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**SECURITY SCREENING GROUP**  
*Confidence Secured*

# Merced Yosemite Regional Airport (MCE)

## Checkpoint Relocation Effort

Submitted to:

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## I. SCOPE SUMMARY

K2 Security Screening Group (K2 SSG) will manage the relocation of Transportation Screening Equipment (TSE) at Merced Yosemite Regional Airport (MCE). Leveraging deep expertise in aviation security operations, K2 SSG will oversee all project management activities, including detailed planning, subcontractor coordination, and government property accountability. Our approach ensures full compliance with TSA requirements while maintaining operational efficiency and minimizing disruption throughout the project lifecycle.

“Since 2009, K2 has provided efficient and effective program management support, which is critical to mission success and especially notable given that [the TSA] is such a very dynamic environment.”

— Anthony Tsantrizos,  
Management and Program Analysis,  
Transportation Security Administration

## II. UNDERSTANDING THE WORK

K2 Security Screening Group (K2) will deliver a turnkey relocation and testing services for the Transportation Security Administration (TSA) passenger screening checkpoint at Merced Yosemite Regional Airport (MCE). K2 will furnish all labor, supervision, coordination, and equipment necessary to perform the relocation, reinstallation, and testing of one (1) CEIA WTMD and decommission / packaging / shipping of one (1) Smiths AT2 screening lane and associated ancillary equipment, in accordance with TSA requirements, OEM guidelines, and airport operational constraints. All work will be performed during approved work hours to minimize operational impacts.

### ***EQUIPMENT RELOCATION & DECOMMISSIONING***

The scope includes the relocation, reinstallation, and testing of the following equipment as required:

- One (1) CEIA walk-through metal detectors (WTMD) relocated
- Two (2) Leidos B220 explosives trace detection (ETD) units relocated
- One (1) Smiths Bottle Liquid Scanner (BLS) relocated
- One (1) Smiths AT2 X-ray systems decommissioned, packaged and shipped

### ***PLANNING & SCHEDULE***

The relocation will be executed over two days to maintain operational capacity, with schedule logic coordinated and confirmed with Smiths Detection.

- **Day 1:** Relocate (2) ETD, (1) BLS, (1) CEIA WTMD and test (1) CEIA WTMD; coordinate TSA shutdown / powerup on both ETDs and BLS.
- **Day 2:** Decommission, package and ship (1) Smiths AT2 and associated ancillary equipment in the old terminal security checkpoint.

CEIA WTMDs will undergo TSA performance testing and validation, including TSA Third Party Testing (TPT). TSA standard TPT approval processes typically require approximately 24 to 72 hours following completion of testing. To help mitigate potential delays to checkpoint opening and restore passenger screening operations as quickly as possible, K2 has coordinated with TSA TPT representatives to discuss an expedited approval process when conditions allow. This approach is intended to minimize downtime while maintaining full compliance with TSA requirements and approval protocols.

### III. PRICING

The following section provides a detailed summary of our FFP pricing, outlining all major cost components and ensuring transparency for your review, along with assumptions and exclusions incorporated into the total value.

<b>FFP PRICE PROPOSAL</b>		
<b>ITEM</b>	<b>DESCRIPTION</b>	<b>PRICE</b>
Project Management	All labor and onsite supervision are required to plan, schedule, subcontract, and coordinate the work. Includes relevant government paperwork. Includes project closeout & as-built redlines.	\$16,316.07
Supervision & Travel	All onsite labor and travel expenses for a (1) K2 Project Manager to coordinate and supervise relocations / decom efforts.	\$9,408.15
Rigging, OEMs & TPT	All rigging to relocate the existing WTMD, ETD & BLS to the new checkpoint. Certified OEM technicians to reinstall and test the WTMD. Decommission, packaging and shipping of the decommissioned Smiths AT2.	\$33,481.00
<b>FFP TOTAL</b>		<b>\$59,205.22</b>

### ASSUMPTIONS AND EXCLUSIONS

- Proposal pricing does include sales tax.
- This proposal does not include any specific labor utilization.
- This proposal assumes that work will be performed on consecutive days, including weekends as necessary in one mobilization.
- No new equipment is included in this proposal (X-rays, AIT, ETD, BLS, CAT2).
- No new FFE is included in this proposal (gates / barriers / tables mats / etc.).
- The proposal assumes all other equipment / FFE not referenced in the relocate / decommission section will be relocated and anchored by other.
- SIDA badging is not required; escorted access will be provided by the Owner.
- Proposal excludes GPR scanning, and engineered anchorage calculations, K2 can provide pricing if desired.
- Assumes CAD background will be provided for K2 to update security checkpoint equipment to reflect as-built conditions.
- K2 will make every effort to relocate and test the WTMD within the requested timeframe; however, due to variables associated with equipment relocation, operational readiness and testing, the 2-hour window cannot be guaranteed.

#### IV. K2 QUALIFICATIONS

K2 Security Screening Group (K2) is a division of K2 Construction Consultants (K2-CCI). Our suite of services, high standards and excellent track record qualifies K2 as an industry leader in project management, project controls, solutions integration, scheduling, cost estimating, expert reports, and forensic claims management to the construction industry, with the security screening division specializing in passenger and baggage screening. Our work is focused on achieving tangible results for our clients, understanding there is a constant balance of schedule, scope, and cost. K2's highly trained staff is experienced in all facets of the project life cycle on projects ranging from \$10K to \$20M and contributing to larger projects ranging from \$20M to over \$20B.

K2 has been performing TSA Critical Path Method (CPM) scheduling services, design and engineering services, installations, relocations and/or decommissions of checkpoints and baggage systems since 2001. Whereas other companies' expertise is spread across many different areas, airport security screening work is what K2 focuses on - 100% of the time.

We have performed over a thousand Checkpoint and Checked Baggage installations and decommissions over the years – however, we believe we have created a particular expertise in new construction projects with cutting edge technology. Prior to installation, K2 works closely with TSA to ensure compliance with existing requirements/ regulations and vendors to assure the right equipment and configuration is ordered to best fit the customer's needs and budget. K2 works with all likely vendors for new terminal security technology. We collaborate with each of the companies to ensure all gaps are filled, and any weak areas are closely monitored and supported from the design process to Go-Live.

A partial list of airports that K2 has provided SI services for is provided in **Appendix A**.

*Our two-part goal is that your project is completed on time and exceeds your expectations.*



Along with our technical qualifications, K2 is proud to be ISO 9001:2015 certified, demonstrating our commitment to maintaining the highest standards of quality management. This certification ensures that our processes are structured to consistently meet customer and regulatory requirements while driving continual improvement. By adhering to ISO 9001:2015 principles, K2 delivers reliable, efficient, and high-quality solutions that exceed stakeholder expectations.

## **INDUSTRY RELATIONSHIPS**

### **Working with the TSA**

K2 has worked with the TSA since its inception. We have years of practical experience with the TSA design team, donor team and executives. This relationship establishes a solid working foundation for the MCE project to benefit from. Our ability to provide best-in-class service is due in part to our strong relationship with TSA.

- K2 worked with the TSA to develop the Checkpoint Requirements and Planning Guide (CRPG)
- Our Director of Engineering designs, reviews and/or modifies CP drawings for compliance in CAD, both 2D and 3D/BIM (Revit), to fast-track drawings through TSA approvals.
- Our team members sit on boards of technology developers.
- K2 attends TSA conferences, participates in TSA “Vendor Workshops”, and is an active contributor to the development of checkpoint design standards.
- Our Equipment SME is the chairman of his local ASIS chapter and holds certifications in WTMDs, R&S QPS201 AIT, ETD hazardous disposal, and in TSA AT X-Ray upgrades.
- Our team has planned, managed, designed, shipped, installed, and/or decommissioned over one thousand (1000) TSA Airport Projects.
- Our Airport/Local TSA SME is the former Federal Security Director of one of the largest airports in the world (LAX) with constantly changing CP/CB systems.
- Our TSA Headquarters/New Technology SME was TSA’s executive who established and led TSA’s Innovation Task Force (ITF) bringing new technologies to the forefront for airports/airport operators.
- Our Program Manager is a former TSA Federal Security Director.
- TSA often calls upon K2 to assist with solving difficult scenarios.

### **Working with Vendors**

K2 coordinates with OEMs to assist customers with procurement decisions, brokering of sales, and to obtain additional technical information as necessary in the decision-making process.

