

**BROAD AGENCY ANNOUNCEMENT  
HSTS04-16-R-BAA001**

FOR

The Department of Homeland Security (DHS)  
Transportation Security Administration (TSA)

FOR

Innovation for Aviation Security

## **I. Introduction**

This publication constitutes a Broad Agency Announcement (BAA) as contemplated in Federal Acquisition Regulation (FAR) 6.102(d) (2) and 35.016. A formal Request for Proposal (RFP), other solicitation, or additional information regarding this announcement will not be issued.

## **II. Purpose**

In accordance with the Administrator's Intent and the Transportation Security Administration's (TSA's) pursuit of excellence in its ability to adapt to persistently evolving threats, this BAA is meant to encourage the development of diverse, forward-looking solutions to increase the probability of achieving enhanced security effectiveness, threat detection, operational efficiency, and passenger satisfaction. Through this BAA, TSA seeks to improve its understanding of existing market capabilities and identify vendors capable of enhancing the aviation security system.

In collaboration with airport authorities, industry and airlines, TSA is reviewing the people, processes, and technology that comprise its current approach to security screening at the airport. TSA seeks input to develop innovative and holistic solutions to address the threat landscape, improve the passenger screening experience, and deliver the next-generation curb-to-gate screening capability.

TSA is also interested in information concerning any innovative security screening capability designs using existing and/or new or emerging screening, communications, and information collection technologies that will allow for more efficient and effective screening operation.

## **III. Innovation Task Force Overview**

The Innovation Task Force (ITF) is an initiative led by the TSA Office of Security Capabilities (OSC) to explore emerging capabilities at aviation screening areas at rotating sites around the country. ITF establishes an integrated approach to address the imperatives for change, while providing an environment and focused resources to collaborate on innovation efforts. The benefits of this initiative include the following:

1. Aligns with DHS Resource Planning Priority #3 (Coordinate Departmental Research & Development Investment), by drawing on the results of pilots and field assessments to close capability gaps.
2. Ensures that technologies developed meet the operational needs of DHS and TSA, and that the technologies are sufficiently mature to assure successful transition to the acquisition process.
3. Provides an opportunity for industry to mature their solutions with stream of commerce data, obtain a better understanding of field operations and screening challenges, and receive meaningful feedback earlier in TSA's requirements/acquisition development process.

4. Improves transparency between TSA and industry and allows for better strategic alignment of resources as both continue to work towards addressing current and future mission needs.
5. Aligns to the TSA Strategic Five-Year Technology Investment Plan, the DHS Blue Ribbon initiatives, and supports implementation of the TSA response to the Office of Inspector General (OIG) passenger screening findings.
6. Supports the TSA Resource Planning Guidance Priority to “Pursue Excellence in Transportation Security” through driving the development and deployment of new counterterrorism capabilities.
7. Ensures TSA is able to be nimble and adapt to evolving threats through the maturation of innovative technological or operational solutions.

#### **IV. Innovation for Aviation Security BAA Scope**

TSA is working with airports and airlines across the Nation to identify operational sites to demonstrate and assess solutions that address both near-term and long-term implementation. Near-term solutions are mature, ready to function in an operational environment, and able to fit within current aviation screening systems. Long-term solutions assist TSA in moving towards a system-of-systems approach with an open system architecture, seamless passenger experience, and improved effectiveness. These will allow TSA to posture for future growth and evolve to deter and detect an adaptive enemy.

TSA is focused on people, process, and technology solutions that address the following while taking into account the feasibility of implementation for the duration of the assessment:

- Align to TSA Mission
- Address Capability Gaps
- Improve Passenger Experience

To address these areas of focus, TSA is seeking individual solutions or processes that can address a component of the system or a solution that integrates multiple elements of the screening process (integrated systems). These categories are intentionally broad and not exclusive of one another in order to minimize impediment to innovation. The solution(s) submitted needs to accommodate deployment of future capabilities and the modification of security processes/procedures. TSA recognizes the breadth of solutions may necessitate unconventional teaming and assumes that individuals/groups may partner with each other (e.g., a design firm partnered with an Original Equipment Manufacturer (OEM) and a System Integrator (SI)).

In addition to these solutions, though not included in this BAA, TSA is working to release a separate solicitation in the near future to address a holistic screening experience approach with a focus on design or redesign of the process, experience, physical space and supporting technology of the entire system.

