



Transportation Security Administration

In-line Support Application (Version 2.0)

INSTRUCTIONS: Submit this application as a soft Excel file to your TSA Federal Security Director (FSD). The FSD (or their designee) will submit this form via the website. Upon determination of completeness and acceptance of this application, directions will be given on how to submit the required Design Package, Basis of Design Report, Cost Estimate, and Project Schedule documents.

For TSA HQ Use

APPLICATION NUMBER:

SUBMISSION DATE:

1. AIRPORT WHERE PROJECT IS LOCATED:

Airport Name:
 Airport Three Letter Code:

2. AIRPORT SPONSOR CONTACT INFORMATION:

Please list the person(s) who would be able to address any questions or blanks

Airport Executive Contact Name:
 Title:
 Department:
 Organization:
 Telephone Number:
 Email Address:

Airport Project Point of Contact:
 Title:
 Department:
 Organization:
 Telephone Number:
 Email Address:

Airport Information

Address:
 City, State and Zip Code:
 Tax Identification Number:

3. REQUEST FOR (check all that apply):

Equipment : Facility Modification Funding : Design : System Redesign :

4. PROJECT TITLE (and Public Agency Project Number, if appropriate):

5. PROJECT INFORMATION:

A. Project Description:

Two-level expansion of the existing bag make-up area in Example International Airport's Terminal 1 to create a fully in-line CBIS, allowing EDS machines to be removed from the terminal lobby.

B. Nature of Project (check all that apply):

New Terminal : Retrofit of existing terminal : Expansion of existing terminal : Upgrade of Existing BHS :

C. Design Criteria Assumptions and Anticipated Equipment Requirements (One project per application):

| Design Year (One design year is sufficient) | Designed for Peak Bags/Hour | Screening Matrix Name | Terminal and Node or Concourse | Number of EDS | Type of EDS | Requested Delivery Date |
|--|--------------------------------|--------------------------|-----------------------------------|---------------|--------------|----------------------------|
| 2012 | 3,000 | East Matrix | Terminal 3, East | 4 | Analogic XLB | 6/1/2011 |

| Airlines Served (2-letter codes of each airline) | If airline uses multiple matrices percentage of airline's bags using this matrix |
|--|--|
| 1. UA | 30% |
| 2. NW | 30% |
| 3. BA | 15% |
| 4. CO | 25% |
| 5. | % |
| 6. | % |
| 7. | % |
| 8. | % |
| 9. | % |
| 10. | % |

D. Design Status:

- Has a schematic design or higher (30%, etc.) been previously submitted?
- Has an Alternative Analysis been previously submitted?
- Has a Preferred Alternative been previously identified?
- Has a cost estimate for the current system design been submitted?
- Has a Basis of Design and Flight Schedule Analysis been submitted?

| | | | |
|-------------------------------------|-----|--------------------------|----|
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |

6. Design Phase of Documents Associated with Application:

Concept: Schematic: 30% 70% 100% Bid:

Upon acceptance of this application, further directions will be given on how to submit the design package.

Airport Operator Comments (Optional):

A planning report for all of Example International Airport's plans for checked baggage and passenger screening was submitted to the TSA in late 2008. It provided preliminary planning concepts for this system which are addressed in discussed in the 30% Design Report to be provided to TSA upon confirmation from TSA of the sufficiency of this application.

E. National Environmental Policy Act (NEPA):

- To the knowledge of the airport environmental manager or equivalent, is this a historic property or has it been evaluated by the respective State Historic Preservation Officer (SHPO)?
- Has there been any major modification of the facility in the last 10 years?
 - With Federal Funding?
 - Who provided the funding?
- Are you aware of NEPA and Historic Preservation reviews done on the the terminal/ terminal site where the proposed CBIS project is to be located?
 - Can you provide supporting documentation?

| | | | |
|-------------------------------------|-----|-------------------------------------|----|
| <input type="checkbox"/> | Yes | <input checked="" type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |

FAA AIP discretionary funding and Airport sources - PFC's and airport revenue

For TSA HQ Use

- A. Is the Project Description adequate? Adequate Not Adequate
- B. Has a Schematic Design or higher been reviewed by TSA? Yes No
- B1. Is the design supported by the Flight Schedule Analysis? Yes No
- B2. Is the preferred alternative the "optimal" solution? Yes No
- C. Has the Design been endorsed by TSA? Yes No
- D. Are the reimbursable estimated costs reasonable? Yes No
- E. Has TSA OST validated the requirements? Yes No
- F. Has TSA OSO validated the requirements? Yes No

F. Comments:

6. PROJECT OBJECTIVE/JUSTIFICATION:

The primary project objective is to remove EDS machines from the congested ticket lobby to increase passenger circulation and queue space and to open up additional ticket counter positions now blocked by EDS machines. Secondary objective is to reduce screening staff associated with checked bag screening for more effective deployment in the terminals. The new system will provide speedy and efficient screening of checked bags, with adequate capacity to handle anticipated growth. The activity projected in the design year is generally considered a reasonable capacity for the terminal, which has been operating since the mid 1980s.

For TSA HQ Use

- A. TSA Objectives/Justifications
- | | | | |
|--------------------------|------------------------------------|--------------------------|------------------------------------|
| <input type="checkbox"/> | Accelerate Security Enhancement | <input type="checkbox"/> | Reduce On-the-Job injury rates |
| <input type="checkbox"/> | Improve speed and efficiency | <input type="checkbox"/> | Expand system to increase capacity |
| <input type="checkbox"/> | Reduce number of baggage screeners | <input type="checkbox"/> | Other (explain in Comments) |
| <input type="checkbox"/> | Mitigate lobby congestion | <input type="checkbox"/> | Project does not meet objectives |

B. Comments:

7. PROJECT SCHEDULE:

Estimated start of project construction (Month and Year)
Estimated system operational date (Month and Year)

For TSA HQ Use

- a. Project to begin within 3 years of application submittal date? Yes No
- b. System will be operational within 6 years of application submittal date? Yes No

c. Comments:

8. FINANCING PLAN FOR PROJECT: Please reference the application guideline instructions for information on standard TSA cost share. In general, TSA will fund a maximum of 90% of project costs for in-line projects at large and medium hub airports, and 95% at small, non and no hub airports. Projects indicating a larger local contribution will receive a higher application score.

| | | Airport Anticipated Cost Share % | Facility Modification Funding |
|------------------------|-------------------------------|--|-------------------------------|
| A. TSA Funds: | Previous Agreement #: | N/A | \$0 |
| | Current Funding Request | | \$76,500,000 |
| | Subtotal TSA Funds | 90% | \$76,500,000 |
| B. PFC Funds: | Pay-As-You-Go PFC Approval #: | N/A | \$0 |
| | Bond Capital PFC Approval #: | 01-01-C-02-XXX | 2,500,000 |
| | Subtotal PFC Funds: | 3% | \$2,500,000 |
| | State Grants | | \$0 |
| C. Other Funds: | Airport Funds | | \$0 |
| | Airport Revenue Bonds | | \$0 |
| | Other (please specify) | Future PFC PAYGO | \$6,000,000 |
| | Subtotal Other Funds: | 7% | \$6,000,000 |
| | Total Project Cost: | | \$85,000,000 |

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| Equip | Allowed | Planned or Funded | TOTAL | Actual Cost Share |
|------------|------------|-------------------|------------|-------------------|
| | | | \$0 | |
| | | | \$0 | |
| \$0 | \$0 | \$0 | \$0 | 0% |
| | | | \$0 | |
| | | | \$0 | |
| \$0 | \$0 | \$0 | \$0 | 0% |
| | | | \$0 | |
| \$0 | \$0 | \$0 | \$0 | 0% |
| | | | \$0 | |
| \$0 | \$0 | \$0 | \$0 | 0% |

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Public agency information confirmed? :Yes :No :Partially (explain below)

Application reviewed by:
TSA FSD (Name) Routing Symbol Date

TSA Headquarters Routing Symbol Date

Comments: