

## EXECUTIVE SUMMARY

### Background

Super Bowl XLVI will be held in Indianapolis, Indiana on February 5, 2012. The event site, Lucas Oil Stadium, is located in Marion County, which is 396 square miles with nine townships.

Marion County is located in the center of the State of Indiana, and Indianapolis is the site of the State Capitol. The city is bounded on the north by the cities of Zionsville, Carmel, and the Town of Fishers; south by the city of Greenwood. Decatur and Franklin Townships remain rural areas with continuous growth toward urbanization. The population of Indianapolis-Marion County is, as of the 2008 census, 880,380.

Five interstate highways (I-65, I-69, I-70, I-74, I-465) and eight state highways (US 31, US 36, US 40, US 52, US 136, SR 37, SR 67, and SR 135) converge on the city. Except for two far north areas, I-465 is situated entirely in Marion County. Five rail lines serve the area; Consolidated Rail Corporation, CSX Corporation, Louisville and Indiana Railroad, Indiana Southern, and Indiana Railroad. Nuclear waste from Ohio travels through Indianapolis both by rail and truck on a regular basis.



Major petroleum pipelines passing through Marion County are operated by Amoco Pipeline, Buckeye Pipeline, Marathon Ashland, Panhandle Eastern, Shell Oil Products and Texas Eastern Products.

Indianapolis International Airport is a Class C facility, with three runways, located in southwest Marion County. The airport is served by 11 airlines and handles approximately 8 million passengers annually with 155 departures per day. It is the third busiest cargo hub in the United States.

Eleven major hospitals provide medical care for Marion County and the metro area.

Eighteen (18) hazards are identified as having the possibility of occurring within Marion County as a result of infrastructure, climatic patterns and population. Hazards are listed according to the likelihood of occurrence and/or seriousness of their effect on the community, as determined by historical record or analysis of conditions which might cause them:

- Hazardous Material Incident - Highway Transport
- Hazardous Materials Incident - Fixed Facility
- Tornado (March - July)
- Hazardous Materials Incident - Rail Transport
- Flood
- Earthquake (New Madrid fault, Wabash Valley fault)
- Winter Storm (Dec - March)
- Hazardous Materials Incident - Pipeline
- Transportation Accident - Aircraft
- Large Urban Fire
- Utility Failure
- Wildland Fire
- Civil Disorder
- Drought/Heat Wave (May - Sept)
- Dam Failure
- Tornado (Jan - Feb and Aug - Dec)
- Nuclear Incident
- Biological - Chemical terrorism



This Super Bowl is the forty-sixth annual edition of the Super Bowl in American football, and the forty-second annual championship game of the modern-era National Football League (NFL). It is a FIRST in Indianapolis history. The game, to be played on February 5, 2012, will be between the AFC and NFC champions, and will be held at Lucas Oil Stadium (LOS) in Indianapolis, Indiana. Seventy-nine thousand are expected to attend.

The game will be televised live on NBC.

The NFL Experience will be held at the 800,000 square foot Convention Center the week of January 28, 2012 to February 4, 2012. The event consists of pro football's interactive theme park, displays, entertainment attractions, kids football clinics, free autograph sessions and the largest football memorabilia show ever. The event could see up to 200,000 in attendance.

Multiple locally generated VIPR operations will be conducted beginning January 28, 2012 in support of the 2012 Super Bowl at Lucas Oil Stadium in downtown Indianapolis. Indianapolis is a designated (b)(3)49 U.S.C. § 114(n) and the Super Bowl is a SEAR 1 event. VIPR Teams will provide a visible presence and SPOT screening in and around transportation systems to detect and deter suspicious activity and threats. TSA assets and Indianapolis Metropolitan Police LEOs will participate in VIPR operations. ICE will participate acting under their own authority. VIPR operations will consist of overt law enforcement, uniformed and plain clothes BDOs, TSIs, explosive detection canine teams, TSS-E's, and ICE. VIPR operations will incorporate the screening of individuals, and/or property for explosives only if justified by specific threat information or as directed by headquarters.

The Federal Bureau of Investigation (FBI) has the lead jurisdiction regarding law enforcement and criminal investigations should a criminal or terrorist attack occur during this event.

