



Transportation  
Security  
Administration

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# **Electronic Baggage Screening Program (EBSP) Recapitalization & Optimization Process**

## **Frequently Asked Questions (FAQs)**

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### **When will an airport's equipment be recapitalized (replaced)?**

Equipment is recapitalized based on need as determined by three overall factors which include: (1) the number of downtime occurrences the equipment experiences, (2) the length of time of each downtime incident, and (3) the age of the equipment. Equipment is prioritized for recapitalization based on these factors and then reviewed by both the Office of Security Capabilities (OSC) and the Office of Security Operations (OSO) to develop an annual plan for equipment replacements. The actual number of projects executed each year will depend on annual appropriations.

Within an in-line system, once more than 50% of the equipment within the system is high priority for recapitalization all of the equipment in the system will be replaced.

### **How does an airport get on the list for recapitalization?**

Screening equipment is recapitalized based on the criteria above, which are managed by TSA; there is no action required or requested of an airport to be placed on the list.

### **How does an airport know when its equipment will be recapitalized?**

When an airport screening zone has been identified for equipment recapitalization, an OSC EBSP representative will officially notify the Federal Security Director and the Airport Director or senior executive. The EBSP representative will then coordinate with the appropriate representatives from the FSD and airport operator's staff on the schedule and process for equipment replacement.

### **What is recapitalization? What is optimization?**

Recapitalization is the one-for-one replacement of screening equipment with very minimal modifications to the baggage handling system as required to install the new equipment.

Optimization involves modifications to the baggage handling system beyond what is required to accommodate the replacement of screening equipment. Optimization will be considered for locations where there are safety or operational performance issues that need to be addressed and where there is a return on the investment for the federal government.

### **Since TSA is shifting emphasis to recapitalization, how will that affect completion of new in-line systems and how they are funded?**

Due to the significant amount of screening equipment reaching the end of its projected useful life, funding will be applied first to recapitalization requirements before consideration will be given to new systems. The decision to support new in-line projects will be made on a case by case basis and will be dependent on annual appropriated funds remaining after the priority of recapitalization projects as well as the estimated return on the investment to the federal government.

### **Will TSA pay to have an entire system redesigned/replaced? How will recapitalization projects be funded?**

TSA will pay for 100% of costs associated with recapitalization of equipment.

For recapitalization projects, TSA will enter into a two-phase Other Transaction Agreement (OTA) with the airport to support the necessary design and facility modification efforts associated with the equipment removal and replacement.

For projects requiring optimization, TSA will perform an analysis to determine if there is a return to the Federal government for the investment based on the federal cost share. Should the project show a positive return to the Federal government, TSA will enter into a two-phase OTA with the airport to support the necessary design and facility modification efforts. The federal government cost share of an OTA for optimization will not exceed 90% of allowable costs for large and medium hub airports and 95% of allowable costs for small and non-hub airports.

### **What costs will be covered by TSA?**

All allowable and allocable costs, up to the not-to-exceed value of each project, covered by TSA for facility modification projects (including recapitalization and optimization efforts) are detailed in Appendix F of TSA's Planning Guidelines and Design Standards for Checked Baggage Inspection Systems (PGDS) which can be found at [www.tsa.gov/research/checked\\_baggage\\_material.shtm](http://www.tsa.gov/research/checked_baggage_material.shtm).