

## Introduction

The SafeScout 100™ Security Portal by SafeView is a state-of-the-art security screening system that detects objects hidden on a person. SafeView's patented technology detects objects composed of metal, ceramic, plastic, wood, or other material that may be concealed. Using SafeScout, security personnel can safely and efficiently determine whether visitors, employees, residents, guests or passengers are transporting unwanted objects into or out of the premises.

The sensing mechanism in SafeScout uses Active Millimeter Waves, which are common radio-frequency signals that reflect off of objects at extremely low signal power levels. These signal levels are many times smaller than similar signals used by cell phones or garage door openers and meets known health standards. SafeScout **does not use any type of ionizing radiation** such as that used for x-ray systems.

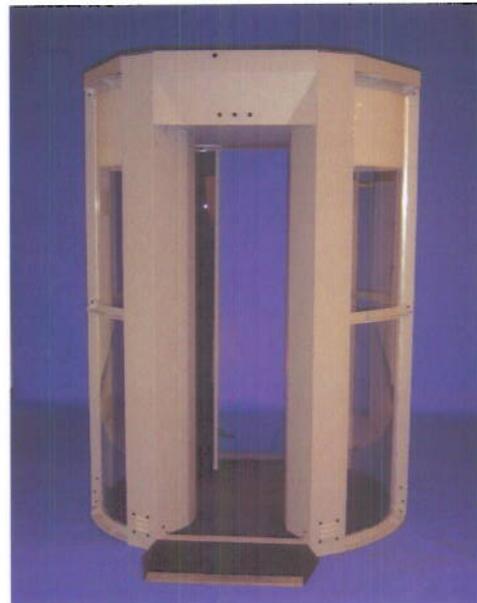
## Operation

SafeScout 100 is designed with high throughput in mind. The person to be scanned simply pauses momentarily while passing through the Portal, then proceeds onward at the operators command.

Since there are no doors on the SafeScout 100, traffic flows easily and efficiently. If more detail is required, the operator can initiate additional scans to further investigate difficult to detect objects.

## Features

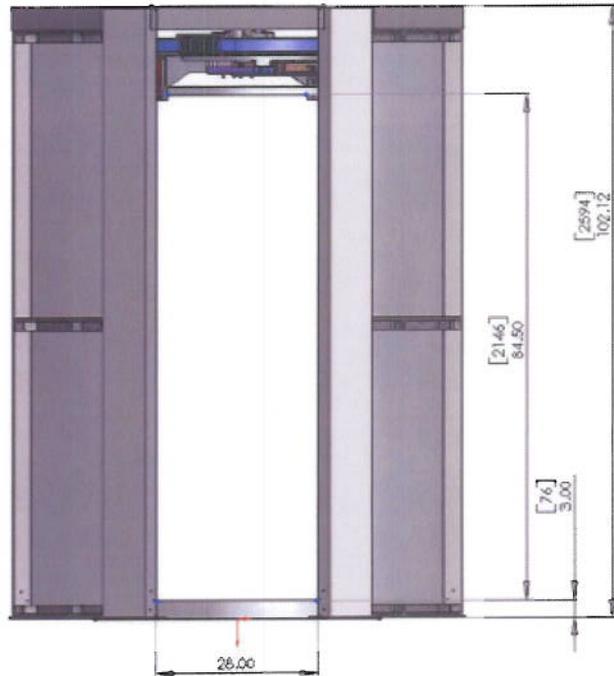
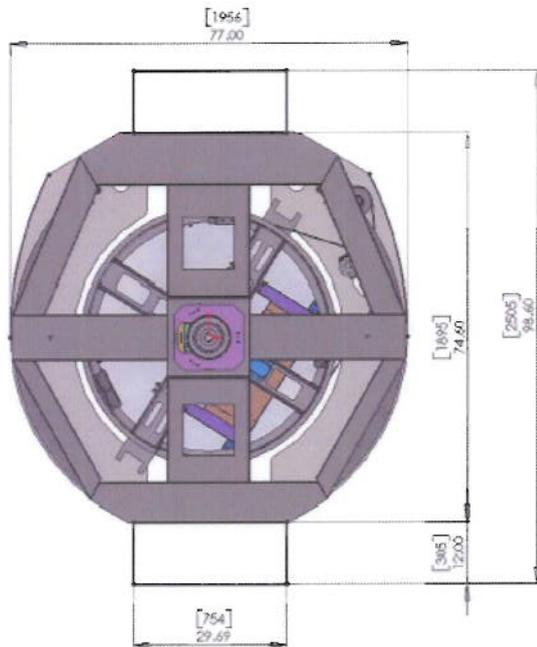
- **Object detection**, directs operators to possible objects of concern
- **Privacy algorithms**, ensure subjects privacy is not violated
- **Rigid construction**, for safe and secure operation.
- **Pass through traffic flow**, no doors to decrease traffic delays
- **Optional Camera and intercom**, for monitoring and prompting of subject



## Applications

SafeView's Scout security portal can be deployed in many different applications, such as:

- **Government buildings:**  
Screening of visitors and employees.
- **Airports, Seaports, Rail stations:**  
Passenger and employee screening.
- **Border Crossings:**  
Arrival and departure screening.
- **Prisons:**  
Inmate and visitor screening as options to pat-down and strip-searches.
- **Military Bases:**  
Entry / exit screening
- **Commercial buildings:** screening of visitors and employees
- **Conferences, public buildings, sports events:**  
Access control and guest screening



**Portal Dimensions**

**Specifications**

**Portal**

Dimensions	Ht. 102" x Dia. 77" (2594mm x 1956mm)
Weight	1800 lbs (816 kg)
Power	95-240VAC/16A 50-60hz
Temperature	0°C – 35°C (32°F- 104°F)
Humidity	5 – 95% Non condensing

**Operator station**

Power	110-240VAC /3A
-------	----------------

**Installation requirements**

**Floor surface and vibration**

The floor should be relatively smooth and level, Sources of vibration should be avoided. If Portal will be located in a seismically active area, please contact SafeView.

**Checkpoint Layout**

The layout of a security checkpoint should be carefully planned to optimize queuing and security, please contact SafeView for assistance.

**For further information:**

SafeView, Inc  
469 El Camino Real  
Suite 110  
Santa Clara, CA 95050  
Phone: 408-961-3690  
[sales@safeviewinc.com](mailto:sales@safeviewinc.com)



### Backgrounder on SafeView

**Overview:** L3 SafeView provides a security portal that allows detection of threats or contraband (of all material types) that may be hidden on a person's body or in their clothes using active millimeter wave technology licensed to L3 SafeView by Battelle (Pacific Northwest National Lab). This non-ionizing technology was developed through FAA funding as a safe alternative to use of x-rays for screening people. First production units were fielded in July, 2005.

**Privacy concerns:** Concerns have been successfully addressed at all of the sites listed below.

**Key Deployments:** The Scout / Provision system is deployed in either operational missions or pilots (trials) at the following key locations relevant to US aviation environments:

- Amsterdam's Schiphol airport (operational)
- Madrid's Barajas airport (operational)
- London's Luton airport (trial)
- Moscow's Domodevodo and Sheremetyevo airports (trials)
- Mexico City International airport (operational)
- Chaing Mia, Thailand airport (operational)
- Multiple systems at all key Green Zone entry points, Baghdad, Iraq (operational)
- Multiple systems at Region Crimes Trial (Sadam trials), Baghdad, Iraq (operational)
- Erez Crossing (Gaza), Israel (operational)
- National Research Institute, Tokyo, Japan (operational)
- US Embassy, Bogota, Columbia (operational)
- Sultan's airport, Muscat, Oman (operational)
- China's Beijing airport (pilot)
- France (STAC) – trial underway

Other pilots successfully completed and awaiting reports / deployment decisions:

- US DHS PATH pilot completed July 06
- Pilot at Riyadh Internationals Airport, Saudi Arabia May 06

Pilots ongoing / being planned in the next 90 days:

- Japan (either Haneda or Narita airports – system already in Tokyo) planned for Oct start
- US Federal Court DC – unit shipped for trial starting mid October with US Marshals
- US DOE Nuclear Facility at Oak Ridge – unit shipped for trial starting mid October
- Brazil – unit shipped for October trial
- Germany & Austria (BKA) – planned for October start
- Australia (demonstrations ongoing with Dept of Transportation & Regional Service )
- Jordan (Army headquarters entry controls points – Nov 06)
- India (Kashmir Parliament building)
- Sri Lanka (Executive protection)

**Approvals:** The system has been tested and approved for use by:

- DHS Safety Act Certified, Dec 05
- Israeli Security Agency approval, Aug 05
- US State Department comparison test to backscatter xray and selection, Nov 05
- US Army testing at Aberdeen Proving Grounds, Jan 05

- UK Department for Transport (DfT) testing and approval
- Schiphol (Dutch) testing and approval
- AENA (Spain) testing and approval
- FCC Waiver Approved for commercial use, Aug 06 (none required for Federal)
- None required for health (FDA opinion World Health Organization letters available)

**Recent Events:**

- Liquids and gels: Two days after the events in London, at the request of the UK DfT, L3 SafeView presented preliminary data that clearly demonstrated the ability of the system to detect not only the plastic, glass, and or ceramic containers of liquids and gels, but also the liquids themselves in cases of invisible containers such as baggies. This data was presented to the DfT, Dutch National Counterterrorism Agency and Schiphol airport security 5 days after the incident. This capability is key to reduction of strenuous and invasive hand searches of passengers and both groups are accelerating their efforts to deploy more systems.
- European Union: The Dutch, supported by the UK and several other member states have proposed legislation changes to approve the system for use at all EU airports (verbal approval received)
- Dutch Army has taken delivery of systems for deployment in October in Afghanistan as part of their NATO deployment



Madrid



PATH - NYC



Mexico City



Schiphol



Luton

