Innovation Supplement

Innovation and Concept Supplemental Information 1-2017 v.1
MISSION STATEMENT

The purpose of this guide, an initiative to demonstrate emerging capabilities in the checkpoint lanes, is to examine the future capability of passenger and carry-on baggage screening by analyzing the future process of screening, improvement of passenger screening, and flexibility in the creation of possible concepts.

The Innovation Task Force (ITF) aims to examine next-generation aviation security capabilities and flexible solutions that integrate with the “system-of-systems” approach in alignment with the future Transportation Security Administration (TSA) systems architecture. This information can be used by airport stakeholders to consider future infrastructure and design requirements and make risk-based decisions for potential inclusion in planning.

DISCLAIMER

Please be advised that it is the airport’s responsibility to create drawing concepts, issue construction documents, and provide as-built drawings. TSA equipment is subject to change, which may affect the infrastructure requirements. Accordingly, the airport should be prepared to make changes to the above referenced documents if needed.

Additionally, adjustments may be needed after installation of TSA equipment if there are changes to design and/or operations of the checkpoint. Maximum flexibility in the checkpoint size and infrastructure needs to be considered for future checkpoint reconfigurations and new checkpoint terminal planning. Please check with the TSA checkpoint design team/ITF for the latest documents and request updated documents/standards every six (6) months at a minimum.

Please note that TSA does not endorse specific equipment or specific Original Equipment Manufacturers in any way. This document in no way endorses any equipment or vendors’ equipment. Any and all equipment is shown only as an example.
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1-1 QUEUE MANAGEMENT

1-1.1 STANCHIONS

The next-generation of queue management will include several new technologies focused on streamlining the passenger experience while navigating the queue and preparing for the screening process, leading to more a pleasant experience overall.

1-1.1.1 WEIGHTED BASE STANCHIONS

Weighted base stanchions are widely available and cost effective. While they are simple and commonly used, there are several issues with their use. The base weight is large, at 14” in diameter, and heavy, at 30 lbs. The large base protrudes into the passenger lane and requires more space while catching passenger roller bags, creating less efficiency in space, and aggravating passengers. Weighted base stanchions are also not affixed to the floor and rely on rubber feet to prevent movement. They have a tendency to migrate to new positions and can require personnel hours to monitor and correct the queue frequently.

Figure 1
1.1.2 MAGNETIC BASE STANCHIONS

Magnetic stanchions with reduced size base allow more clearance and less interference with passenger baggage. Floor plates are secured with adhesive and are not permanent, allowing for flexibility. The stanchions base is 7.5” in diameter with a low profile. The base protrudes past the post 2.5” and the posts weigh roughly 10 lbs. The stanchions do not migrate because they are secured to the base, which is affixed to the floor. They cannot be used in carpeted checkpoints. They can be removed to adjust the size of the checkpoint seasonally, and the base plate is not a trip hazard. Storage requirements are also reduced.

Figure 2
1-1.3 SOCKET BASE STANCHIONS

Socket stanchions with a small base flange allow for more clearance and less interference with passenger baggage. The stanchion base flange is 5” in diameter and protrudes 1.5” from the post. Once the receiver is installed, there is no flexibility to move the post location. The post does not have a flange for easy storage.

Figure 3
1-1.2 DIVEST COACHING

1-1.2.1 PASSENGER PREPARATION FOR THE SCREENING PROCESS

Passenger preparation and divest coaching during the queue waiting process has the capability to substantially reduce screening time. Significant time is lost when passengers do not follow simple guidelines and processes; this delay not only affects them, but all passengers waiting. Video monitors or video walls in the passenger queue can prepare the passengers for the standard screening process while they are waiting. The videos provided by TSA Headquarters can be played on a continuous loop or be motion activated. Viewing distance from the passengers becomes an issue with video presentations. Video monitors need to be placed close enough to the passengers so that they receive the information presented. If a suitable location is not available close to the queue, a video wall could present the information. The video wall has the benefit of addressing the entire queue instead of groups of passengers at a time. Video presentations can include interactive avatars to answer specific passenger questions as they approach divest.

