Credential Authentication Technology Procurement and Deployment

September 12, 2022
Fiscal Year 2022 Report to Congress

Homeland Security

Transportation Security Administration

Message from the Office of the Administrator

September 12, 2022

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) 2022 Department of Homeland Security (DHS) Appropriations Act (P. L. 117-103). It discusses TSA's accomplishments to date in deploying the credential authentication capability at our Nation's airports, and provides TSA's plan for the deployment of additional Credential Authentication Technology (CAT) systems. TSA appreciates the funding that Congress provided in FY 2021 and FY 2022 for the procurement of CAT systems. This funding has aided security and broader distribution of this capability.

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

> The Honorable Lucille Roybal-Allard
> Chairwoman, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Chuck Fleischmann
> Ranking Member, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Chris Murphy
> Chair, Senate Appropriations Subcommittee on Homeland Security
>
> The Honorable Shelley Moore Capito
> 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
Acting Administrator

Executive Summary

As a leader in the transportation security network, 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 vetting.

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 threat, TSA has deployed and made a number of improvements to its CAT system. CAT is used at the checkpoint to verify the authenticity of a passenger's identification document in near real-time with the passenger's flight reservation and prescreening status through a network connection to the Secure Flight database.

TSA began deploying CAT systems in 2019, with three incremental procurements in FY 2019, FY 2020, and FY 2021. As of July 2022, there are 1,621 CAT systems deployed across 178 airports and at training and testing facilities.

TSA used FY 2021 funding to procure 1,001 CAT-1 systems and upgraded 122 of these systems to CAT-2 systems to utilize for demonstrations. Of these 1,001 CAT-1 systems, 467 CAT-1s were deployed the first quarter of FY 2022 to achieve the original full operational capability (FOC) with a total of 1,520 systems deployed. The DHS Deputy Under Secretary of Management (DUSM) approved TSA procurement of 534 additional CAT-1 systems above FOC based on the pending program re-baseline. Through July 2022, 1,621 CAT systems have been deployed. The deployment of CAT systems is expected to continue through the first quarter of FY 2023.

Additionally, FY 2021 funds were used to relocate CAT-1 systems. With CAT-2 demonstrations occurring at larger airports, 102 CAT-1 units were reallocated to 17 smaller airports, expanding the CAT footprint at Category III and IV airports. TSA has obligated the remaining funding to continue remediation efforts and deployment of CAT systems to small and rural airports. Remediation efforts ensure that the necessary infrastructure (including data connectivity capability and power) is available to support deployment of CAT systems to all security screening lanes at federalized airports.

In June, the DHS DUSM approved the CAT program re-baseline to increase the FOC quantity from 1,520 to 3,585 units and to add new capabilities, including facial-matching biometric and self-service. At current funding levels, FOC is estimated to occur in FY 2049.

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) 2022 Department of Homeland Security (DHS) Appropriations Act (P. L. 117-103).

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 of the Nation's airports.

II. Background

The Transportation Safety 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 threat, TSA has deployed and made a number of improvements to 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 closes security gaps and enhances the passenger screening process at the checkpoint by improving the inspection of IDs and by confirming the passenger's SF prescreening status. Through the integration of various technologies, CAT authenticates acceptable forms of IDs and compares passengers' information on their IDs to 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.

In addition, CAT improvements support TSA's Coronavirus Disease 2019 (COVID-19) protocols by facilitating procedural, operational, and technological changes that support social distancing, limit cross-contamination scenarios, and reduce physical interaction between TSOs and passengers. For example, the current process of verifying a passenger's identity requires handing a government-issued ID to the TSO at the traveler document checker station. In response to COVID-19, TSA began allowing passengers to present their own IDs to the CAT system for verification, which eliminated the need for a TSO to handle the ID. The upgraded CAT system also allows for easy rotation of the ID and passport readers for reduced contact between the passenger and the TSO. The CAT system's upgraded design includes an acrylic barrier placed between the passenger and the TSO to reduce transmission of communicable diseases.

