Congress the classified final issued report OIG-12-26 titled "(U) Covert Testing of Access Controls to Secured Airport Areas"[3] (OIG-12-26) to address access control vulnerabilities at domestic airports vulnerabilities. TSA established the CAT program to address one of the findings and recommendations from this audit. Although OIG closed five of the six recommendations from the OIG-12-26 Report by March 2015, it carried over one related to this type of technology in a subsequent report (OIG-19-21, dated February 2019) titled, "Covert Testing of Access Controls to Airport Secure Areas,"[4] as Recommendation #5. OIG closed Recommendation #5 in August 2021 when 75 percent of the CAT program FOC quantity was reached. Of the six OIG-19-21 recommendations one of which pertained to this type of technology or system, five have been closed. OIG considers the remaining recommendation as open and resolved, with an estimated completion date of May 31, 2024.

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[3] https://www.oig.dhs.gov/sites/default/files/assets/Mgmt/OIG_SLP_12-26_Jan12.pdf
[4] https://www.oig.dhs.gov/sites/default/files/assets/2019-03/OIG-19-21-Feb19.pdf

V.   Conclusion

TSA completed the deployment of 2,054 CAT-1 systems in the first quarter of FY 2023. The CAT program is focused on upgrading the CAT-1 systems with CAT-2 capabilities through upgrade kits and evaluating the new CAT-2 production systems for procurement and deployment purposes. The program's re-baseline increased the FOC quantity to 3,585 systems. At current funding levels, CAT systems will reach FOC and deploy at all federalized airport checkpoint lanes by FY 2049. To deploy these additional CAT-2 systems, airport site remediation continues to be a necessary priority. Site remediation ensures that airports have the necessary power and data connections to support the operation of installed CAT systems. Funding for airport site remediation generally is required one year prior to a planned CAT system deployment.

Appendix. Abbreviations

Abbreviation	Definition
ADE	Acquisition Decision Event
CAT	Credential Authentication Technology
DHS	Department of Homeland Security
FAA	Federal Aviation Administration
FLETC	Federal Law Enforcement Training Centers
FOC	Full Operational Capability
FY	Fiscal Year
ID	Identification Document
IDIQ	Indefinite Delivery / Indefinite Quantity
INSP	TSA Inspections
IT	Information Technology
OIG	Office of Inspector General
SF	Secure Flight
TSA	Transportation Security Administration
TSIF	TSA Systems Integration Facility
TSO	Transportation Security Officer