



Credential Authentication Technology Procurement and Deployment

First and Second Quarters

September 6, 2024

Fiscal Year 2024 Report to Congress



**Homeland
Security**

Transportation Security Administration

Message from the Administrator

September 6, 2024

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 Senate Report 118-85, which accompanies the Fiscal Year (FY) 2024 Department of Homeland Security Appropriations Act (P.L. 118-47). It highlights TSA’s accomplishments in the first and second quarters of FY 2024 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 2024 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 Mark Amodei
Chair, House Appropriations Subcommittee on Homeland Security

The Honorable Lauren Underwood
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 TSA’s Legislative Affairs office at (571) 227-2717.

Sincerely,

A handwritten signature in black ink that reads "David P. Pekoske". The signature is written in a cursive, slightly slanted style.

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 and the passenger experience. One of TSA's strategic priorities is to strengthen operations through powerful and adaptable detection capabilities, intelligence-driven operations, and effective screening.

Verifying passenger identity and their identity documents (ID), like a driver's license or passport, is a key, initial step in the screening process at the checkpoint. Transportation Security Officers (TSO) periodically encounter individuals who attempt to use fraudulent IDs and boarding passes—either counterfeit documents or documents belonging to someone else—when they present themselves for checkpoint screening. To address this risk, TSA improved and deployed its CAT system fleet. TSA uses CAT at checkpoints to verify the authenticity of a passenger's ID and, in near real-time, to compare the name and other information on that ID with the corresponding information on the passenger's flight reservation through a network connection to the Secure Flight (SF) passenger database. The SF database confirms that the passenger is scheduled for an upcoming flight and provides the TSO with the passenger's prescreening status to place them in the appropriate screening lane at the checkpoint.

TSA initiated deployment of the CAT systems in 2019, with three incremental procurements in FY 2019, FY 2020, and FY 2021. In June 2022, the DHS Deputy Under Secretary of Management (USM) 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 so all 430+ airports are covered. This system increase adds new capabilities, including a self-service configuration, facial identity verification, and authentication of digital IDs.

The CAT program finished deploying CAT-1 systems on December 21, 2022. After the program re-baseline and obtaining approval from USM in May 2023 to procure CAT-2 upgrade kits (UK), TSA began CAT-2 UK system deployment in 2023. As of March 29, 2024, there are 2,054 CAT systems across 231 airports and training and testing facilities. Of the current fleet, 1,142 systems are CAT-1 systems and 912 are systems with CAT-2 UKs. An additional 905 CAT-2 UKs are planned for deployment by the second quarter of FY 2025.

In March 2024, TSA received USM's approval to procure and deploy new production CAT-2 systems. Given funding limitations, procuring and deploying these CAT-2 systems will continue until FY 2049, when the new FOC is achieved.



Credential Authentication Technology Procurement and Deployment, First and Second Quarters

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I. Legislative Language

This report is submitted in response to direction in Senate Report 118-85, which accompanies the Fiscal Year (FY) 2024 Department of Homeland Security (DHS) Appropriations Act (P.L. 118-47).

Senate Report 118-85 states:

Credential Authentication Technology [CAT].— Within 90 days of the date of enactment of this act and quarterly thereafter, TSA shall provide a report to the Committee 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 of the Nation’s 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 at all checkpoint operations. Verifying the identity of passengers who present themselves at the checkpoint is an initial, critical step of this risk-based approach. 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 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; for example, passenger is at Ronald Reagan Washington National Airport and supposed to fly out of Washington Dulles International 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 verify that a passenger has the appropriate flight reservation to proceed through security screening and to confirm the passenger's pre-screening status.

After the program's re-baseline, the enhanced CAT (or CAT-2) improves upon the current CAT capability with a configurable self-service mode to allow passengers to scan their own ID, automated 1:1 facial identity verification, and authentication of digital IDs like mobile drivers licenses. The CAT system verifies facial identity better than a TSO can manually verify facial identity and mitigates an identity verification capability gap.