CAT Deployments to Date

- **Phase 1 Deployment:** TSA's first deployment consisted of 505 CAT systems procured in FY 2019, in addition to 47 low-rate 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 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 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 systems. This phase included all sizes of airports, including for the first time 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. This deployment included smaller airports (Categories III and IV) that recently underwent site remediation to emplace the infrastructure required to support CAT operations. As of July 2022, 1,621 CAT systems were operational at 178 airports (Categories X, I, II, III and IV), the TSA Academy, and the TSIF, as shown below in **Figure 1** and **Figure 2**. Of the 1,621 units, 1,520 systems are CAT-1 units and 101 are CAT-2 systems.

- **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 83 airports as shown in **Figure 1**. Remediation is underway at an additional 43 airports with anticipated completion in the fourth quarter of FY 2022.

III. Current Status of CAT

In FYs 2020 and 2021, 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 rebaseline in June 2022, additional remediation is required and is factored into current CAT unit costs and supporting annual cost estimates. The increase on FOC was required to ensure that a CAT unit is supporting all lanes at every federalized airport, including category II, III, and IV airports.

The CAT program began the deployment of 534 CAT systems in the second quarter of FY 2022. As of July 21, 2022, 101 of these 534 additional CAT systems were deployed to 22 airports. The remaining 433 CAT systems will be deployed between the fourth quarter of FY 2022 and the first quarter of FY 2023. Thirteen airports received 101 CAT-2 upgraded systems, and 9 airports' needs were satisfied by reallocating 53 CAT-1 systems rather than by deploying upgraded systems.

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

Airport	Deployed	Name	City, State	Category	Remediation
ABQ	4	Albuquerque International Sunport	Albuquerque, NM	I	Completed
ACY	2	Atlantic City International	Atlantic City, NJ	II	
ALB	3	Albany International Airport	Colonie, NY	I	Completed
ANC	4	Ted Stevens Anchorage International Airport	Anchorage, AK	I	
ATL	57	Hartsfield-Jackson Atlanta International Airport	Atlanta, GA	X	Completed
ATW	2	Appleton International Airport	Appleton, WI	II	
AUG	1	Augusta State Airport	Augusta, ME	IV	
AUS	22	Austin-Bergstrom International Airport	Austin, TX	I	Completed
AVL	3	Asheville Regional Airport	Fletcher, NC	II	
AZA	9	Phoenix-Mesa Gateway Airport	Mesa, AZ	II	Completed
BDL	5	Bradley International Airport	Windsor Locks, CT	I	Completed
BGR	2	Bangor International Airport	Bangor, ME	II	Completed
BHB	1	Hancock County-Bar Harbor Airport	Trenton, ME	IV	
BHM	7	Birmingham-Shuttlesworth International Airport	Birmingham, AL	I	

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[1] As of July 20, 2022.

Airport	Deployed	Name	City, State	Category	Remediation
BIL	2	Billings Logan International Airport	Billings, MT	II	
BIS	1	Bismarck Municipal Airport	Bismarck, ND	II	
BKG	0	Branson Airport	Hollister, MO	III	Completed
BLI	1	Bellingham International Airport	Bellingham, WA	II	Completed
BNA	10	Nashville International Airport	Nashville, TN	I	Completed
BOI	8	Boise Airport	Boise, ID	I	Completed
BOS	46	Boston-Logan International Airport	Boston, MA	X	Completed
BPT	0	Jack Brooks Regional Airport	Beaumont, TX	IV	Completed
BTR	2	Baton Rouge Metropolitan Airport	Baton Rouge, LA	II	
BTV	2	Burlington International Airport	South Burlington, VT	II	Completed
BUF	3	Buffalo Niagara International Airport	Buffalo, NY	I	Completed
BUR	7	Hollywood Burbank Airport	Burbank, CA	I	Completed
BWI	36	Baltimore/Washington International Thurgood Marshall Airport	Baltimore, MD	X	Completed
BZN	7	Bozeman Yellowstone International Airport	Bozeman, MT	II	Completed
CAK	4	Akron-Canton Airport	North Canton, OH	II	
CEC	1	Del Norte County Airport	Crescent City, CA	IV	
CHS	8	Charleston International Airport	North Charleston, SC	I	
CID	3	Eastern Iowa Airport	Cedar Rapids, IA	II	
CLE	6	Cleveland Hopkins International Airport	Cleveland, OH	I	Completed
CLT	26	Charlotte Douglas International Airport	Charlotte, NC	X	Remediated
CMH	6	John Glenn Columbus International Airport	Columbus, OH	I	Completed
COS	6	Colorado Springs Airport	Colorado Springs, CO	II	Completed
COU	0	Columbia Regional Airport	Columbia, OH	III	Completed
CRW	1	West Virginia International Yeager Airport	Charleston, WV	III	Completed
CVG	5	Cincinnati/Northern Kentucky International Airport	Hebron, KY	I	Completed
DAB	0	Daytona Beach International Airport	Daytona Beach, FL	II	Completed
DAY	2	Dayton International Airport	Dayton, OH	II	
DCA	41	Ronald Reagan Washington National Airport	Arlington, VA	X	Completed
DEN	21	Denver International Airport	Denver, CO	X	