K2 works with all TSE OEMs. Our diverse vendor partnering of CPSS/ASL and standard TSA systems include:

- Vanderlande ASL: Las Vegas (LAS)
- Scarabee: San Francisco (SFO), Houston (IAH)
- Analogic CPSS: LGA Terminal B&C, Atlanta (ATL), Newark (EWR), Miami (MIA), Philadelphia (PHL)
- Analogic Base and Mid-Size Units: Baltimore (BWI), Oakland (OAK), Los Angeles (LAX), John F. Kenney (JFK) and twelve (12) Cat II to IV sites in the Northeast Region.
- Smiths/Mac-H & Rapiscan Mac-H Automatic Screening Lanes (ASLs) (Predecessor to CPSS): Atlanta (ATL) North, South & Main Terminals, Minneapolis St. Paul (MSP), JFK Airport Terminal FIS, 2, 4 & 8 (JFK), LAX Terminal 7, 1, 3, 4, 5, TBIT, Port of Miami Terminal, Chicago O’Hare (ORD) Terminal 1
- MacDonald-Humfrey Legacy Version 1 ASL equipment – decom and re-installation
- Smiths ATU/AT2 X-Ray, CT & Rapiscan ATU/AT2 X-Ray – 92% of U.S. Airports
- K2 has designed, procured, shipped, rigged, installed and/or consulted on AND successfully opened over **170** ASL/CPSS passenger and employee screening lanes in the U.S. We have done so for four (4) major airlines and multiple construction companies, consortiums, and airport authorities.

## V. THE K2 TEAM

The following is a list of our key management personnel including relevant experience and qualifications, roles, unique knowledge, etc. All the personnel listed below will be available should the need arise for the MCE project.

### **KATHY (YURKUNAS) NEISWENDER, K2 Principal & K2 SSG President**

Qualifications: Kathy (Yurkunas) Neiswender is President of K2 Security Screening Group. Under her 20-year leadership, the company has become a national leader in the planning, installation, and integration of advanced security screening equipment at airports across the country.



Since 2016, Neiswender has brought together the TSA, airports, airlines, port authorities, original equipment manufacturers (OEMs), construction companies, unions, and local businesses to produce some of the most outstanding new airport checkpoints in the country.

Her expertise in project controls, scheduling, and custom software development enables customers to bridge technology gaps, gather information quickly, and successfully execute complex security checkpoint projects. Most recently, Neiswender led major projects at New York's LaGuardia Airport (LGA), Hartsfield-Jackson Atlanta International Airport (ATL), John F. Kennedy Airport (JFK), SFO, Los Angeles International Airport (LAX) and Salt Lake City International Airport (SLC).

Her alliance with the TSA Innovation Task Force (ITF) and long-standing relationship with the TSA Capability Acceptance Program (CAP) Office, along with her dedication to quality and on-time checkpoint openings, has been instrumental in the over 133 pieces of donated airport security equipment that K2 has brokered, purchased, shipped, installed, and/or managed. Because of this, K2 Security Screening Group is the country's leading Systems Integrator in the installation of Automated Screening Lanes (ASLs) and Checkpoint Property Screening Systems (CPSS).

Resume: Prior to assuming her President position at K2, Neiswender consulted on complex projects at a number of large airports, including Miami International Airport (MIA) and Abu Dhabi International Airport (AUH). She is certified as a Planning & Scheduling Professional (PSP) and has been recognized by the Association for the Advancement of Cost Engineering International (AACEI).

### **STEVE KAROLY, Executive Vice-President**

Previous Employment/Position: Acting Assistant Administrator within the TSA's Office of Requirements and Capabilities Analysis (ORCA)

Qualifications: As the Acting TSA Assistant-Administrator, Steve served as the principal advisor on matters relating to capabilities and requirements used in all modes of transportation. Steve served as TSA's Innovation Leader where he led the Innovation Task Force (ITF) and Deputy Assistant Administrator for the Office of Security Capabilities (OSC), overseeing the implementation and development, test and



evaluation, acquisition, deployment, and maintenance of all TSA security technologies and systems.

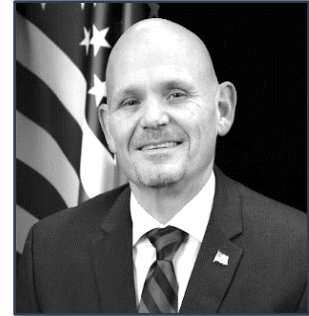
Prior to joining K2, Steve planned and managed the highly successful LaGuardia International Airport, \$6 billion Terminal B greenfield project for LaGuardia Gateway Partners.

Resume: Steve is a retired Captain (06) in the U.S. Navy who brings over 35 years of acquisition and systems engineering experience from both a federal and industry perspective.