The CAT self-service configuration is part of TSA's solution of creating a screening environment that better protects the health of the traveling public and TSOs and prepares TSA to address any 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 reducing touch that includes 1) limiting physical contact between the TSOs and individuals entering the security screening checkpoint (this includes the individual

and their belongings) and 2) reducing airborne transfer (for example, 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. TSA deployed these systems between October 2019 and March 2020. At the conclusion of this phase, TSA deployed all 552 CAT systems at 47 Category X and I airports, TSA Academy (located at the Federal Law Enforcement Training Centers (FLETC) in Georgia), TSA Systems Integration Facility (TSIF), and vendor facilities. TSA currently assigns airports with a category (X, I, II, III, or IV) designation based on Bureau of Transportation Statistics enplanement data and criteria based on airport throughput and location.
- **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 3 Deployment:** The third phase of deployment occurred between May 2021 and December 2022, and consisted of 1,001 CAT systems, including 237 systems updated with CAT-2 capabilities. This phase included all categories of airports, including the smallest Category airports, with the pre-existing infrastructure required to support CAT operations. During Phase 3, TSA added CAT-2 upgrade kits (UK) to CAT-1's at 26 airports and testing facilities to support TSA demonstrations of CAT-2 UK capabilities, as well as its qualification process.
- **Phase 4 Deployment:** The most recent deployment phase started in September 2023, focusing on deploying 1,817 CAT-2 UK systems (FY 2023 and FY 2024 funded). As of March 29, 2024, there are 2,054 CAT systems deployed across 231 airports and training and testing facilities. Of the current fleet, 1,142 systems are CAT-1 systems and 912 systems have CAT-2 UKs deployed to 80 airports and a testing facility supporting evaluation of further CAT enhancements. The CAT program estimates this phase will be completed by the second quarter of FY 2025.
- **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.

III. Current Status of CAT

Following completion of CAT-1 system deployments in FY 2022, TSA is now focusing on delivering the CAT-2 capabilities to all the screening checkpoints. Figure 1 shows the airports that currently have CAT capabilities; it also shows how many CAT-1 or CAT-2 systems each airport has. The CAT program has completed remediation at 156 airports. Remediation is underway at an additional 33 airports, with anticipated completion in the fourth quarter of FY 2024.

The CAT program is pursuing two concurrent tracks to deliver CAT-2 capabilities:

1. CAT-2 Upgrade Kits: The CAT system vendor will modify fielded CAT-1 systems with CAT-2 capabilities using UKs to be cost effective and add the new security capabilities of a CAT-2. These upgraded systems are functionally equivalent to newly completed production CAT-2's. TSA completed the test and evaluation efforts for the CAT-2 UK, including a final system evaluation report, which was approved on May 8, 2023. The CAT program reached the Acquisition Decision Event 3 (ADE-3) on May 22, 2023, which allowed the program to procure and deploy CAT-2 UKs. TSA began deploying the CAT-2 UKs in September 2023, and completed procurements with two incremental procurements in FY 2023 (1,450 CAT-2 UKs) and FY 2024 (367 CAT-2 UKs). The CAT program estimates CAT-2 UK deployments will be completed by the second quarter of FY 2025.
2. Production CAT-2 Systems: TSA completed a full and open competition to develop and procure production CAT-2 systems in the third quarter of FY 2023, awarding a single multiple-award Indefinite Delivery/Indefinite Quantity contract. The initial award supported the procurement of a prototype and four test systems for evaluation and qualification processes. The CAT program reached the DHS level ADE-3 on March 28, 2024, which allows the program to procure and deploy production CAT-2 systems. Based on current known and projected funding levels, TSA will begin deploying production CAT-2 systems in FY 2025 and complete deployments of these systems in FY 2049.