Figure 4
1-1.3 AUTOMATED WAIT TIME

Automated wait time is a technology that allows for active monitoring and reporting of wait times at various checkpoints in the airport. The systems use various protocols to measure when passengers enter the checkpoint queues and then exit the screening area. This wait time data is then broadcasted to the passengers, typically through a video display at the entrances to the checkpoint queue. Passengers are then able to make informed decisions on which checkpoint would be in their best interest to use. The information can also be included in non-secure side airport areas, so that once check-in is completed passengers can make their decision in the check-in areas.

![Image](image-url)
1-2 PASSENGER AUTHENTICATION

1-2.1 TDC – E-GATE – BIOMETRIC AUTHENTICATION TECHNOLOGY

The next-generation of passenger identification and authentication will include several new technologies. These technologies are focused on reducing staffing demands and increasing passenger throughput. E-Gates will allow validated passengers to enter the checkpoint through the Biometric Authentication Technology (BAT) and e-gate system without the aid of a Transportation Security Officer (TSO). BAT will provide a higher level of security for the authentication process. The biometric authentication options are currently under consideration and examination.

1-2.1.1 E-GATE SELF-AUTHENTICATION

E-Gate self-authentication will allow passengers to enter the checkpoint for screening with minimal supervision. Similar to self-check-in kiosks, this will allow passengers to scan credentials, self-authenticate, and enter the checkpoint through a control point. Gated kiosks would be deployed with the self-authentication process for access control.

Figure 6
1-3 PASSENGER SCREENING

1-3.1 COMPUTED TOMOGRAPHY SCANNER
The next-generation of carry-on baggage scanning may include Computed Tomography (CT) X-Ray Scanning, or CT Scanning. CT provides three-dimensional images of bag contents, as well as solid and liquid explosives detection. CT can eliminate the need for passengers to divest liquids from bags. Some CT systems will require the need for additional infrastructure and the inclusion of higher voltage service in the lanes. Due to the complexity of the systems, the weight and size could be an issue in some cases.

Figure 7

<table>
<thead>
<tr>
<th>OEM &amp; UNIT</th>
<th>OVERALL LENGTH</th>
<th>OVERALL WIDTH</th>
<th>SERVICE AREA WIDTH</th>
<th>WEIGHT IN LBS</th>
<th>FLOOR LOAD</th>
<th>POWER REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAPISCAN 620DV</td>
<td>9’-6”</td>
<td>4’-8”</td>
<td>8’-8”</td>
<td>2458</td>
<td>84LB/S.F.</td>
<td>1 PHASE 120V/20A</td>
</tr>
<tr>
<td>SMITHS 6040 ATIX</td>
<td>13’-6”</td>
<td>4’-5”</td>
<td>8’-5”</td>
<td>3528</td>
<td>86LB/S.F.</td>
<td>1 PHASE 120V/20A</td>
</tr>
<tr>
<td>L3 CLEARSCAN</td>
<td>7’-11”</td>
<td>4’-10”</td>
<td>11’-5”</td>
<td>4600</td>
<td>87LB/S.F.</td>
<td>1 PHASE 208V/30A</td>
</tr>
<tr>
<td>IDSS DETECT 1000</td>
<td>11’-8”</td>
<td>5’-0”</td>
<td>9’-0”</td>
<td>3300</td>
<td>82LB/S.F.</td>
<td>1 PHASE 208V/30A</td>
</tr>
<tr>
<td>ANALOGIC CONNECT</td>
<td>8’-10”</td>
<td>4’-9”</td>
<td>8’-4”</td>
<td>3680</td>
<td>87LB/S.F.</td>
<td>1 PHASE 208V/30A</td>
</tr>
</tbody>
</table>

Figure 7
### 1-3.1.1 COMPUTED TOMOGRAPHY X-RAY SCANNING – EXAMPLE – L-3 ClearScan

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>Information Technology (IT) Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>ClearScan</td>
<td>Arrangement Dependent</td>
<td>• Dedicated&lt;br&gt;• 20A, 240V, 3.7KVA/unit</td>
<td>• Data Drops = 2 at the unit.&lt;br&gt;• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295'.</td>
<td>• 4260 lbs</td>
</tr>
</tbody>
</table>