**KEITH JEFFRIES, Vice-President**

Previous Employment/Position: Federal Security Director (FSD) for the Los Angeles International Airport (LAX)

Qualifications: As the Federal Security Director (FSD) for LAX, for almost seven years, Keith was instrumental in LAX's selection as a TSA Innovation Test Site. Keith also served in various positions at TSA Headquarters in Washington D.C. His last assignment at TSA HQ was the Deputy Director for Field Operations. In that role, he provided innovative leadership in the establishment and implementation of comprehensive security strategies and enterprise-wide management of 452 federalized airports, 43,000 screening officers, and a \$3 billion budget.



Resume: Keith Jeffries is a security professional with over four decades of strategic, tactical, and operational experience. He is a retired Marine Officer (20 years) and has recently retired after 20 years with TSA. Keith is regularly interviewed on national television news and in print for his expertise in U.S. checkpoints.

**MARA WINN, Vice-President of Aviation**

Previous Employment/Position: Deputy Director, Preparedness, Policy, and Risk Analysis and Director of Survey Operations (Senior Executive Service) for the Department of Energy

Qualifications: Mara Winn is a nationally recognized executive leader with more than 25 years of experience advancing aviation security, national security, energy resilience, and critical infrastructure missions. As Vice President of Aviation at K2 Construction Consultants, she leads the design, planning, and delivery of airport security and screening infrastructure supporting safe and efficient operations across the aviation sector.



Previously, Mara served in Senior Executive Service roles where she led enterprise-wide strategies for preparedness, risk management, cybersecurity, and resilience across all 16 national critical infrastructure sectors. At the Transportation Security Administration, she founded and led the TSA Innovation Task Force, transforming how the federal government evaluates, acquires, and deploys aviation security technologies across U.S. airports. She holds engineering degrees from Dartmouth College and Smith College, is a Certified Project Management Professional (PMP), and is the named inventor on two U.S. patents for augmented reality security screening technologies.

**CAMERON LOVELL, Director of Engineering**

Previous Employment/Position: TSA Program- SESI, Site Lead

Qualifications: Cameron has over fifteen (15) years of experience managing or supervising hundreds of CAT X and CAT 1 Airport Checkpoints, employee checkpoints, VIP checkpoints, and Checked Baggage systems installations, relocations and decommissions. He has eight (8) years of experience managing deployments of checkpoint new technology including CPSS, Computed Tomography (CT) scanners and Rohde & Schwarz AITs. As K2's Director of Engineering, he supports the field staff as Subject Matter Expert (SME) in both project management procedures, quality management and as a checkpoint expert. As a checkpoint SME, his responsibilities include design review, CAD/Revit design, engineering, and TSA policy.



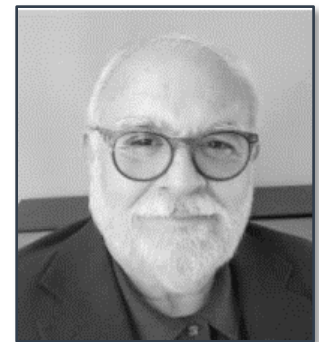
Cameron has produced designs for LGA Terminal C, SRQ, and JFK Terminal 4. He has audited every design for every project K2 has performed and has provided direct consultation and compliance corrections for nearly as many. Some notable projects include LAX Terminals 1.5, 2.5, and 4, LGA Terminal B, and ATL T-South.

Resume: Cameron has a M.S. in Civil Engineering, Structural Engineering and Mechanics, a B.S. in Civil Engineering, Civil and Environmental Engineering, and graduated Magna Cum Laude from University of Massachusetts.

**JIM LEE, Safety Manager, Checked Baggage SME**

Previous Employment/Position: Senior Systems Engineer

Qualifications: Jim has over 29 years of experience in the design, installation, testing, and operational transition of FAA/ TSA Airport Checked Baggage Inspection Systems, CPSS and experience in rail and seaport facility security. Additionally, Jim has over 40 years of experience performing, managing, and providing oversight planning, design, development, construction and installation, integration, test and commissioning, and operational transition of complex electronic systems.



Jim is highly skilled in the execution of airport projects. For the TSA Security Equipment Deployment Office (STDO) project, he served as an Airport Site Lead, managing project design, construction, installation, acceptance testing, and deployment of EDS in-line Checked Bag Screening Systems, ensuring completion within budget, scope, and on schedule.