Figure 1: CAT Deployment Location, Number of Systems Deployed, and Remediation¹

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
ABI	2	2	-	Abilene Regional Airport	Abilene, TX	III	Complete
ABQ	11	11	-	Albuquerque International Sunport Airport	Albuquerque, NM	I	Complete
ABR	1	1	-	Aberdeen Regional Airport	Aberdeen, SD	IV	Complete
ACV	1	-	1	California Redwood Coast – Humboldt County Airport	McKinleyville, CA	III	
ACY	2	2	-	Atlantic City International Airport	Atlantic City, NJ	II	Complete
ALB	7	1	6	Albany International Airport	Colonie, NY	I	Complete
ANC	4	4	-	Ted Stevens Anchorage International Airport	Anchorage, AK	I	Complete
ASE	1	1	-	Aspen/Pitkin County Airport	Aspen, CO	II	
ATL	57	9	48	Hartsfield-Jackson Atlanta International Airport	Atlanta, GA	X	Complete
ATW	2	2	-	Appleton International Airport	Appleton, WI	II	
ATY	1	1	-	Watertown Regional Airport	Watertown, SD	IV	
AUG	1	-	1	Augusta State Airport	Augusta, ME	IV	
AUS	22	-	1	Austin-Bergstrom International Airport	Austin, TX	I	Complete
AVL	3	3	-	Asheville Regional Airport	Fletcher, NC	II	Complete
BBG	3	3	-	Branson Airport	Hollister, MO	III	Complete
BDL	13	13	-	Bradley International Airport	Windsor Locks, CT	I	Complete
BFL	1	-	1	Meadows Field Airport	Bakersfield, CA	III	
BGR	3	2	1	Bangor International Airport	Bangor, ME	II	Complete
BHB	1	-	1	Hancock County-Bar Harbor Airport	Trenton, ME	IV	
BHM	7	7	-	Birmingham-Shuttlesworth International Airport	Birmingham, AL	I	Complete
BIL	3	3	-	Billings-Logan International Airport	Billings, MT	II	
BIS	1	1	-	Bismarck Municipal Airport	Bismarck, ND	II	
BLI	3	3	-	Bellingham International Airport	Bellingham, WA	II	Complete
BNA	10	5	5	Nashville International Airport	Nashville, TN	I	Complete
BOI	8	8	-	Boise Airport	Boise, ID	I	Complete
BOS	46	-	46	Boston Logan International Airport	Boston, MA	X	Complete
BPT	2	2	-	Jack Brooks Regional Airport	Beaumont, TX	IV	Complete
BRO	2	2	-	Brownsville/South Padre Island International Airport	Brownsville, TX	III	

¹ As of March 29, 2024.

² The TSA Systems Integrator (SI) conducts a site survey at each airport scheduled to receive CAT to determine the quantity and location of units required based on number of lanes and the configuration of the checkpoints. The SI then creates design drawings and installs the necessary electrical power and information technology data infrastructure required in preparation for the deployment of CAT.

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
BTR	2	2	-	Baton Rouge Metropolitan Airport	Baton Rouge, LA	II	Complete
BTV	5	5	-	Burlington International Airport	South Burlington, VT	II	Complete
BUF	11	2	9	Buffalo Niagara International Airport	Buffalo, NY	I	Complete
BUR	11	-	11	Hollywood Burbank Airport	Burbank, CA	I	Complete
BWI	36	-	36	Baltimore/Washington International Thurgood Marshall Airport	Baltimore, MD	X	Complete
BZN	5	5	-	Bozeman Yellowstone International Airport	Belgrade, MT	II	Complete
CAK	4	1	3	Akron-Canton Airport	North Canton, OH	II	Complete
CEC	1	-	1	Del Norte County Regional Airport	Crescent City, CA	IV	Complete
CHS	8	8	-	Charleston International Airport	North Charleston, SC	I	Complete
CID	3	2	1	Eastern Iowa Airport	Cedar Rapids, IA	II	
CLE	14	2	12	Cleveland Hopkins International Airport	Cleveland, OH	I	Complete
CLT	26	26	-	Charlotte/Douglas International Airport	Charlotte, NC	X	Complete
CMH	22	2	20	John Glenn Columbus International Airport	Columbus, OH	I	Complete
COS	6	6	-	Colorado Springs Airport	Colorado Springs, CO	II	Complete
COU	2	2	-	Columbia Regional Airport	Columbia, MO	III	Complete
CPR	1	1	-	Casper-Natrona County International Airport	Casper, WY	II	
CRP	3	3	-	Corpus Christi International Airport	Corpus Christi, TX	II	Complete
CRW	3	3	-	West Virginia International Yeager Airport	Charleston, WV	III	Complete
CVG	15	2	13	Cincinnati/Northern Kentucky International Airport	Hebron, KY	I	Complete
CWA	1	1	-	Central Wisconsin Airport	Mosinee, WI	III	
DAB	3	1	2	Daytona Beach International Airport	Daytona Beach, FL	II	Complete
DAL	17	17	-	Dallas Love Field Airport	Dallas, TX	I	
DAY	2	2	-	Dayton International Airport	Dayton, OH	II	Complete
DCA	41	4	37	Ronald Reagan Washington National Airport	Arlington, VA	X	Complete
DEN	21	-	21	Denver International Airport	Denver, CO	X	
DFW	29	9	20	Dallas/Fort Worth International Airport	DFW Airport, TX	X	
DLH	3	3	-	Duluth International Airport	Duluth, MN	III	Complete
DRO	1	1	-	Durango-La Plata County Airport	Durango, CO	III	
DSM	3	1	2	Des Moines International Airport	Des Moines, IA	II	Complete
DTW	20	17	3	Detroit Metropolitan Wayne County Airport	Detroit, MI	X	Complete
EAU	1	1	-	Chippewa Valley Regional Airport	Eau Claire, WI	IV	
ECP	4	2	2	Northwest Florida Beaches International Airport	Panama City, FL	II	Complete
ELP	8	8	-	El Paso International Airport	El Paso, TX	I	
EUG	3	3	-	Eugene Airport	Eugene, OR	II	Complete