![Figure 8](image-url)

*Figure 8*
1-3.1.2 COMPUTED TOMOGRAPHY X-RAY SCANNING – EXAMPLE – IDSS DETECT 1000

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>DETECT 1000</td>
<td>Arrangement Dependent</td>
<td>• Dedicated</td>
<td>• Data Drops = 2 at the unit.</td>
<td>• 3300 lbs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 30A, 208V, 5.2KVA/unit</td>
<td>• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295’.</td>
<td></td>
</tr>
</tbody>
</table>

Figure 9
### 1-3.1.3 COMPUTED TOMOGRAPHY X-RAY SCANNING – EXAMPLE – Analogic ConneCT

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>ConneCT</td>
<td>Arrangement</td>
<td>• Dedicated</td>
<td>• Data Drops = 2 at the unit.</td>
<td>• 3680 lbs</td>
</tr>
<tr>
<td></td>
<td>Dependent</td>
<td>• 50A, 208V, 1 PHASE.</td>
<td>• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295'.</td>
<td></td>
</tr>
</tbody>
</table>

*Figure 10*
1-3.2 AUTOMATED SCREENING LANES

The next generation of passenger screening management will include Automated Screening Lanes (ASLs). These systems will eliminate the need for TSO oversight of bins, allowing for more effective staffing of the checkpoints. The systems allow better passenger management to eliminate congestion in divest and composure areas. The systems also have the capability for having multiple bag resolutions simultaneously and multiple stations for secondary screening of reject bags. The systems are also flexible with modularity in divest, buffer, and re-vest positions, as well as line offsets to avoid obstructions such as structural columns. Due to the bin return conveyor being under the bag scanner, there are limitations on where power and data infrastructure can be located.
1.3.2.1 AUTOMATED SCREENING LANE – EXAMPLE – MacDonald Humfrey LTD

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartView</td>
<td>Arrangement</td>
<td>• Dedicated</td>
<td>• Data Drops = 4 at the unit 3 to 6 run to the workstations.</td>
<td>• Table mounted Automated Viewing Station (AVS) is the “Bespoke” option, current AVS</td>
</tr>
<tr>
<td></td>
<td>Independent</td>
<td>• 20A, 125V, 1920VA/unit</td>
<td>• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295'.</td>
<td>tables with a search table is acceptable and preferred in some situations due to flexibility.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 20A, 110V, 1920VA/unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Data Drops = 4 at the unit 3 to 6 run to the workstations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295'.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional analyst work stations</td>
<td>Up to 4 Per AT2 total</td>
<td>• Non-Dedicated</td>
<td>• Data Drops = 1 to 4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 20A, 125V/unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Data Drops = 1 to 4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Figure 11*
1-3.2.2 AUTOMATED SCREENING LANE– EXAMPLE – Scarabean

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
</table>
| Scarabean  | Arrangement Dependent | • Dedicated  
• 20A, 125V, 1920VA/unit  
• 20A, 110V, 1920VA/unit | • The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295’. |                                                                                         |

Figure 12
1-3.2.3 AUTOMATED SCREENING LANE– EXAMPLE – Smiths Detection

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>iLane.pro</td>
<td>Arrangement Dependent</td>
<td>• Dedicated</td>
<td>• Data Drops = 4 at the unit 3 to 6 run to the workstations. • The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295”.</td>
<td>• Table mounted AVS is the “Bespoke” option, current AVS tables with a search table is acceptable and preferred in some situations due to flexibility.</td>
</tr>
</tbody>
</table>

*Figure 13*
### 1-3.2.4 AUTOMATED SCREENING LANE– EXAMPLE – Vanderlande Industries

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCANNOJET</td>
<td>Arrangement Dependent</td>
<td>• Dedicated</td>
<td>• Data Drops = 4 at the units 3 to 6 run the workstations.</td>
<td>• Table mounted AVS is the “Bespoke” option, current AVS tables with a search table is acceptable and preferred in some situations due to flexibility.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 230v 40amp</td>
<td>• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295”.</td>
<td></td>
</tr>
</tbody>
</table>