### Threat Assessment

**(U//FOUO)** At this time, DHS and the FBI have received no current or credible information to indicate terrorists or extremists are planning to target transportation sectors in or around the Indianapolis area during the Super Bowl. Many spectators will likely travel to the venue via privately-owned vehicles or other forms of chartered transportation since Indianapolis currently has no Metrorail. There are public transit buses as well as Super Bowl shuttle buses serving Lucas Oil Stadium during Super Bowl events. Because al-Qaida and other extremist groups remain interested in causing mass casualties by attacking the Homeland and targeting venues where large crowds gather, such as arenas and stadiums, a strike against the highly publicized Super Bowl cannot be ruled out.

**(U//LES)** Domestic extremist groups or lone wolves could use the vast Super Bowl media coverage as a means to further their personal or political agenda, possibly by conducting or inciting violence; however, there is no information to suggest domestic terrorists or activist groups are planning to engage in any adverse activity during the Super Bowl.

### Local Modes of Transportation

The Indianapolis area has one (1) Category 1 airport: Indianapolis International Airport. The state has two (2) Category 2 airports: Ft. Wayne International Airport (FWA) and South Bend Regional Airport (SBN), and one (1) Category 3 airport in Evansville (EVV). The ten general aviation airports (hard surface runways) listed below are within a 30-mile radius of Lucas Oil Stadium, Indianapolis, Indiana.

- Hendricks County
- Eagle Creek
- Boone County
- Indy Executive (Formerly Terry Field)
- Sheridan
- Metro
- Mt. Comfort (Indianapolis Regional)
- Shelbyville
- Post Aire (Private Field)
- Greenwood

In addition, there are military landing sites at Ft. Benjamin Harrison and Camp Atterbury.

There are hospital heliport landing locations at Wishard, Methodist, and Clarion hospitals.

CSX Corporation conducts freight rail operations in Indianapolis, Indiana and throughout the State of Indiana. It should be noted CSX rail lines come within very close proximity to both the Convention Center and Lucas Oil Stadium. These lines will carry no toxic inhalation hazards (TIH) two (2) hours prior to the Super Bowl until after the NFL Super Bowl Trophy presentation. The total crowd size, after the presentation, will be evaluated and if needed trains will remain in a hold until the crowd size decreases.

AMTRAK operates out of Union Station located at 350 South Illinois Street, Indianapolis, IN adjacent to Lucas Oil Stadium. AMTRAK operates two long-distance trains through Indiana:

- The Cardinal - tri weekly Chicago-Indianapolis-Cincinnati-New York
- The Hoosier State - four days per week Indianapolis - Chicago

The Greyhound Bus Station, collocated with AMTRAK, also operates out of Union Station.

IndyGo is the primary Indianapolis intra-city bus system. IndyGo manages 29 fixed daily bus routes to all Marion County townships and the downtown area. During the Super Bowl buses will be diverted away from Lucas Oil Stadium.

Five interstate highways (I-65, I-69, I-70, I-74, I-465) and eight state highways (US 31, US 36, US 40, US 52, US 136, SR 37, SR 67, and SR 135) converge on the city. I-465 is almost entirely situated in Marion County and circles the entire Indianapolis area. I-65 traverses north to south and is the major interstate leading from Indianapolis to Chicago and from Indianapolis to Louisville, Kentucky. I-74 goes east to west through Cincinnati, Ohio, Indianapolis, Indiana to Illinois. I-70 is also goes east to west coast to coast including from Columbus, Ohio through Indianapolis, Indiana to St Louis, Missouri.

There are no major bridges crossing into Indianapolis, Indiana.

Indianapolis has no major ports near the city.

The primary Infrastructure serving Lucas Oil Stadium is the Indianapolis Power and Light Company for electricity ( Lucas Oil Stadium has two backup generators), Citizens Gas for natural gas service, Indianapolis Water Company for water and United Water Indianapolis for wastewater removal.

## TSA's 2012 Super Bowl Mission

The Transportation Security Administration (TSA) Super Bowl 2012 mission is to support the overall security posture planned by Federal, state and local security and law enforcement entities. TSA will accomplish this mission by identifying, acquiring and putting into execution resources to anticipate, prevent, mitigate and/or resolve any threat or act of terrorism directed at the transportation system during the entire event period. TSA has integrated these security operations with pertinent Federal, state and local security and law enforcement entities to ensure coordination and synchronization in the planning and execution phases.

### TSA Focus:

1. Increased security and regulatory operations at commercial and general aviation airports, highway, freight rail and mass transit near the events.
2. Increased Federal Air Marshal Service (FAMS) mission coverage during critical event dates and times.
3. Conducting Visible Intermodal Prevention and Response (VIPR) operations at commercial/ general aviation airports highways, freight rail, mass transit and Lucas Oil Stadium (Super Bowl venue).
4. Staffing multiple coordination/information/operation centers with TSA liaison personnel.

