



PGDS Version 2.0

Updates from Version 1.0

TSA / OST Engineering

January 15, 2009



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Industry Comments

- TSA reached out to the industry following the release of PGDS v1.0
- Over 20 persons responded and a total of over 200 comments were received
- In August, the TSA with the support of Jacobs Consultancy and Jacobs Carter Burgess, reviewed and addressed each of the comments.
 - Comments that warranted further consideration were incorporated into PGDS v2.0
 - The final disposition of all comments will be communicated to the originators.



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New Appendices

- Two new appendices were added to version 2.0
- Appendix F – Report Submittal Templates
 - This appendix provides standardized templates to be used by industry to submit performance reports to the TSA.
 - This appendix further provides a standard template for industry to provide comments on the new version of the PGDS.
- Appendix G – Mini-Inline CBIS Standardization
 - In order to develop further detail in regards to the planning and design of standardized mini-inline CBIS, three generic mini-inline concepts were developed and outlined in this appendix.



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Main Body Major Changes

- Added flow chart to better clarify the design review process and inform them of the importance of following “protocol.” (Chapter 3)
- Added reference to Design-Build Projects (3.2.4)
- Added reference to a construction phase (3.2.5)
- Expanded (3.2.7) Operations Training to include:
 - Operations training to be conducted by BHSC for TSA.
 - Topics include: CBRA functionality, OSR, IQT procedures, CBIS orientation and layout, Failsafe, and system safety, etc.
 - Operators having the capability to view/print reports must be SSI trained.
- Mini In-line System Exclusion (3.2.3.2; Chapter 3, 4 and Appendix D1)
 - Mini in-line CBIS are exempt from the 70% Detailed Design Phase.





Main Body Major Changes (continued)

- BHS Capacity (4.2.1)
 - Added requirement for Designers to ensure flexibility was designed into the CBIS to accommodate future technologies, “such as high-volume EDS.”
- Reinsertion Points (4.2.17)
 - The language was clarified to allow reinsertion points downstream of a decision point.
 - Clearer definition of re-circulation loops
- Updated Jam Clearing procedures and safety (4.2.26)
- Added CBRA Ergonomic Design Considerations (4.2.27)
- SG/FSSS (5.1)
 - Version 2.0 adds the possibility of SG/FSSS as an alternative to rotating gantry CT EDS.





Main Body Major Changes (continued)

- EDS Machine Information (Chapter 5, 9)
 - Throughout the main body and appendices, EDS machine information was updated to reflect current information about the availability of current and future EDS machines, specially adding the GE CTX-9800 Upgrade and the Reveal CT-80DR
- Earliness distribution table added (6.2.6)
- Updated OSR Station Requirements (7.1.3)
 - Planning for the number of OSARP stations was updated to reflect the OSR throughput and 10-minute ADPM checked baggage flow rates
- Added CBRA Design Requirements (7.1.4)
- New section number for ETD Screening Station Requirements (7.1.5)
- PGDS Requirements Grandfather Clause
 - A clause has been added to allow flexibility for system designs approved prior to the release of a certain PGDS version. Approved designs submitted before publication date of PGDS (30% Detailed Design) will not be held to the newer requirements, if built within a reasonable timeframe.





Main Body Major Changes (continued)

- CBIS Funding Requirements FFY2011 and beyond
 - Only approved if Basis of Design Report is submitted at least 90 days prior to funding application deadline
- Chapter 8 - Expanded upon contingency requirements



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Appendices Major Changes

- Basis of Design Report Example (Appendix C)
 - A case study featuring Oakland International Airport was added to help illustrate TSA's desired Basis of Design Report.
- Dynamic Braking Requirement (D1-7)
 - In addition to shaft encoders and VFD controlled dynamic braking, wording was added which allows designers the flexibility to utilize other means of braking while still mandating that positive tracking is still met.
- Reporting Requirements (D1-23)
 - The reporting requirements were changed to ensure all appropriate data is treated as SSI.
 - Added some reporting details on EDS and CBIS availability.
- Positive Bag Tracking Requirements (D1-5)
 - Requirements were changed to set a standard for a 30 day period instead of a 24-hour period.
- Bag Jam Rate (D1-14)
 - While the maximum acceptable bag jam rate remained 1%, subsections were added to better define a bag jam.





Appendices Major Changes (Continued)

- BHS Display Requirements (D1-15)
 - Passive BHS graphic displays are now required in OSR rooms.
- Added Sample CBSS Executive Summary Report (D1-24)
- Added Bag Test (D2.3)
 - The added bag test is now required on all systems, while the abutted added bag test is optional.
- Expanded Fail-Safe Requirements (D1.11/D2.3.5)
 - The conditions under which a fail-safe occurs were further explained and clarified.
- System Throughput Test (D2.4)
- Combined requirements for Stress Test & Throughput Tests (D2.4.3)
- Added requirement for legacy systems stating they cannot negatively impact new CBIS throughput requirements. (D1.3.2.4)
- Corrected IQ testing requirements (D1.12/D2.3.11)