---

**Figure 14**

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Additional information on the setup and requirements for the automated screening lane, including specific equipment quantities, power and IT requirements, and additional notes on the flexibility of the setup.
1-3.3 REMOTE BAG RESOLUTION/IMAGE OPERATIONS ROOM
The next generation of automated bag screening will include remote resolution to provide increased throughput per lane. Currently, additional bag screening via remote resolution is expected to be 1.4 Full-Time Equivalent per ASL, but assessment of operations is required prior to final determination. Checkpoints of three or more lanes may qualify for the remote resolution. Smaller checkpoints in airports with other checkpoints may be included in the shared solution.

1-3.3.1 REMOTE RESOLUTION ROOM
Remote resolution rooms are expected to require a built-in room within 100’ of the checkpoint. Data cable runs from the TSA Information Technology (IT) room must not exceed industry standard. Remote resolution rooms located between two checkpoints can serve both checkpoints. Rooms must have adequate Heating, Ventilation, and Air Conditioning (HVAC) to handle the equipment and personnel loads. Lighting must be controllable to reduce light levels when screening is active. Additional infrastructure is required to support the necessary equipment. Carpet and acoustical tile ceilings are recommended to keep sound levels reduced. Separate workstations are required for each TSO. Each workstation will have a dual flat screen monitor in a flexible configuration, a work surface with drawer storage below, and privacy screens between work stations.
## 1-3.4 L3 PROVISION2 AIT2 - EXAMPLE

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
</table>
| L3 ProVision2          | Arrangement Dependent | • Dedicated  
• 20A, 125V, 1920VA/unit  
• 2-Pole, 3-Wire Grounding  
• NEMA 5-20R Simplex Receptacle  
• Freestanding Tripp Lite Uninterruptable Power Supply (UPS) provided by vendor  
• 25’ power cord from the Advanced Imaging Technology (AIT) to the UPS (originates in control leg)  
• 10’ power cord from the UPS to the receptacle  | • Data Drops = 2  
• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295’.  | • An Explosive Trace Detection (ETD) is to be co-located with the AIT for additional passenger screening. The ETD can be located at or on the same side as the control leg.  
• Height/Ceiling clearance requirement: 7’-9” / 8’-0”  
• Weight: 1,500 lbs., 53 PSI per support feet, 0.284 PSI overall  
• The 16’-0” shipped USB cable can be substituted for a 25’-0” cable in the field if necessary.  
• The power cable shipped with the unit may be replaced with TSA Designer approval  
• Maximum slope:  
  • Parallel to passenger travel: 2.86 degrees  
  • Perpendicular to passenger travel: 1.73 degrees  
• The floor must be flat and must not vary more than 0.75 in. within the installation area |
|                         |          |                                                                                    |                                                                                 |                                                                                                                                                                                                                          |
| L3 Co-Located ETD      | 1 Per AIT | • Non-Dedicated  
• 20A, 125V, 350VA/unit  | • Data Drops = 2  |                                                                                   |

**SERVICE AREA**

![Diagram of L3 ProVision2 AIT2 Example](image)

*Figure 15*
### 1-3.5 ROHDE & SCHWARZ AIT2 - EXAMPLE

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
<th>Power Requirements</th>
<th>IT Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
</table>
| QPS200      | Arrangement Dependent | • Dedicated  
• 2X 15A, 220V | • Data Drops = 2  
• The cable length from the termination point in the IT cabinet to the data outlet in the work area shall not exceed 295°. | • An ETD is to be co-located with the AIT for additional passenger screening. The ETD can be located at or on the same side as the control leg. |