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
EWR	36	36	-	Newark Liberty International Airport	Newark, NJ	X	Complete
EYW	3	1	2	Key West International Airport	Key West, FL	II	
FAR	1	1	-	Hector International Airport	Fargo, ND	II	
FAT	1	-	1	Fresno Yosemite International Airport	Fresno, CA	II	
FLG	1	1	-	Flagstaff Pulliam Airport	Flagstaff, AZ	III	Complete
FLL	43	5	38	Fort Lauderdale-Hollywood International Airport	Fort Lauderdale, FL	X	Complete
FNT	4	4	-	Bishop International Airport	Flint, MI	II	
FSD	2	2	-	Sioux Falls Regional Airport	Sioux Falls, SD	II	
FWA	2	2	-	Fort Wayne International Airport	Fort Wayne, IN	II	
GEG	10	10	-	Spokane International Airport	Spokane, WA	I	Complete
GFK	1	1	-	Grand Forks International Airport	Grand Forks, ND	III	
GJT	3	3	-	Grand Junction Regional Airport	Grand Junction, CO	III	
GNV	3	1	2	Gainesville Regional Airport	Gainesville, FL	III	Complete
GPT	3	2	1	Gulfport-Biloxi International Airport	Gulfport, MS	II	
GRB	2	2	-	Green Bay-Austin Straubel International Airport	Green Bay, WI	II	Complete
GRI	1	1	-	Central Nebraska Regional Airport	Grand Island, NE	IV	
GRR	10	10	-	Gerald R. Ford International Airport	Grand Rapids, MI	I	Complete
GSN	2	2	-	Saipan International Airport	Saipan, Northern Mariana Islands	II	
GSO	8	8	-	Piedmont Triad International Airport	Greensboro, NC	II	
GSP	4	4	-	Greenville-Spartanburg International Airport	Greer, SC	II	
GTF	1	1	-	Great Falls International Airport	Great Falls, MT	III	
GUC	1	1	-	Gunnison-Crested Butte Regional Airport	Gunnison, CO	III	
GUM	4	4	-	Antonio B. Won Pat International Airport	Tamuning, Guam	I	Complete
HDN	2	2	-	Yampa Valley Regional Airport	Hayden, CO	III	Complete
HGR	1	-	1	Hagerstown Regional Airport	Hagerstown, MD	IV	
HLN	2	2	-	Helena Regional Airport	Helena, MT	III	
HNL	29	24	5	Daniel K. Inouye International Airport	Honolulu, HI	X	Complete
HOB	2	2	-	Lea County Regional Airport	Hobbs, NM	IV	Complete
HOU	15	15	-	William P. Hobby Airport	Houston, TX	I	Complete
HPN	2	2	-	Westchester County Airport	White Plains, NY	II	
HRL	3	3	-	Valley International Airport	Harlingen, TX	II	Complete
HSV	4	4	-	Huntsville International Airport	Huntsville, AL	II	Complete
HTS	3	3	-	Huntington Tri-State Airport	Huntington, WV	III	Complete
HXD	1	1	-	Hilton Head Island Airport	Hilton Head Island, SC	III	
IAD	32	8	24	Washington Dulles International Airport	Dulles, VA	X	Complete
IAG	2	1	1	Niagara Falls International Airport	Niagara Falls, NY	III	
IAH	11	11	-	George Bush Intercontinental Airport	Houston, TX	X	Complete