Airport	Deployed	Name	City, State	Category	Remediation
DFW	29	Dallas/Fort Worth International Airport	DFW Airport, TX	X	
DLH	0	Duluth International Airport	Duluth, MN	III	Completed
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	1	Northwest Florida Beaches International Airport	Panama City, FL	II	Completed
ELP	8	El Paso International Airport	El Paso, TX	I	
EUG	0	Eugene Airport	Eugene, OR	II	Completed
EWR	34	Newark Liberty International Airport	Newark, NJ	X	
FAR	1	Hector International Airport	Fargo, ND	II	
FLL	43	Fort Lauderdale-Hollywood International Airport	Fort Lauderdale, FL	X	Completed
FNT	1	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	Completed
GFK	1	Grand Forks International	Grand Forks, ND	III	
GJT	3	Grand Junction Regional Airport	Grand Junction, CO	III	
GNV	0	Gainesville Regional Airport	Gainesville, FL	III	Completed
GPT	3	Gulfport-Biloxi International Airport	Gulfport, MS	II	
GRB	2	Green Bay Austin Straubel International Airport	Green Bay, WI	II	
GRI	1	Gerald R. Ford International Airport	Grand Rapids, MI	IV	
GRR	3	Gerald R. Ford International Airport	Grand Rapids, MI	I	Completed
GSO	4	Piedmont Triad International Airport	Greensboro, NC	II	
GSP	4	Greenville-Spartanburg International Airport	Greer, SC	II	
GUM	4	Antonio B. Won Pat International Airport	Tamuning, Guam	I	
HDN	2	Yampa Valley Regional Airport	Hayden, CO	III	
HLN	2	Helena Regional Airport	Helena, MT	III	
HNL	23	Valley International Airport	Harlingen, TX	X	Completed
HOB	0	Lea County Regional Airport	Hobbs, NM	IV	Completed
HOU	4	William P. Hobby Airport	Houston, TX	I	Completed

Airport	Deployed	Name	City, State	Category	Remediation
HPN	2	Westchester County Airport	White Plains, NY	II	
HRL	3	Valley International Airport	Harlingen, TX	II	Completed
HSV	2	Huntsville International Airport	Huntsville, AL	II	Completed
HTS	0	Tri-State Airport	Huntington, WV	III	Completed
IAD	9	Washington Dulles International Airport	Dulles, VA	X	Completed
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	
IDA	1	Idaho Falls Regional Airport	Idaho Falls, ID	III	
IND	12	Indianapolis International Airport	Indianapolis, IN	I	Completed
ISP	4	Long Island MacArthur Airport	Ronkonkoma, NY	II	
ITO	2	Hilo International Airport	Hilo HI	II	Completed
JAC	3	Jackson Hole Airport	Jackson, WY	II	Completed
JAN	3	Jackson-Medgar Wiley Evers International Airport	Jackson, MS	II	
JAX	9	Jacksonville International Airport	Jacksonville, FL	I	
JFK	46	John F. Kennedy International Airport	Queens, NY	X	
KOA	2	Kona International Airport	Kailua-Kona, HI	I	Completed
LAN	1	Capital Region International Airport	Lansing, MI	III	
LAS	60	McCarran International Airport	Las Vegas, NV	X	Completed
LAX	95	Los Angeles International Airport	Los Angeles, CA	X	Completed
LBB	2	Lubbock Preston Smith International Airport	Lubbock, TX	II	
LCH	1	Lake Charles Regional Airport	Lake Charles, LA	IV	
LEB	1	Lebanon Municipal Airport	Lebanon, NH	IV	
LEX	1	Blue Grass Airport	Lexington, KY	II	
LFT	1	Lafayette Regional Airport	Lafayette, LA	III	
LGA	26	LaGuardia Airport	Queens, NY	X	
LGB	5	Long Beach Airport	Long Beach, CA	I	Completed
LIH	4	Lihue Airport	Lihue, HI	I	Completed
LIT	5	Bill and Hillary Clinton National Airport	Little Rock, AR	II	
LNK	1	Lincoln Airport	Lincoln, NE	III	
MAF	1	Midland International Air & Space Port	Midland, TX	II	