## Overview of TSA Security Operations

### **Security/Regulatory Operations**

Transportation Security Inspectors (TSIs) from Aviation, Cargo and Surface are participating in VIPRs at IND, CSX railway system, AMTRAK, Greyhound, IndyGo, and Park and Ride shuttle bus pick up locations located at Market Street Garage, the old Indianapolis Airport Parking, 327 North Illinois, the Zoo, and the GM Stamping Plant facility. Shuttle drop off locations are located at Washington and McCarty streets near Lucas Oil Stadium. TSIs will also randomly cover General Aviation (GA) airports located at Eagle Creek, Hendricks County- Gordon-Graham, Downtown Heliport, Metropolitan Airport, Mount Comfort (Indianapolis Regional), and Terry Field (Indy Executive). TSI's will conduct numerous Private Charter Inspections of aircraft departing IND. In addition, TSI's will be pre-positioned on game day at diversion airports located in Anderson, Terre Haute, and Columbus, Indiana.

TSI's will maintain a presence in the Joint Operations Center (JOC), TSA Incident Command Center (TSA/ICC), Public Safety Compound (Unified Command), and Airport Operations Center (AOC).

TFR's established for the Super Bowl will be in place from 1730 on February 5, 2012 until approximately 2400 on February 5, 2012 (See Annex 8.7 Airspace Security Operations for more information on the TFR).

### (SSI) FAMS Mission Coverage

The Federal Air Marshal Service engages in a sophisticated risk management and mitigation strategy known as the FAMS Concept of Operations (CONOPS) (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

### (SSI) VIPR Operations

Visible Intermodal Prevention and Response (VIPR) operations will occur throughout the greater Indianapolis area in support of the Super Bowl. (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

It should be noted that all of these operations each day will be conducted on a random and rotating basis. The VIPR teams will be dispatched from the TSA/ICC and changed throughout the week to cover the higher passenger loads as needed.

There are three (3) diversion airports having VIPR operations during the Super Bowl game:

- Anderson
- Terra Haute
- Columbus

VIPR operations leading up to game day will be conducted on a random and rotating basis.

## Venue Operations

Super Bowl XLVI will be played at Lucas Oil Stadium, located at 500 South Capitol Ave., Indianapolis, Indiana. The new stadium, completed in August 2008, replaced the RCA Dome. The 1.8 million square feet stadium seats 63,000 for football and over 70,000 for basketball. The facility is 270 feet high with three decks and seven levels. It is estimated that for the Super Bowl stadium seating will be increased to 79,000.



CSX maintains a rail line which carries HAZMAT on tracks located between Lucas Oil Stadium and the Indiana Convention Center (location of the NFL Experience). During the Super Bowl, CSX will delay and/or re-route trains hauling hazardous materials through the downtown area during peak activity periods.

CSX dispatch will notify the JOC when a train with hazardous materials is moving through the area during non-peak times. CSX Rapid Response teams, in coordination with TSA, will have teams located at the Avon rail yard, in Anderson, and Downtown Interlocking areas.

In coordination with the Indianapolis Metropolitan Police Department, the Indianapolis FBI, and the Department of Energy (DOE), VIPR teams with Preventative Radiological Nuclear Detections (PRND) capabilities will deploy in a random, rotating basis to secure all local modes of transportation in support of the Super Bowl. PRND reach back protocols are established in coordination with local authorities, the FBI, and Department of Energy.

TSA resources will observe passengers boarding transportation conveyances which proceed to the venue. Operations will follow BDO and VIPR Team protocols of Observation and Reporting. Teams will work the outside the perimeter and checkpoints of both the Super Bowl site and the NFL experience, within many different modes of transportation, to observe and report suspicious behaviors to police counterparts.

## **Liaison Staffing**

### Joint Operations Center (JOC)

TSA will have representatives assigned to the JOC the week of the Super Bowl during all hours of operation.

### Intelligence Operations Center (IOC)

TSA will have a Field Intelligence Officer and TSA Indiana Fusion Center representative assigned to the IOC during the week of the Super Bowl.

### TSA Incident Command Center (ICC)

TSA will have FAMs, TSI's, Coordination Center and FSD staff available in the TSA-ICC during the week of the Super Bowl. All VIPR operations will be managed from the TSA-ICC.

### Airport Operations Center

TSA will have TSI's staff the AOC during the week of the Super Bowl on an as needed basis.