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
ICT	3	3	-	Wichita Dwight D. Eisenhower National Airport	Wichita, KS	II	Complete
IDA	2	2	-	Idaho Falls Regional Airport	Idaho Falls, ID	III	
IFP	1	1	-	Laughlin/Bullhead International Airport	Bullhead City, AZ	III	Complete
IND	12	12	-	Indianapolis International Airport	Indianapolis, IN	I	Complete
ISP	4	4	-	Long Island MacArthur Airport	Ronkonkoma, NY	II	Complete
ITO	3	3	-	Hilo International Airport	Hilo, HI	II	Complete
IWA	6	6	-	Phoenix-Mesa Gateway Airport	Mesa, AZ	II	Complete
JAC	3	3	-	Jackson Hole Airport	Jackson, WY	II	
JAN	3	2	1	Jackson-Medgar Wiley Evers International Airport	Jackson, MS	II	Complete
JAX	9	2	7	Jacksonville International Airport	Jacksonville, FL	I	Complete
JFK	46	5	41	John F. Kennedy International Airport	Queens, NY	X	Complete
JNU	2	2	-	Juneau International Airport	Juneau, AK	II	Complete
KOA	8	8	-	Kona International Airport	Kalaoa, HI	I	Complete
LAN	1	1	-	Capital Region International Airport	Lansing, MI	III	
LAS	60	59	1	Harry Reid International Airport	Las Vegas, NV	X	Complete
LAX	95	65	30	Los Angeles International Airport	Los Angeles, CA	X	Complete
LBB	2	2	-	Lubbock Preston Smith International Airport	Lubbock, TX	II	
LCH	1	1	-	Lake Charles Regional Airport	Lake Charles, LA	III	Complete
LEB	1	1	-	Lebanon Municipal Airport	Lebanon, NH	IV	
LEX	2	2	-	Blue Grass Airport	Lexington, KY	II	Complete
LFT	1	1	-	Lafayette Regional Airport	Lafayette, LA	III	
LGA	46	4	42	LaGuardia Airport	Queens, NY	X	
LGB	5	2	3	Long Beach Airport	Long Beach, CA	I	Complete
LIH	8	8	-	Lihue Airport	Lihue, HI	I	Complete
LIT	5	5	-	Bill and Hillary Clinton National Airport	Little Rock, AR	II	Complete
LNK	1	1	-	Lincoln Airport	Lincoln, NE	III	
LRD	1	1	-	Laredo International Airport	Laredo, TX	III	
LSE	1	1	-	La Crosse Regional Airport	La Crosse, WI	III	
LWS	1	1	-	Lewiston-Nez Perce County Regional Airport	Lewiston, ID	III	Complete
MAF	1	1	-	Midland International Air & Space Port	Midland, TX	II	
MBS	1	1	-	MBS International Airport	Freeland, MI	III	Complete
MCI	23	23	-	Kansas City International Airport	Kansas City, MO	I	Complete
MCO	54	4	50	Orlando International Airport	Orlando, FL	X	Complete
MDT	5	5	-	Harrisburg International Airport	Middletown, PA	II	Complete
MDW	12	12	-	Chicago Midway International Airport	Chicago, IL	I	
MEM	11	11	-	Memphis International Airport	Memphis, TN	I	Complete
MFE	3	3	-	McAllen Miller International Airport	McAllen, TX	II	Complete