Resume: OSHA 10- & 30-Hour Certification; Red Cross First Aid, CPR & AED. TSA considers Jim one of the very best Checked Baggage SMEs in the country.

**VI. APPENDICES**

**APPENDIX A - PREVIOUS EXPERIENCE**

K2 has hundreds of projects that were awarded to us by other SI's to perform the contract work. However, the body of work listed below are examples of projects awarded to K2 by airlines, airport and airport authorities, city and port authorities, consortiums, general contractors, and OEMs. All projects below were planned, managed, and staffed by K2.

**AIRLINES**

CUSTOMER	LOC	TERM	PROJECT
American	LAX	4	ASL Install (Lane 7 & 12)
		4	Cargo Move
	MIA	FIS	ASL Install (Lane 6 & 7)
		D: FIS	Decom Smiths X-Ray (Lane 7)
	ORD	3	CP 7 (Lane 5 & 6)
PHX	4	CP B: CT Pilot Program	
Alaska	ADQ	Main	CP TSE Relocation
	OTZ	Main	CP TSE Relocation (Lane 1)
	SCC	Main	CP TSE Relocation
	YAK	Main	TSE Relocation
Delta	ATL	North	ASL Install (Lane 1-3)
		Main	ASL Install (Lane 1-18)
	JFK	2	ASL Install (Lane 2-4)
			Employee CP Install
	LAX	2	ASL Install (Lane 2-4)
			Pre-Installation Services
		2.5	Purchase / Install Checkpoint Equipment
			ASL Install (Lane 1-7)
	LGA	3	Decommission of Terminal
			ASL Install (Lane 1-2)
		C	ASL Install (Lane 2-5)
Consulting Services – New Terminal			
Purchase / Install Checkpoint Equipment			
C	Decommission Checkpoint		
Hawaiian	HNL	1	Commuter: TSE Relocation (Lane 1)
United	IAH	TC-2	Security Checkpoint Upgrade
	ORD	1	CP 1 TSE Relocation

**CITIES / PORT AUTHORITIES**

CUSTOMER	LOC	TERM	PROJECT
City of Brownsville	BRO	Main	SSCP TSE Relocation
Mass. Port Authority	BOS	A, B, C	SSCP TSE Relocation
NYNJPA	EWR	B	Rapiscan Move (Lane 5)
	SWF	Main	SSCP TSE Relocation
Port of Seattle	SEA	1	WTMD Troubleshoot

**AIRPORT & AIRPORT AUTHORITIES**

CUSTOMER	LOC	TERM	PROJECT
Greater Ashville AA	AVL	Main	SSCP TSE Relocation (Lane 1-2)
Eastern Iowa	CID	Main	SSCP TSE Relocation (Lane 1-2)
Glacier Park Intl.	GPI	Main	SSCP TSE Relocation
Lea County Govt.	HOB	Main	SSCP TSE Relocation
Concord Pagett Reg.	JQF	Main	SSCP TSE Relocation

Lafayette Reg.	LFT	Main	SSCP TSE Relocation
Jackston County	MFR	Main	SSCP TSE Relocation
Montrose Reg.	MTJ	Main	SSCP TSE Relocation (Lane 1-2)
Omaha AA	OMA	Main	CP A TSE Relocation
PHX Sky Harbor	PHX	2 & 3	SSCP TSE Relocation
Palm Springs	PSP	Main	SSCP TSE Relocation (Lane 1-5)
Savannah	SAV	Main	SSCP B TSE Relocation
Salt Lake City Dept. of Airports	SLC	Main (Old)	Decommission Terminal
San Diego Airport	SAN	1	2 Lane Equipment Relocation
Sheridan County	SHR	Main	SSCP TSE Relocation
Sarasota Manatee	SRQ	Main	SSCP Design Consulting
		Main	SSCP TSE Relocation
St. Louis	STL	2	SSCP X-Ray Relocation (Lane 1-2)
Tallahassee Intl.	TLH	Main	Terminal Rehab PH I & II
Tampa Intl.	TPA	E/C	AIT Relocation
NW Arkansas	XNA	Main	3 Lane Relocation