Airport	Deployed	Name	City, State	Category	Remediation
MCI	23	Kansas City International Airport	Kansas City, MO	I	Completed
MCO	28	Orlando International Airport	Orlando, FL	X	Completed
MDT	0	Harrisburg International Airport	Middletown, PA	II	Completed
MDW	12	Chicago Midway International Airport	Chicago, IL	I	
MEM	4	Memphis International Airport	Memphis, TN	I	Completed
MFE	3	McAllen International Airport	McAllen, TX	II	Completed
MFR	1	Rogue Valley International Medford Airport	Medford, OR	II	Completed
MHT	3	Manchester-Boston Regional Airport	Manchester, NH	II	
MIA	63	Miami International Airport	Miami, FL	X	
MKE	7	Milwaukee Mitchell International Airport	Milwaukee, WI	I	
MLI	1	Kansas City International Airport	Kansas City, MO	II	
MOB	1	Mobile Regional Airport	Mobile, AL	II	Completed
MOT	1	Minot International Airport	Ward County, ND	III	
MSN	4	Dane County Regional	Madison, WI	II	
MSP	16	Minneapolis-Saint. Paul International	Minneapolis-St. Paul, MN	X	Completed
MSY	8	Louis Armstrong New Orleans International	New Orleans, LA	I	Completed
MTJ	2	Montrose Regional Airport	Montrose, CO	III	
MYR	5	Myrtle Beach International	Myrtle Beach, SC	II	
OAK	10	Oakland International Airport	Oakland, CA	I	
OGG	3	Kahului Airport	Kahului, HI	I	
OMA	8	Eppley Airfield	Omaha, NE	I	
ONT	5	Ontario International Airport	Ontario, CA	I	Completed
ORD	19	O'Hare International	Chicago, IL	X	
ORF	12	Norfolk International Airport	Norfolk, VA	I	
PAE	3	Paine Field	Everett, WA	II	
PBG	2	Plattsburgh International Airport	Plattsburgh, NY	III	
PBI	15	Palm Springs International Airport	West Palm Beach, FL	III	Completed
PDX	19	Portland International Airport	Portland, OR	I	Completed
PGD	5	Punta Gorda	Punta Gorda, FL	II	
PHF	2	Newport News-Williamsburg International Airport	Newport News, VA	III	Completed
PHL	16	Philadelphia International	Philadelphia, PA	X	