*Figure 16*
1-3.6 STANDARD ELECTRICAL REQUIREMENTS

1-3.6.1 STANDARD ELECTRICAL INFRASTRUCTURE DEVICES

Figure 17
1-3.6.2 STANDARD ELECTRICAL INFRASTRUCTURE LAYOUT

Figure 18: Standard Electrical Infrastructure Layout

Figure 18

Notes:
1. **Equipment Shown Represents the Different X-ray Manufacturers for Example of Outlet Placement.** Each equipment type includes only one manufacturer.
2. **From Equipment Location to Switch, Switch to Outlets/Power Plates, and not including x-ray.** Equipment location is shown on an architectural floor plan, and the switch panel is shown.
3. **If it is recommended that the power source, including a switch box, and the switch panel be moved, the relocation of the switch panel** and equipment location shall be shown on the architectural floor plan.
4. **Power/Outlet Sockets shown are representations of the typical outlets required.** Refer to the architectural design guide for alternative types of power/used devices (power panel, modular panel, etc.)
5. **This refers to automated screwing panels.**
6. **On screen resolution, 3D rooms to make 3D work easier for lane preparedness.**
7. **All design elements to be located in the CAD at room multiple is one & 24 panels from 3D.**
8. **Proxim’s General Code (GCC) system** in the beginning, middle, and end of passenger queue.
9. **Location of the 3D space elements will be at beginning of the passenger queue.**
10. **Alternatives will also be available, such as installing the 3D requirements as needed at the airport authority.**
1-3.6.3 STANDARD ELECTRICAL INFRASTRUCTURE LAYOUT – DATA TYPOLOGY COLLOCATED SEMS SERVER

Figure 19
1-3.6.4 STANDARD ELECTRICAL INFRASTRUCTURE LAYOUT – DATA TYPOLGY CENTRALIZED SEMS SERVER

Figure 20
1-3.6.5 STANDARD ELECTRICAL INFRASTRUCTURE LAYOUT – POWER AND DATA STANCHION

Figure 21
1-3.6.6 STANDARD ELECTRICAL INFRASTRUCTURE LAYOUT – SURFACE MOUNTED CONDUIT AND DEVICES

Figure 22

SPECIAL NOTE:
SURFACE MOUNTING OF ELECTRICAL CONDUITS TO BE USED ONLY WHERE MOUNTING FLOOR SURFACING IS NOT PERMISSIBLE. MOUNTED IN THE LOCATIONS OF THE CONDUIT AND SURFACE MOUNTED DEVICES ARE TO BE COMpletely UNDER THE EQUIPMENT AND NOT EXPOSED TO FOOT TRAVEL.
1-4 ANCILLARY TSA SPACES

1-4.1 ANCILLARY TSA SPACES
When designing a new checkpoint, it is important to take into account the ancillary spaces required for TSA to accomplish its mission. Ancillary spaces include but are not limited to the Private Screening Room (PSR), IT room, Remote Resolution Room, TSO training room, and TSO break room and offices.

1-4.2 SUPERVISOR PODIUMS
Supervisor podiums have the highest functionality when they are built into the back of the checkpoint. It is recommended that the finishes of the podium blend with the terminal and checkpoint construction. The floor of the podium is optimum for security when raised up 18” from the level of the checkpoint. The podiums can be built on top of existing construction with lightweight wood construction. It should include a screen wall facing the checkpoint with a built-in computer counter. Power and data requirements must be reviewed for each case.
1-4.3 PRIVATE SCREENING ROOM

The next generation of private screening will change the current room requirements. The standard size of private screening will increase from 8’x6’ to a minimum of 8’x8’ and a preferred size of 8’x12’. The intent is to have code compliant accessibility and a semi-permanent work surface for screening. Currently, lighting and proper HVAC is an issue and will have to be addressed with future PSR installation and new installations. Where possible, the PSR shall be a built-in room adjacent or immediately adjacent to the checkpoint. Built-in PSRs shall meet all local and national code requirements; rooms provided by airports not originally purposed for general public use shall be improved prior to use as a PSR. The local TSA is responsible to ensure all private screening rooms have a mirror that must be made available for passengers subjected to secondary screening of head wear. Passengers will be offered a mirror for re-donning of head wear and similar apparel. Four options for private screening rooms will be allowed under the updated Checkpoint Design Guide (CDG) and are as listed below:

1. Built-in
2. Retractable rigid panel rooms
3. Expandable curtain
4. Ceiling mount curtains
1-5 CHECKPOINT CONCEPT EXAMPLES

Below are examples of current checkpoint designs used at airports across the world.
Figure 26