## **A. Individual Solutions or Process**

TSA is pursuing individual next-generation solutions and/or processes that influence a single component of the larger aviation security system. These solutions make up the individual, critical components of the passenger and accessible property screening system, checked baggage screening systems, and of the “curb-to-gate” design. Solutions should be developed with the understanding that TSA is moving towards a “system of systems” approach in alignment with the future OSC open system architecture. The range of these individual solutions or processes can be further explained using the groupings below:

- **Align to TSA Mission:** Next-generation detection technologies that will augment or ultimately replace current technologies/capabilities
- **Address Capability Gaps:** Capability upgrades to existing screening systems (e.g., algorithm enhancements) that will improve the system but do not exist on their own
- **Improve Passenger Experience:** Aesthetic or non-screening functional solutions that alter designs or processes associated with queues, lanes/locations, or messaging/signage

## **B. Integration of Systems**

TSA is interested in solutions that integrate individual components categorized in section A to achieve greater operational capability benefit than an individual solution. These solutions may include screening and non-screening capabilities, as well as potential adjustments in the checkpoint design, checked baggage screening and resolution and processes. These solutions are expected to improve efficiency and/or effectiveness by alleviating operational and security issues that may derive from the projected increase in traveling public or the evolving threat landscape.

The proposed solutions should keep in mind the focus on alignment to TSA’s mission and the ability to address capability gaps while improving the passenger experience.

Any demonstration of a proposed solution is not considered a formal testing and evaluation (T&E) event or a permanent deployment solution. Solutions will be demonstrated for a finite amount of time, and TSA is under no obligation to procure participating solutions in the future. TSA will continue to follow standard acquisition processes to procure future solutions.

## **V. Submission Process**

### **A. Questions**

All questions related to the DHS Portal and registering or logging into the DHS Portal shall be directed to the DHS Portal Help Desk at 703-480-7676 or [dhsbaa@reisystems.com](mailto:dhsbaa@reisystems.com). Note that the support hours for the DHS Portal Help Desk are Monday through Friday from 9AM until 5PM EST.

With the exception of DHS Portal questions, vendors shall submit questions related to this BAA via email to the email address listed in the FedBizOpps posting within the timeframe specified in the FedBizOpps posting.

## **B. Vendor Responses**

Vendors' responses to this BAA shall be submitted using the two-step process detailed below. All responses (white papers and proposals) shall be submitted electronically to the DHS Portal at the following website: <https://baa2.st.dhs.gov/portal/BAA/>.

Vendors will be required to register for an account to utilize the DHS Portal for responding to this BAA. Please refer to the "Registration and Submission Training Guide" section at <https://baa2.st.dhs.gov/portal/BAA/> for step-by-step instructions to register. Submissions will not be accepted from vendors that have not registered. Interested parties are encouraged to register early in the process. It is the vendor's responsibility to ensure receipt of the submission through the DHS Portal.

### Step1: White Paper

Vendors shall submit a white paper describing the proposed solution. All white paper submissions must include the following information:

- Company name, Data Universal Numbering System (DUNS) number, and business size.
- Company point of contact, to include name, telephone number, and email address.

The white paper shall describe solutions to address people, process, or technology as described in Section VII. It shall also describe the vendor's objective in providing this solution for assessment and benefits the solution will provide to TSA, airports, airlines, and/or passengers. The solution must be deploy-ready and, as applicable, should be at Technology Readiness Level (TRL) 6 or above (as defined by the "Technology Readiness Assessment (TRA) Guidance". United States Department of Defense. April 2011.)

The white paper shall be no more than five pages.

### Step 2: Proposal

The TSA Contracting Officer will provide written notification to the vendor if a proposal is requested. In the event that TSA requests the vendor to submit a proposal based on TSA's review of the vendor's white paper, the vendor shall submit a proposal that details the technical approach and past performance.

At a minimum, the proposal shall address the following:

- Description of the innovation, maturity of the concept/technology, technical risk areas, schedule, and cost estimate. The description should include the project objectives, the concept of operation for the new solution/process to be delivered, and the expected operational performance improvements. The description should also include an estimation of applicable system applications (e.g., weight, dimensions, probability of detection, probability of false alarm, throughput), limitations of selected technology, and TRL (if applicable).

- Describe the vendor's objectives for the demonstration (e.g., operational data, feedback from end users) and level of expected participation.
- Description of the transportation security relevance and contributions of the effort to the agency's specific mission.
- Description of similar work performed or qualifications related to the proposed solution.
- If the solution contains information technology, a statement on the current level of compliance with TSA's cybersecurity requirements. (Attachment X)
- A list of all tasks proposed that will need TSA's support to complete.