Airport	Deployed	Name	City, State	Category	Remediation
PHX	21	Phoenix Sky Harbor International Airport	Phoenix, AZ	X	
PIE	0	St. Pete-Clearwater International Airport	Clearwater, FL	II	Completed
PIT	9	Pittsburgh International Airport	Pittsburgh, PA	I	Completed
PNS	2	Pensacola International	Pensacola, FL	II	
PQI	1	Presque Isle International Airport	Presque Isle, ME	IV	
PSC	3	Tri-Cities Airport	Pasco, WA	II	Completed
PSP	5	Palm Springs International Airport	Palm Springs, CA	II	Completed
PVD	5	Rhode Island T.F. Green International	Warwick, RI	I	Completed
PWM	3	Portland International Jetport	Portland, ME	II	
RDU	25	Raleigh-Durham International Airport	Morrisville, NC	I	Completed
RHI	1	Rhinelander-Oneida County Airport	Rhinelander, WI	IV	
RIC	5	Richmond International Airport	Sandston, VA	I	
RNO	10	Reno-Tahoe International Airport	Reno, NV	I	
ROA	2	Roanoke-Blacksburg Regional Airport	Roanoke, VA	II	
ROC	6	Greater Rochester International Airport	Rochester, NY	II	Completed
RSW	17	Southwest Florida International Airport	Fort Myers, FL	I	
SAN	22	San Diego International Airport	San Diego, CA	I	
SAT	4	San Antonio International Airport	San Antonio, TX	I	Completed
SAV	4	Savannah/Hilton Head International Airport	Savannah, GA	II	
SBA	2	Santa Barbara Municipal Airport	Santa Barbara, CA	II	Completed
SBN	2	South Bend International Airport	South Bend, IN	II	
SBP	2	San Luis Obispo County Regional Airport	San Luis Obispo, CA	III	Completed
SDF	6	Louisville International Airport	Louisville, KY	I	
SEA	32	Seattle-Tacoma International Airport	Sea Tac, WA	X	Completed
SFO	38	San Francisco International Airport	San Francisco, CA	X	
SGF	2	Springfield-Branson National Airport	Springfield, MO	II	
SGU	1	St George Regional Airport	St. George, UT	IV	
SHV	2	Shreveport Regional Airport	Shreveport, LA	II	

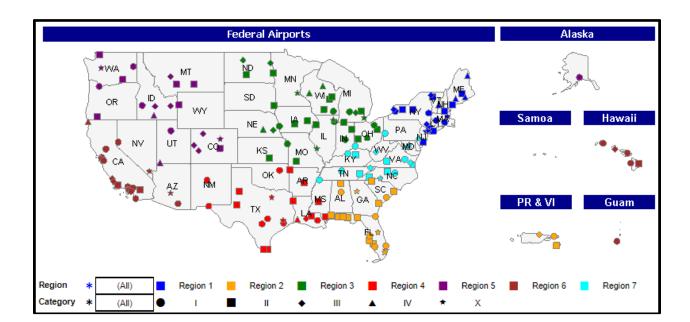| Airport	Deployed	Name	City, State	Category	Remediation
SJC	14	Norman Y. Mineta San Jose International Airport	San Jose, CA	I	
SJU	9	Luis Munoz Marin International Airport	Carolina, PR	X	
SLC	25	Salt Lake City International Airport	Salt Lake City, UT	I	
SMF	16	Sacramento International Airport	Sacramento, CA	I	
SMX	1	Santa Maria Public Airport District	Santa Maria, CA	III	
SNA	12	John Wayne Airport	Santa Ana, CA	I	
SPN	2	Saipan International Airport	Saipan, Northern Mariana Islands	II	
SRQ	6	Sarasota Bradenton International Airport	Sarasota, FL	II	
STL	9	St Louis Lambert International Airport	St Louis, MO	X	Completed
STT	3	Cyril E. King International Airport	St. Thomas, USVI	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	
TLH	2	Tallahassee International Airport	Tallahassee, FL	II	
TPA	38	Tampa International Airport	Tampa, FL	I	Completed
TRI	2	Tri-Cities Airport	Blountville, TN	III	
TUL	5	Tulsa Regional Airport	Tulsa, OK	I	Completed
TUS	13	Tucson International Airport	Tucson, AZ	I	Completed
TWF	1	Magic Valley Regional Airport	Twin Falls, ID	IV	
TYR	0	Tyler Pounds Regional Airport	Tyler, TX	III	Completed
TYS	2	McGhee Tyson Airport	Alcoa, TN	II	
VPS	5	Destin-Fort Walton Beach Airport	Eglin AFB, FL	II	Completed
XNA	4	Northwest Arkansas National Airport	Highfill, AR	II	
YUM	1	Yuma International Airport	Yuma AZ	IV	
	1,616				
TSIF	4				
FLETC	1				
	1,621				

