

Third-Party Testing Q&A
RFI #70T04019I9NSTD040

Number	Question	Response
1	<p>Could you please describe the Transportation Security Equipment (TSE) that will be subjected to T&E by third-parties? If it's not possible to provide a list of TSE, could you please provide several examples?</p>	<p>All TSE and all requirements are eligible for a TSE vendor to utilize a third-party testing organization for determining their potential readiness for use by TSA. Currently, the TSA Passenger Screening Program and Electronic Baggage Screening Program only require TSE vendors to utilize the Underwriters Laboratory for safety and environmental function requirements. Typical TSE includes but is not be limited to: checked baggage X-Ray systems, carry-on baggage X-Ray systems, walk-thru and handheld metal detectors, body scanners, and Electronic Trace Detectors. Others items may be included as technology becomes available.</p>
2	<p>Could you please define / provide descriptions for each of the following specific areas relevant to the evaluation of Transportation Security Equipment (TSE)?</p> <ul style="list-style-type: none"> • Cybersecurity • Human Systems Integration • Safety • Reliability • Maintainability • Availability • Threat detection • System throughput 	<p>Each system must comply with requirements in these eight areas. These are further defined in TSE functional requirements documents, which contain sensitive security information (SSI) that can be shared with TSE vendors and third-party testing organizations that are vetted by TSA. Vendors and third-party testing organizations use the SSI requirements and details to meet testing and other standards for the TSE.</p>
3	<p>Page 2: The statement that begins "If OEM utilizes third party testing organizations..." seems to imply that OEMs have the discretion to not engage with third party testing organizations. Question: How will TSA deconflict any recommendations made by Industry Providers if OEMs choose not to use the recommended third party testing organization?</p>	<p>Currently TSA Passenger Screening Program and Electronic Baggage Screening Program only require TSE vendors to utilize the Underwriters Laboratory for safety and environmental function requirements. TSA will follow the process in the T&E Guidebook APPENDIX F. USE OF EXTERNAL DATA IN A SYSTEM EVALUATION to assess data provided by the vendor, whether from a third-party testing organization, industry provider, and TSE vendor.</p>
4	<p>Page 2: The statement that begins "TSA anticipates the industry provider(s) to have</p>	<p>TSA does not have a list of third-party testing organizations. To date, TSA</p>

	<p>pre-vetted/qualified third party testing organizations in the areas mentioned in the prior bullet..." Question: Does TSA already have a working list of third party testing organizations that Industry Providers can use as a starting point?</p>	<p>primarily has utilized data from the Underwriters Laboratory for safety and environmental function requirements. TSA reviews data packages from TSE vendors with each new procurement.</p>
5	<p>Page 3, Response Section 3 – Estimated Costs, the statement "Provide a cost framework/structure for funding these efforts between the OEM, third party testing organization, and industry provider." Question: This statement can be interpreted as TSA implying this will be a fee-for-service program, and not government funded. Would TSA please clarify this statement?</p>	<p>Correct. TSA expects the TSE vendors to pay for industry provider and third-party testing services.</p>
6	<p>Does the Government anticipate that the industry provider will be a certifying organization for third party testers? If so, does the Government expect that the industry provider be accredited as a certifying organization by a recognized international organization or standard?</p>	<p>TSA does not plan to "certify" or "accredit" third-party testing organizations. TSA will review data from a third-party testing organization on a case-by-case basis (as submitted by the TSE vendor) to determine if the data can be approved and utilized in TSA's evaluation of system effectiveness, suitability, and cyber resilience. See TSA's Qualification Policy.</p>
7	<p>Page 2; Para 1; Industry Provider Definition: How will the Government assure potential third party testing organizations that they will not be excluded from consideration by the industry provider? i.e. will there be a proactive RFI by the Government to assure that the industry provider has knowledge of and considers all potential and interested third party testing organizations?</p>	<p>TSA will review TSE vendor's qualification verification and data packages to determine if TSA will utilize data from any data source (to include third-party testing organizations). In the Appendix mentioned above: "Documents a QVP Data Source Acceptance Memorandum that provides the risk rating and establishes what data sources may be used to verify or validate specific requirements as part of an acquisition system evaluation. The OTA provides this memorandum to the TSA PMO for informational purposes." "Documents a QDP Data Source Acceptance Memorandum that provides the data source risk rating, the requirements with adequate data (if any), and final OTA determination on whether any of the data can be used in support of the system evaluation. The memorandum includes a disclaimer stating that OTA reserves the right to change its determination if deviations, limitations, or</p>

		inconsistencies become known after the initial acceptance.”
8	<p>Page 2; Paragraph 1; bullet 1: Does the Government anticipate that a Government contract would be awarded to the industry provider(s) to fund research and development support to TSA? Furthermore, does the Government anticipate that a Government contract would be awarded to the industry provider(s) to fund the industry providers’ administrative and management expenses that would be incurred in managing the consortium?</p>	TSA does not plan to award to industry providers. All agreements will be between the TSE vendor, industry provider/ consortium organization, and the third-party testing organization.
9	<p>Page 2; Paragraph 2; bullet 2: Does the Government intend to release a competitive solicitation for organizations (e.g., consortia) to compete for the opportunity to serve as an Industry Provider?</p>	Not at this time. TSA will consider options after replies to this RFI are received and reviewed.
10	<p>Page 2; Paragraph 3; bullet 2: Does the Government foresee a scenario where a single third party testing organization would also serve as the industry provider? If so, how would the potential for Organizational Conflict of Interest (OCI) be mitigated?</p>	TSA does not foresee that a single third-party testing organization would also serve as the industry provider.
11	<p>Page 2; Paragraph 3; bullet 2: If a single organization is designated as the sole industry provider, would that organization be excluded from performing third party testing?</p>	N/A. See #10 response.
12	<p>Page 2; Paragraph 3; bullet 2: If a consortium of companies is used as the industry provider, would the Government facilitate the formation of such a consortium or is it expected that the consortium would be self-formed? If self-formed, how would the Government ensure that interested organizations are aware of and not be excluded from such a consortium?</p>	TSA expects that the consortium would be self-formed. Interested organizations are provided the same information via FBO.