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
MFR	3	3	-	Rogue Valley International-Medford Airport	Medford, OR	II	Complete
MHT	6	3	3	Manchester-Boston Regional Airport	Manchester, NH	II	Complete
MIA	63	2	61	Miami International Airport	Miami, FL	X	Complete
MKE	10	10	-	Milwaukee Mitchell International Airport	Milwaukee, WI	I	
MLI	1	1	-	Quad Cities International Airport	Moline, IL	II	Complete
MOB	3	3	-	Mobile Regional Airport	Mobile, AL	II	Complete
MOT	1	1	-	Minot International Airport	Minot, ND	III	
MRY	2	-	2	Monterey Regional Airport	Monterey, CA	III	
MSN	4	4	-	Dane County Regional Airport	Madison, WI	II	
MSO	3	3	-	Missoula International Airport	Missoula, MT	II	
MSP	27	27	-	Minneapolis-Saint Paul International Airport	St. Paul, MN	X	Complete
MSY	20	12	8	Louis Armstrong New Orleans International Airport	Kenner, LA	I	Complete
MTJ	2	2	-	Montrose Regional Airport	Montrose, CO	III	
MYR	5	5	-	Myrtle Beach International Airport	Myrtle Beach, SC	I	
NYL	1	1	-	Yuma International Airport	Yuma, AZ	III	
OAK	10	2	8	San Francisco Bay Oakland International Airport	Oakland, CA	I	
OGG	12	12	-	Kahului Airport	Kahului, HI	I	Complete
OKC	9	-	9	Will Rogers World Airport	Oklahoma City, OK	I	
OMA	8	8	-	Eppley Airfield	Omaha, NE	I	
ONT	5	-	5	Ontario International Airport	Ontario, CA	I	
ORD	19	19	-	O'Hare International Airport	Chicago, IL	X	Complete
ORF	12	3	9	Norfolk International Airport	Norfolk, VA	I	Complete
OTH	1	1	-	Southwest Oregon Regional Airport	North Bend, OR	II	Complete
PAE	3	3	-	Paine Field Airport	Everett, WA	II	Complete
PBG	2	2	-	Plattsburgh International Airport	Plattsburgh, NY	III	
PBI	18	2	16	Palm Beach International Airport	West Palm Beach, FL	I	Complete
PDX	19	19	-	Portland International Airport	Portland, OR	I	Complete
PGD	8	5	3	Punta Gorda Airport	Punta Gorda, FL	II	Complete
PHF	4	1	3	Newport News/Williamsburg International Airport	Newport News, VA	III	Complete
PHL	16	16	-	Philadelphia International Airport	Philadelphia, PA	X	Complete
PHX	28	8	20	Phoenix Sky Harbor International Airport	Phoenix, AZ	X	
PIE	9	2	7	St. Pete – Clearwater International Airport	Clearwater, FL	II	Complete
PIT	16	8	8	Pittsburgh International Airport	Pittsburgh, PA	I	Complete
PNS	6	2	4	Pensacola International Airport	Pensacola, FL	II	
PQI	1	-	1	Presque Isle International Airport	Presque Isle, ME	IV	
PRC	1	1	-	Prescott Regional Airport	Prescott, AZ	IV	

