FACT SHEET

Contact: Lorie Dankers
TSA Public Affairs
(206) 743-1497
lorie.dankers@tsa.dhs.gov
@TSA_Pacific

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Congress has granted the Transportation Security Administration (TSA) authority to test technologies that detect, track and identify (DTI) unmanned aircraft systems (UAS) that encroach on restricted airspace around an airport. Beginning today, TSA will begin collecting data from a unit positioned near Los Angeles International Airport (LAX). TSA will use the data to determine the efficacy of DTI technology that can be used in the next generation of DTI technologies.

Q: Why was LAX selected as a location to test DTI technology?
A: LAX was chosen as the second test bed in TSA's UAS Test Bed Program due to the number of commercial flights and passenger volumes, the complex geographic environment, number of UAS intrusions, and other diverse risk factors.

Q: Where else in the country is TSA testing DTI technology?
A: TSA is currently operating a UAS test bed at Miami International Airport (MIA)

Q: How does DTI technology work?
A: The DTI technology detects the signals between the operator and the drone using radio frequency.

Q: Who will benefit from the TSA UAS Test Beds?
A: Airports, surface transportation and public venues will all benefit. The ongoing test bed process ensures that new or upcoming UAS technology is suitable and effective to address the evolving UAS threat in multimodal public areas.

Q: How do you select equipment for inclusion in the test beds?
A: TSA continuously updates its database of new and emerging technologies that can detect and counter UAS.

Q: How will the data collected at LAX be disseminated to the UAS community?
A: Governmental agencies with a need-to-know can request access to the testing data.

Q: Is there any risk to the health or safety of the public around LAX during this test?
A: There is no risk to the health or safety of the public around LAX.

Q: How do UAS pose a threat to restricted air space around an airport?
A: UAS can threaten a nation's transportation systems by disrupting commercial airport operations when they are flown near high-traffic areas, such as active runways or around passenger aircraft. Such disruptions have an economic impact since they can cause an aircraft to divert its course and potentially land at an alternate site or even cause a partial or total ground stop. UAS not only pose a potential threat to aviation and aviation operations, but to surface and

other modes of transportation around the nation. TSA is working with our federal, state, and local partners to address this evolving threat.

Q: Is data from the unit collected and analyzed in real-time?
A: Yes. The data collected by the unit is analyzed in real-time.

Q: Why is the precise location of the DTI unit not disclosed publicly?
A: We are not sharing the location of the unit to help maintain the integrity of test bed process. If an adversary knows where the equipment is located, then circumvention, while unlikely, is potentially possible.

Q: What other federal, state or local agencies are involved in the testing?
A: TSA is working with federal, state, and local partners to address the evolving UAS threat. On the federal level, TSA is working with the Federal Aviation Administration to ensure that any equipment that is being tested does not negatively affect the national airspace. TSA also collaborates with DHS Science and Technology Directorate on the selection of technology to be tested.

TSA will use a continuous technology testing cycle in its UAS Test Beds to keep up with the rapidly evolving UAS technology market. We will share testing results, best practices, lessons learned with federal interagency and international partners, other government agencies as well as industry representatives and local law enforcement as appropriate.

Q: What are the next types of technology to be tested?
A: More advanced systems will be tested. Future phases of the testing will implement a system of systems approach. This will involve pairing best of breed technologies to include radio frequency, electro-optical, radar, acoustic, and thermal-imaging and others to create a comprehensive UAS system.

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