Figure 2: Deployment Locations of CAT Systems[2]

Expanding CAT Capability to All Checkpoint Lanes

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

TSA has re-evaluated the required quantity of CAT systems and increasing the FOC quantity has been included in the acquisition program's rebaseline. 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 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 additional funding that Congress provided in FY 2021. An additional 68 airports have completed their remediation (reflected in **Figure 1**) and 43 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 April 7, 2022.

deployments. Remediation is estimated to take up to 1 year to complete at each airport; therefore, funding is generally required 1 fiscal year prior to a planned CAT system deployment.

- **CAT Acquisition Program Rebaseline:** As directed by the DHS DUSM on November 19, 2021, TSA completed all the activities required to rebaseline the CAT acquisition program in April 2022. The DHS approval of this program rebaseline enables TSA to deploy CAT systems to all security screening lanes at federalized airports and to meet emerging operational requirements. Additionally, the rebaselined CAT acquisition program will provide TSA with the flexibility to address emerging threats rapidly (such as new fraudulent IDs), to accelerate the integration of enhanced capabilities (for example, biometrics and mobile driver's licenses), and to accommodate additional ID enhancements (for example, designation on certain IDs showing that the holder has a communication impairment).

- **CAT-2 Upgrade Kits Procurement, FY 2023:** TSA will award a contract for the procurement of approximately 730 CAT-2 upgrade kits for currently deployed CAT systems after a favorable operational test and acquisition decision during the first quarter of FY 2023. The upgrade kit will incorporate a self-service configuration. It also will allow for biometric verification of a passenger's identity using a camera and 1:1 facial matching (that is, the face of the passenger is matched to the face on the ID presented) as part of the ID verification process. This upgrade kit will promote social distancing and will reduce the potential for disease transmission by allowing passengers to present their own physical ID to the CAT system's ID reader. The CAT-2 design will include a Plexiglas™ barrier to minimize the transmission of communicable diseases further.

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

IV. Independent Oversight and DHS Response

In January 2012, the DHS Office of Inspector General (OIG) conducted a security audit (OIG-12-26) to address a security vulnerability at the checkpoint. TSA established the CAT program to address the findings of this audit. Although OIG closed out most of the recommendations in this 2019 report, it carried one related to CAT over into a subsequent report (OIG-19-21, February 2019) titled, "Covert Testing of Access Controls to Secure Airport Areas," as Recommendation #5. OIG closed out Recommendation #5 in August 2021 when 75 percent of the program FOC quantity was reached. Five of the six OIG-19-21 recommendations (all of which pertain to CAT) have been closed out. OIG considers the remaining recommendation as open and resolved, with an estimated completion date of October 31, 2023.

V. Conclusion

TSA completed Phase 3a deployment of 467 CAT systems in the first quarter of FY 2022, achieving the previously approved FOC quantity of 1,520 CAT systems. However, the original FOC does not meet TSA's current operational needs, which require similar levels of security at large and smaller airports. As a result, and via an acquisition program rebaseline, DHS approved an expansion of the CAT acquisition program in April 2022, to include increasing FOC by an additional 2,065 CAT systems to cover all checkpoint lanes at all federalized airports. To deploy these additional CAT systems, site remediation is a necessary priority. Site remediation ensures that airports have the necessary power and data connections to support the operation of additional CAT systems. Funding for airport site remediation generally is required 1 year prior to a planned CAT system deployment.

Appendix. Abbreviations

Abbreviation	Definition
CAT	Credential Authentication Technology
COVID-19	Coronavirus Disease 2019
DHS	Department of Homeland Security
DUSM	Deputy Under Secretary for Management
FLETC	Federal Law Enforcement Training Centers
FOC	Full Operational Capability
FY	Fiscal Year
ID	Identification Document
OIG	Office of Inspector General
SF	Secure Flight
TSA	Transportation Security Administration
TSIF	TSA Systems Integration Facility
TSO	Transportation Security Officer