TSA will indicate in the request for proposal whether any additional information is required in the proposal submissions. TSA does not anticipate providing funding for any agreements/awards that are made as a result of this BAA. However, should a small business find funding to be a barrier to participating in an ITF assessment, TSA may consider funding incidental costs, such as training development or labor for equipment installation, on a case-by-case basis and dependent upon available funding. TSA will notify the vendor in the specific request for proposal whether price information is needed in the proposal. Note: This BAA is not intended to fund development of solutions. These efforts may help inform or be a catalyst for future development or procurement of advanced/emerging capabilities under separate contract vehicles.

The proposal shall be no more than 15 pages.

### **C. Due Dates**

White Papers: TSA will accept white paper submissions within specified windows, which will be identified in the FedBizOpps posting. TSA will not review white papers submitted outside of the submission window.

Proposals: Proposal due dates will be specified in the written request from the TSA Contracting Officer. TSA will not accept proposals from vendors that did not receive a written request for proposal from TSA.

## **VI. Review of Vendor Responses**

TSA will review white papers received within the specified submission window and proposals received as a result of TSA's request. Submissions will be reviewed based on the information listed below. Vendors will be notified whether or not their white paper is selected to be developed into a full proposal.

TSA requires vendors to ensure that submissions are not marked as proprietary. Submissions may be reviewed outside of the Government by various TSA stakeholders as well as TSA support contractors or other private/commercial entities in order for TSA to improve its understanding of existing market capabilities and identify capable vendors.

White Papers: TSA will review vendor white paper submissions based on the following criteria:

- Relevance of technical approach to TSA’s mission and this BAA
- Relevance of past experience and projects identified for past performance information to TSA in terms of size, scope, and complexity

Proposals: TSA will review proposal submissions based on the following criteria:

- Alignment to TSA mission - Importance, relevance and timeliness of technical approach to TSA’s mission
- Ability to address capability gaps and/or improve passenger experience
- Feasibility of implementation for the duration of the assessment
- Vendor’s capabilities and related experience
- Reasonableness of funding requested and availability of funds, if applicable

## **VII. Procurement Instrument**

The procurement instrument type will be determined by the TSA Contracting Officer at the time of award. TSA’s intent is to enter into agreements, including but not limited to bailment agreements, other transaction agreements, and memorandums of agreement, at no cost to the Government. TSA may decide on a case by case basis to award contracts.

TSA does not intend to provide funding for any resulting solutions. All costs will be the responsibility of the vendor, unless otherwise determined by TSA.

## **VIII. BAA Disclaimer**

This BAA is issued for information and planning purposes only and does not constitute a solicitation. The Government will not return or pay for any information provided in response to this announcement; no basis for a claim against the Government shall arise as a result from a response to this notice or Government use of any information provided. Responders are solely responsible for all expenses associated with responding to this announcement.

The TSA will not issue paper copies of this announcement. The TSA reserves the right to award all, some or none of the proposals received in response to this BAA. Contracts based on responses to this BAA are considered to be the result of full and open competition and in full compliance with the provisions of Public Law (PL) 98-369, “The Competition in Contracting Act of 1984.”

## **IX. Organizational Conflicts of Interest**

All offerors and proposed subcontractors must affirm whether they are providing scientific, engineering, and technical assistance (SETA) or similar support to any TSA or DHS technical office(s) through an active contract or subcontract. All affirmations must state which office(s) the offeror supports and identify the prime contract numbers. Affirmations shall be furnished at the time of proposal submission. All facts relevant to the existence or potential existence of

organizational conflicts of interest (FAR 9.5) must be disclosed. The disclosure shall include a description of the action the offeror has taken or proposes to take to avoid, neutralize, or mitigate such conflict. In accordance with FAR 9.503 and without prior approval, a contractor cannot simultaneously be a SETA and a research and development performer.

Proposals that fail to fully disclose potential conflicts of interests or do not have acceptable plans to mitigate identified conflicts will be rejected without technical evaluation and withdrawn from further consideration for award. If a prospective offeror believes that any conflict of interest exists or may exist (whether organizational or otherwise), the offeror should promptly raise the issue with TSA by sending his/her contact information and a summary of the potential conflict by e-mail to TSA-BAA@dhs.gov before time and effort are expended in preparing a proposal and mitigation plan. If, in the sole opinion of the Government after full consideration of the circumstances, any conflict situation cannot be effectively avoided or mitigated, the proposal may be rejected without technical evaluation and withdrawn from further consideration for award under this BAA.

## **X. Data Rights**

Data rights to be obtained by the Government shall be negotiated under an awarded procurement instrument after solicitation.

By submitting a response to this BAA, prospective vendors grant to the Government an exclusive right to use and distribute all data produced through any demonstration of a vendor's proposal.