### Public Safety Compound

TSA will have staffing in the Public Safety Compound during the days leading up to the Super Bowl and will maintain a presence in the compound on game day as a part of Unified Command.

### Communications/Reporting

TSA-IND Offices, 8303 W. Southern Ave, Indianapolis, Indiana, as well as the JOC, IOC, Public Safety Compound, and IAA-AOC will serve as principal elements for coordinating all TSA Super Bowl related operations supporting all TSA elements and personnel deployed for this event. The Indianapolis Coordination Center (ICC) will be responsible for providing TSA senior leadership with situational awareness of transportation security matters as they arise.

### After Action Report

The Event Coordinator will prepare an After Action Report (AAR) on TSA's planning and executing of operations for the 2012 Super Bowl.



# Transportation Security Administration



## **TSA OPERATIONS PLAN SUPERBOWL XLVI**

**INDIANAPOLIS, INDIANA  
FEBRUARY 5, 2012**

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**Federal Event Coordinator**

**TSA Special Events Section**

**David Kane**

FSD - IND

O: 317-612-(b)(6)

C: (b)(6)

(b)(6)

**Supervisory Air Marshal in Charge**

John Wallace

SAC - CINCINNATI FIELD OFFICE

O: 859-594-(b)(6)

C: (b)(6)

(b)(6)

**Field Event Coordinator**

**Rich Adams**

Assistant Federal Security Director

O: 317-612-(b)(6)

C: (b)(6)

(b)(6)

**Assistant Event Coordinator**

**John Beckius**

Assistant Federal Security Director - I

O: 317-612-(b)(6)

C: (b)(6)

(b)(6)

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## SITUATION

# Section 1

### 1.1 Background

Super Bowl 2012 will involve the winning teams from the AFC and NFC playing for the Super Bowl trophy. The game is scheduled for February 5, 2012 and will be played in Lucas Oil Stadium in Indianapolis, Indiana. The game will be the first Indianapolis Super Bowl.

The U.S. Department of Homeland Security (DHS) has designated the 2012 Super Bowl as a Special Event Assessment Rating 1 (SEAR 1). The Federal Bureau of Investigation (FBI) has the lead jurisdiction regarding law enforcement and criminal investigations should a criminal or a terrorist attack occur during this event.

Schedule of major events leading up to the Super Bowl (not all inclusive)

#### Saturday, January 28, 2012

NFL Experience	10 am - 10 pm
Super Bowl Village	11 am - Midnight

#### Sunday, January 29, 2012

NFL Experience	11 am - 8 pm
Super Bowl Village	11 am - 10 pm
Media Arrival Day	All Day

#### Monday, January 30, 2012

NFL Teams Arrive	TBD
NFL Experience	3 pm - 10 pm
Super Bowl Village	3 pm - 10 pm

#### Tuesday, January 31, 2012

NFL Experience	3 pm - 10 pm
Super Bowl Village	3 pm - 11 pm
Pacers Game	7 pm

#### Wednesday, February 1, 2012

NFL Experience	3 pm - 10 pm
Super Bowl Village	11 am - Midnight

**Thursday, February 2, 2012**

NFL Experience-Private Party	1 pm - 3 pm
NFL Experience	3 pm - 10 pm
Super Bowl Village	11 am - Midnight

**Friday, February 3, 2012**

NFL Experience-Private Party	1 pm - 3 pm
NFL Experience	3 pm - Midnight
Super Bowl Village	11 am - Midnight
NFL Private Party-State Fairgrounds	7 pm - 10 pm

**Saturday, February 4, 2012**

NFL Experience	10 am - Midnight
Super Bowl Village	11 am - Midnight
Pacers Game	7 pm

**Sunday, February 5, 2012 - GAME DAY**

NFL Experience - Tickets Only	TBD
NFL Tailgate Party	TBD
Super Bowl Village	11 am - Midnight
ESPN-Private Party	Pre-Game

## 1.2 Purpose

This Security Operations Plan describes the activities and organizational structure TSA will utilize to support the overall Special Event Assessment Rating 1 objectives and strategies for the 2012 Super Bowl.

### 1.3 Scope

This operations plan covers the period surrounding Super Bowl XLVI, in Indianapolis, Indiana from Friday, January 27, 2012 to February 7, 2012. Critical hours are from 1630 - 2400 on game day February 5, 2012.

