



TSA BASELINE VIDEO SURVEILLANCE FUNCTIONAL REQUIREMENTS CHECKPOINT

Background

This framework is a resource to Federal Security Directors (FSDs) and TSA personnel responsible for video surveillance coverage of passenger screening operations. It is intended to enable improved use of video surveillance to achieve local risk and / or management objectives. This framework can be used anytime a video surveillance system is redesigned due to construction projects, checkpoint reconfigurations, or other extenuating circumstances. It can also be used to evaluate an airport's current-state video surveillance capabilities against validated, approved criteria.

This framework was developed by the Advanced Surveillance Program (ASP); it is a result of ASP's subject matter expertise gained through management of over 120 projects focused on augmenting video surveillance capabilities at over 100 airports.

Video Surveillance Benefits

A robust video surveillance capability provides numerous management and security benefits to FSDs and other airport security stakeholders; these benefits include: access control, claims resolution, incident resolution, operational improvements, resource allocation, deterrence, and forensic analysis.

Using the Framework

Each airport has a unique checkpoint configuration; therefore, ASP recommends this material be used as a starting point for the consideration, evaluation, and planning of video surveillance coverage. These principles must be applied in a way that is reflective of the local context of each airport. For instance, every airport's video surveillance coverage will vary due to local priorities and parameters such as: camera mounting options, infrastructure variance, historical security incident reporting, camera specification requirements (e.g. fixed, pan-tilt-zoom, wide angle, etc.), aesthetic considerations and local relational dynamics.

Despite airport variance, ASP considers that an optimized video surveillance system will enable coverage of the following fields of view, providing FSDs and local airport security providers effective situational awareness of these areas. Effective situational awareness will be locally defined by FSDs and other airport security providers.

A field of view does not necessarily equal one camera; in some cases, one camera can cover multiple observation points. Furthermore, all fields of view should be considered *if applicable*. The details accompanying each recommended field of view are examples of the type of functionality delivered by an effective video surveillance system.

This framework is not an exhaustive description of how video surveillance can be used. For instance, FSDs may include the Lost & Found box and Voluntarily Abandoned Property (VAP) areas as an additional field of view for forensic recordation purposes; this type of decision is most effectively determined at the local level.



Additional Best Practices

ASP recommends the following best practices for all video surveillance systems:

1. The system installed should be configurable, expandable and have a hierarchy of access levels, user IDs and passwords.
2. All recorded video should be able to be stored for a minimum of 30 days; airports may choose to increase the length of storage based on local considerations¹.
3. Cameras and displays should be positioned to minimize any impact on the quality or performance of the video displayed due to light glare.
4. Video data should be in a format suitable for use by both local law enforcement and TSA (e.g. Claims Management Branch HQ).
5. Video surveillance workstations should be provided at reasonable locations (e.g. Checkpoint Supervisor’s Podium and / or offices).

FIELD OF VIEW (FOV)	DESCRIPTION
1. Security Queue Line	SUMMARY FOV is passengers entering queue line and proceeding to Travel Document Checker (TDC) podiums.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and monitoring of any actions taken by the individual.
2. Travel Document Checker Podium	SUMMARY FOV is assigned TSO and passengers presenting identification and ticketing documents at TDC podium.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and monitoring of any actions taken by the individual. No personally identifiable information is included in the view.
3. Carry-on Baggage Screening Entrance	SUMMARY FOV is TSO and passengers divesting and placing their carry-on property into the baggage screening device.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and provides an unobstructed view of divested property entering the baggage screening device. View enables recognition of individual baggage based on size, shape and color.

¹TSA Financial Management Division (FMD) Claims Management Branch (CMB) recommends that airports store video for up to one year.



4. Passenger Screening Entrance	SUMMARY FOV is assigned TSO and passengers entering the screening area.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and monitoring of any actions taken by the individual.
5. Carry-on Baggage Screening Exit	SUMMARY FOV is passenger's carry-on property exiting the baggage screening device.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and provides an unobstructed view of divested property exiting the baggage screening device. View enables identification of individual baggage based on size, shape and color.
6. Passenger Screening Exit	SUMMARY FOV is assigned TSO and passengers exiting the screening area.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual, monitoring of any actions taken by the individual and additional screening procedures being conducted; view includes the holding and screening area after exiting the screening device.
7. Manual Diverter Roller (MDR) / Automated Diverter Roller (ADR)	SUMMARY FOV is operator and the MDR / ADR belt.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of property pulled aside on the MDR / ADR belt next to the baggage screening device awaiting secondary inspection.
8. Secondary Baggage Inspection Table(s)	SUMMARY FOV is TSO screening property on secondary inspection tables(s) at the end of each lane.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual, monitoring of any actions taken by the individual and the type of property being inspected; view enables identification of items removed from the passenger's property, being examined and returned to a searched bag.



9. Private Screening Room Entrance	SUMMARY FOV is private screening room entry door.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and monitoring of any actions taken by the individual. View is only of the entry and exit from the screening room door; no view of inside the room.
10. General Rear Area	SUMMARY FOV is general rear area of the security checkpoint.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view provides sufficient detail to enable identification of an individual, monitoring of any actions taken by the individual and any items in their possession.
11. General Front Area	SUMMARY FOV is general front area of the security checkpoint.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view provides sufficient detail to enable identification of an individual, monitoring of any actions taken by the individual and any items in their possession.
12. Passenger Exit and Re-composure Area	SUMMARY FOV is assigned TSO(s) and passengers exiting the checkpoint and entering the bin re-composure area.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and monitoring of any actions taken by the individual; enables discovery of the general direction each passenger takes upon leaving checkpoint area.
13. Known Crew Member Entry and Exit	SUMMARY FOV is assigned TSO(s) and Known Crew Members entering and exiting the security checkpoint area.
	CAPABILITY FOV enables effective situational monitoring of this area; specifically, the view enables identification of an individual and monitoring of any actions taken by the individual.



Additional Information

For additional information please contact the ASP Program Managers listed below.

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