**GENERAL CONTRACTORS**

CUSTOMER	LOC	TERM	PROJECT
Clark	SFO	Intl.	SSCP TSE Relocation
Clune	ORD	1	CP 3 PH 1 Decom & ASL Lanes
D&M	AVP	Main	SSCP TSE Relocation (Lane 1-2)
D.W. Wilson	SAT	A	SSCP 1 TSE Relocation (Lane 6)
Dick Anderson	HLN	Main	Terminal Expansion (Lane 1-2)
FCI	GUC	Main	SSCP TSE Relocation
GDIT	LAX	TBIT	ASL Install (Lane 1-16)
			Intl. Shipping (Air 3, Sea 11)
			90D Pilot R&S Body Scanner
			Relocation of 2 AITs
Gardner	MCI	Main	SSCP TSE Relocation

**GENERAL CONTRACTORS, CONSORTIUMS**

CUSTOMER	LOC	TERM	PROJECT	
Hensel Phelps	AUS	Main	Troubleshoot WTMD Installs	
	DEN	Main	Pre-Design Services	
			Great Hall PH. 2 – TSE Relocation	
	EGE	Main	SSCP Relocation (Lane 1-4)	
	HNL	Main	ITT Mauka Extension – TSE Relocation	
	IAH	LAX	2	Equipment Decommission
			7	SSCP Relocation: SSCP B-7
			7 Alpha / Bravo	KI Glass Room Relocate
			7	ASL Lanes Installation
			7	ASL Lanes Ph. 1 (7-10, 12)
			All	ASL Install (Lane 3-7)
			All	Subject Matter Expertise
			1	SSCP Installation (Lane 1-8)
			2	ASL Installations
			2.5	Terminal Decommission
	1.5	3	Install New Terminal (2021 – 2022)	
6 Lane ASL Install (2020)				
Install New Terminal (2020)				
3	EMPL	6 Lane ASL Install (2021)		
		Terminal Decommission		
EMPL	Relocation			

	SFO	1	ASL Install
Hoffman – Skanska	PDX	D/E	SSCP 8 Lane Relocation
		New North & South	20 Lane Installation & 18 Lane Decommission
Holt	LGA	B	CT-80 Relocation
		D	SSCP TSE Relocation
JABCO	MIA	D (FIS)	Decommission Smiths X-Ray (Lane 7)
LaGuardia Gateway Partners	LGA	B	Terminal Decommission (All)
Layton Construction	PVU	All	Terminal Renovation Equipment Relocation
Millenium Partners	JFK	6	Terminal Site Integrator (2020)
Meade-Hunt	CHS	Main	X-Ray Relocation (Lane 5)
QDC LLC	STS	Main	CP Equipment Relocation
RS&H	LFT	Main	CP Equipment Relocation
Sauer, Inc.	CSG	Main	SSCP TSE Relocation

**OEMs**

CUSTOMER	LOC	TERM	PROJECT
Analogic	ALB		Installation Support
	BUF		Installation Support
	BWI	Main	Shipping / Rigging of CT
	EWR	4	ConneCT Install (Lane 5)
	JFK	8	CT Install & Conveyor Upgrades
	LAX	4	ConneCT Install (Lane 5)
	MIA	FIS	ConneCT Install (Lane 7)
	OAK	Main	Shipping / Rigging of CT
	PHL	Main	Shipping / Rigging / Install
	SYR		Installation Support
	TPA		CT Upgrades
CEIA US	Misc.		2,000+ SSCP WTMD Services
L3 Communications	Misc.		50+ AIT Install Assists
Leidos	BWI	BAG	Baggage CT Relocate and Upgrade
	EWB	L1	CP Defederalization
	IAD	BAG	Baggage CT Relocate and Upgrade
	IND		Clearscan Install
	MIA	FIS	Delta Test Lane Install
	Rose Bowl	CA	60 Lane WTMD Install
	THQ	HQ	ASL Install Support
	TPA	C:CP2	Analogic Install & WTMD
	TSIF		CP Defederalization
MacDonald – Humfrey	ATL	South	CT & ASL Install & Upgrade
	LGA	B	14 ASL Installs
	Miami	PORT	ASL Installs
	MSP	1 S	4 ASL Lanes Installs
	PHL		Infield Reconfiguration (Lane 3-4)
Rohde & Schwarz	DEN	2	Decommission QPS201 AITs & Pack
	EWR	8	8 AIT Installs
	LAX	TBIT	AIT Install
	LGA	B	8 QPS201AIT Installs
		C	7 QPS201AIT Installs
	MIC	Main	1 QPS201AIT Install
Smiths Detection	LGA	B	Employee SSCP: AT2 Rigging
Vanderlande	LAS	3	ASL Install (Lane 4-6)
	TSIF	N/A	X-Ray Move