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
PSC	3	3	-	Tri-Cities Airport	Pasco, WA	II	Complete
PSM	2	1	1	Portsmouth International Airport	Portsmouth, NH	III	
PSP	8	4	4	Palm Springs International Airport	Palm Springs, CA	II	Complete
PVD	9	9	-	Rhode Island T.F. Green International Airport	Warwick, RI	I	Complete
PVU	1	1	-	Provo Municipal Airport	Provo, UT	III	
PWM	3	2	1	Portland International Jetport	Portland, ME	II	
RAP	1	1	-	Rapid City Regional Airport	Rapid City, SD	II	
RDD	1	-	1	Redding Regional Airport	Redding, CA	III	Complete
RDM	2	2	-	Redmond Municipal Airport	Redmond, OR	II	Complete
RDU	25	25	-	Raleigh-Durham International Airport	Morrisville, NC	I	Complete
RHI	1	1	-	Rhineland-Oneida County Airport	Rhineland, WI	IV	Complete
RIC	11	-	11	Richmond International Airport	Sandston, VA	I	Complete
RNO	10	10	-	Reno-Tahoe International Airport	Reno, NV	I	Complete
ROA	2	2	-	Roanoke-Blacksburg Regional Airport	Roanoke, VA	II	Complete
ROC	6	2	4	Greater Rochester International Airport	Rochester, NY	II	
RST	3	3	-	Rochester International Airport	Rochester, MN	III	Complete
RSW	17	2	15	Southwest Florida International Airport	Fort Myers, FL	I	Complete
SAN	22	22	-	San Diego International Airport	San Diego, CA	I	Complete
SAT	11	11	-	San Antonio International Airport	San Antonio, TX	I	Complete
SAV	4	4	-	Savannah/Hilton Head International Airport	Savannah, GA	I	Complete
SBA	4	2	2	Santa Barbara Municipal Airport	Santa Barbara, CA	II	Complete
SBN	2	2	-	South Bend International Airport	South Bend, IN	II	
SBP	3	-	3	San Luis Obispo County Regional Airport	San Luis Obispo, CA	III	Complete
SBY	1	0	1	Salisbury Regional Airport	Salisbury, MD	IV	
SDF	6	6	-	Louisville Muhammad Ali International Airport	Louisville, KY	I	Complete
SEA	32	32	-	Seattle-Tacoma International Airport	Seattle, WA	X	Complete
SFO	38	-	38	San Francisco International Airport	San Francisco, CA	X	
SGF	2	2	-	Springfield-Branson National Airport	Springfield, MO	II	
SGU	2	2	-	St. George Regional Airport	St. George, UT	III	Complete
SHV	2	2	-	Shreveport Regional Airport	Shreveport, LA	II	
SJC	14	2	12	San Jose Mineta International Airport	San Jose, CA	I	Complete
SJU	9	7	2	Luis Munoz Marin International Airport	Carolina, Puerto Rico	X	Complete
SLC	25	9	16	Salt Lake City International Airport	Salt Lake City, UT	I	Complete
SMF	16	2	14	Sacramento International Airport	Sacramento, CA	I	
SMX	1	-	1	Santa Maria Public Airport	Santa Maria, CA	III	Complete
SNA	12	2	10	John Wayne Airport	Santa Ana, CA	I	
SOW	1	1	-	Show Low Regional Airport	Show Low, AZ	IV	Complete

FAA Code	Total	CAT-1	CAT-2	Airport Name	City, State	Airport Category	Remediation Status ²
SRQ	9	2	7	Sarasota Bradenton International Airport	Sarasota, FL	II	
STL	26	26	-	St. Louis Lambert International Airport	St. Louis, MO	X	Complete
STS	1	-	1	Charles M. Schulz – Sonoma County Airport	Santa Rosa, CA	III	
STT	3	3	-	Cyril E. King Airport	St. Thomas, U.S. Virgin Islands	II	Complete
STX	2	2	-	Henry E. Rohlsen Airport	Christiansted, St Croix, USVI	III	Complete
SUN	1	1	-	Friedman Memorial Airport	Hailey, ID	III	
SWF	1	1	-	New York Stewart International Airport	New Windsor, NY	III	
SYR	3	1	2	Syracuse Hancock International Airport	Syracuse, NY	II	
TLH	2	1	1	Tallahassee International Airport	Tallahassee, FL	II	Complete
TPA	39	4	35	Tampa International Airport	Tampa, FL	I	Complete
TRI	2	2	-	Tri-Cities Airport	Blountville, TN	III	
TUL	7	7	-	Tulsa International Airport	Tulsa, OK	I	Complete
TUS	7	7	-	Tucson International Airport	Tucson, AZ	I	Complete
TVC	3	3	-	Cherry Capital Airport	Traverse City, MI	II	
TWF	1	1	-	Joslin Field-Magic Valley Regional Airport	Twin Falls, ID	IV	
TYR	2	2	-	Tyler Pounds Regional Airport	Tyler, TX	III	Complete
TYS	2	2	-	McGhee Tyson Airport	Alcoa, TN	II	
VPS	7	1	6	Destin-Fort Walton Beach Airport	Eglin AFB, FL	II	Complete
XNA	4	4	-	Northwest Arkansas National Airport	Bentonville, AR	II	Complete
Airport Total: 2,043							
TSIF	4	2	2	TSA Systems Integration Facility	Arlington, VA		
FLETC	6	4	2	Federal Law Enforcement Training Centers	Glynco, GA		
INSP	1	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. In addition, there are 17 additional airports that have been remediated but no CAT systems have been deployed at those airports.

Expanding CAT Capability to All Checkpoint Lanes

TSA re-evaluated the quantity of CAT systems required to ensure that a CAT system supports all security checkpoint lanes at every federalized airport and increased the FOC quantity in the acquisition program's re-baseline request in 2022. 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 (capacity increase), expansion (new airports), and safety stock substantially increases the number of CAT systems required in the field.

Planned Activities

- **Remediation:** Remediation includes planning, permitting, and construction (including drilling, wiring, and post-construction cosmetic repairs at each airport being remediated). The current focus of remediation work is underway at smaller airports to support future CAT system deployments. Remediation is estimated to take up to one year to complete at each airport; therefore, funding is generally required one fiscal year before a planned CAT system deployment.
- **CAT-2 UKs, Deployment FY 2024:** TSA procured the remaining 367 CAT-2 UKs for currently deployed CAT systems. The CAT system vendor is modifying fielded CAT-1 systems with CAT-2 capabilities using UKs to be cost effective and added the new security capabilities of a CAT-2. These upgraded systems are functionally equivalent to newly completed production CAT-2s. The UK incorporates a self-service configuration. It also allows for 1:1 facial identity verification of a passenger's identity matching a camera image and the facial image on the ID presented as part of the ID verification process (no images are stored or retained). The UK promotes social distancing and reduces 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. The UK procurement completes the requirement to update all CAT-1 systems so they match the CAT-2 capability.
- **CAT-2 Production Systems, Procurement, FY 2025:** Based on known and projected funding levels, TSA will begin deploying production CAT-2 systems in FY 2025 and complete deployments of these systems in FY 2049.
- **Operations and Maintenance:** The remaining investment will continue to support the operations and maintenance of the current fleet, including system enhancements and cybersecurity support.

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

IV. Independent Oversight and DHS Response

On January 6, 2012, the DHS Office of Inspector General (OIG) issued a classified report titled “(U) Covert Testing of Access Controls to Secured Airport Areas” (OIG-12-26)² addressing whether TSA’s policies and procedures prevent unauthorized individuals from gaining access to secured airport areas. TSA established the CAT program to address one of the findings and recommendations in this report. By March 2015, the OIG had agreed to close five of the six recommendations in this report, but carried one recommendation related to CAT technology over to a subsequent report titled, “Covert Testing of Access Controls to Airport Secure Areas,” (OIG-19-21, dated February 13, 2019)³. OIG closed this remaining recommendation in August 2021 when 75 percent of the CAT program FOC quantity was reached. All of the six recommendations in OIG-19-21, only one of which pertained to this type of technology or system, have been closed. Specifically, the OIG agreed to close the remaining open Recommendation⁴, a Sensitive Security Information recommendation regarding recurrent training and testing, on April 29, 2024.

³https://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

The CAT program is focused on upgrading the CAT-1 systems with CAT-2 capabilities through UKs and is prepared to begin procurement and deployment of the new production CAT-2 systems. As of March 29, 2024, there are 2,054 CAT systems across 231 airports and training and testing facilities. Within that fleet, 1,142 systems are CAT-1 systems and 912 are systems with CAT-2 UKs. In March 2024, TSA received USM's approval to procure and deploy new production CAT-2 systems. At current funding levels, CAT systems will reach FOC quantity and deploy at all federalized airport checkpoint lanes by FY 2049. To deploy these additional CAT-2 systems, airport site remediation remains a 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 is generally required one year before a planned CAT system deployment.

Appendix. Abbreviations

Abbreviation	Definition
ADE	Acquisition Decision Event
CAT	Credential Authentication Technology
CIP	Capital Investment Plan
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
INSP	TSA Inspections
OIG	Office of Inspector General
SF	Secure Flight
SI	Systems Integration
TSA	Transportation Security Administration
TSIF	TSA Systems Integration Facility
TSO	Transportation Security Officer
UK	Upgrade Kit
USM	Under Secretary of Management