## 1.4 Threat Assessment

**(U//FOUO)** At this time, TSA-OI has received no current or credible information to indicate terrorists or extremists are planning to target transportation sectors in or around the Indianapolis area during Super Bowl week. Many spectators will likely travel to the venue via privately-owned vehicles or other forms of chartered transportation since Indianapolis currently has no Metrorail system. IndyGo as well as other bus services will serve the Lucas Oil Stadium on game day. Because al-Qaida and other extremist groups remain interested in causing mass casualties by attacking the Homeland and targeting venues where large crowds gather, such as arenas and stadiums, a strike against the highly publicized Super Bowl cannot be ruled out.

**(U//LES)** Domestic extremist groups or lone wolves could use the vast Super Bowl media coverage as a means to further their own personal or political agendas, possibly through conducting or inciting violence; however, there is no information to suggest domestic terrorists or activist groups are planning to engage in any adverse actions during the Super Bowl.

## 1.5 Local Modes of Transportation

### **Commercial Airports**

The State of Indiana hosts one (1) Category 1 airport: Indianapolis International Airport and two (2) Category 2 airports: Fort Wayne Regional and South Bend International as well as one Category 3 airport: Evansville.

- Indianapolis International Airport (IND)

Indianapolis International Airport is a new \$1.1 billion airport opened in November 2008. It is a public airport located 15 miles west of the central business district of the Indianapolis as well as from the Lucas Oil Stadium. This airport is publicly owned by the Indianapolis Airport Authority and serves the Indianapolis area as the primary airport. The airport is the home of the second largest Federal Express operation in the world; it is the eighth largest cargo airport in the United States and the 21<sup>st</sup> largest cargo facility internationally. In addition, Indianapolis International was ranked as having the 28<sup>th</sup> lowest average airfares in the nation, 14<sup>th</sup> in airports having the greatest capacity for growth, and seventh best flight growth by the United States Department of transportation.

The Indianapolis airport serves approximately 8.1 million passengers and 1.1 million tons of cargo annually.

On average, there are 163 daily departures to 37 nonstop destinations from Indianapolis.

The Indianapolis International Airport passenger terminal is approximately 1.2 million square feet, with two concourses. Concourse A and Concourse B each have 20 gates. Two gates on Concourse A are (A4 and A5) are for international arrivals and lead to a dedicated federal inspection area and baggage claim. TSA security checkpoints are situated before the entrance to each concourse and include dedicated lanes for expert travelers, casual travelers, and families. Each checkpoint contains 7 screening lanes.

Currently, there are over 18,000 parking spaces available at the airport. These spaces are split between the Short Term Parking Garage (5,900), the Long Term Parking (4,400), and the Economy Parking (7,950)

Indianapolis International Airport covers an area of 8,800 acres of which 4,400 acres lie within the AOA.

**Ownership:** Publicly-owned  
**Owner:** INDIANAPOLIS AIRPORT AUTHORITY  
7800 Col. H. Weir Cook Memorial Drive  
Indianapolis, Indiana 46241  
Phone: 317-487-9594 or 317-487-7243

**Airport Director:** Mr. John Clark  
**Time Zone:** GMT-4, Eastern Standard Time (EST) in most of the state. Daylight Savings Time (DST) is observed  
**FAA Identifier:** IND  
**Coordinates:** 39 degree 43'2.38"N, 86 degree 17'39.78"W  
**Elevation:** 797 feet above sea level

**Runways:**

IND has two primary parallel runways and one crosswind runway.

Runway (feet)	Length (feet)	Width
5L/23R (parallel)	11,200	150
5R/23L (parallel)	10,000	150
14/32 (crosswind)	7,600	150

**Passenger and Total Operations:**

Domestic and international passengers - 8.15 million  
Cargo operations - 1.1 million tons  
Aircraft operations - 197,202  
Landed weight - 5,221 million tons

Ft. Wayne, South Bend or Evansville airports are not expected to play a major Super Bowl role.

For the Super Bowl, it is estimated that 30,000 to 50,000 passengers on scheduled and chartered flights will travel to Indianapolis. There are estimates that there will be as many as 4,000 private flights. To handle these expectations, the FAA is bringing in as many as 40 extra Air Traffic Controllers and three temporary towers. These temporary towers will be located at Eagle Creek, Indianapolis Executive, and Indianapolis Regional. At least 500 of the private planes will find parking at the Indianapolis International Airport.

**General Aviation Airports**

Six general aviation airports within a 30-mile radius of Lucas Oil Stadium, Indianapolis, Indiana:

- Eagle Creek
- Hendricks County – Gordon Graham Field
- Downtown Heliport
- Metro Airport (Indianapolis Regional)
- Mount Comfort
- Terry Executive (Indianapolis Executive)

Three regional airports, Eagle Creek, Indianapolis Regional, and Indianapolis Executive will handle approximately 75 to 100 of the private planes each and the remaining aircraft will go to reliever airports from Lafayette, Indiana to Bloomington, Indiana

## Freight Rail

### CSX Corporation

CSX Corporation, based in Jacksonville, Fla., is one of the nation's leading transportation companies, providing rail-based transportation services and operates a 22,000-mile rail network, covering 23 states, the District of Columbia, and two Canadian provinces. CSX has rail operations in Indianapolis, Indiana and the Indiana state region. Local CSX offices are located at 31 East Georgia St., Indianapolis, Indiana 46204. (b)(3):49 U.S.C. § 114(r)

(b)(3):49 U.S.C. § 114(r)

CSX has committed to work closely with the TSA during the Super Bowl and the TSA will work closely with them during assigned VIPR operations.

VIPR teams will be assigned to work with the CSX Rapid Response Teams and will be deployed at the following locations:

- IU Interlocking: Vicinity CSX offices 31 E. Georgia Street, Indianapolis, IN
- Avon Rail Yard: Avon, Indiana
- South Anderson: Anderson, Indiana

All bridges, switches, track, structure, and trains operating between the above locations will be checked (b)(3):49 U.S.C. § 114(r)

CSX K-9 explosive detection teams will conduct sweeps on a random, rotating basis, of the following critical areas with a vehicle escort team:

(b)(3):49 U.S.C. § 114(r)

The CSX NOW system will be utilized to track all trains.

## Mass Transit

### IndyGo

IndyGo is the primary bus service for Indianapolis and the surrounding areas. It is based on a system of routes connecting at transfer/transit centers placed at various locations around the urban parts of Marion County to allow easy connectivity between buses. The agency operates an intra-city bus system. The IndyGo manages 29 fixed daily bus routes to all Marion County townships and downtown areas. IndyGo maintains fixed daily bus routes to all Marion County townships and downtown areas.

During the Super Bowl, IndyGo buses will be on pre-established routes for the Super Bowl week. VIPR teams will work a random and rotating basis on game day at IndyGo bus stops located closest to the Lucas Oil Stadium.

### AMTRAK - Passenger Rail

AMTRAK provides east-west connections between New York and Chicago. AMTRAK is located at the Indianapolis Union Train Station, 350 South Illinois Street, Indianapolis, Indiana. AMTRAK is located directly across from the Lucas Oil Stadium event site. The facility serves as a multi-mode transportation facility accessed by AMTRAK trains, taxis, and Greyhound buses. Indianapolis Union Station operates as an AMTRAK station for the Cardinal and Hoosier State lines travelling to New York, Washington, Cincinnati, and Chicago.

- The Cardinal - tri weekly Chicago-Indianapolis-Cincinnati-New York
- The Hoosier State - four days per week Indianapolis - Chicago

### Highway

Five interstate highways (I-65, I-69, I-70, I-74, I-465) and eight state highways (US 31, US 36, US 40, US 52, US 136, SR 37, SR 67, and SR 135) converge on the city. I-465 is almost entirely situated in Marion County.

I-65 goes north to south and is the major interstate leading from Indianapolis to Chicago and from Indianapolis to Louisville, Kentucky. I-74 goes east to west through Cincinnati, Ohio, Indianapolis, Indiana to Illinois. I-70 is also an east to west interstate and proceeds from Columbus, Ohio through Indianapolis, Indiana to St Louis, Missouri.

There are no major bridges crossing into Indianapolis, Indiana.

### Greyhound

Greyhound Lines is an inter-city common carrier of passengers by bus serving over 3,700 destinations in the United States. Greyhound operates a station in downtown, co-located with AMTRAK, at 350 South Illinois Street, Indianapolis, Indiana. This

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facility is located directly across from Lucas Oil Stadium.

### Passenger Rail & Mass Transit

Park and Ride Bus fan shuttles to the NFL Experience and game:

- Market Street Garage
- Indianapolis International Airport – Old Terminal Parking Area
- 327 North Illinois – Parking Garage

NFL Employee and Volunteer shuttles operate from:

- GM Stamping Facility
- The Indianapolis Zoo

### **Maritime**

There are no major ports located near Indianapolis.

### **Pipeline**

Major petroleum pipelines passing through Marion County are operated by Amoco Pipeline, Buckeye Pipeline, Marathon Ashland, Panhandle Eastern, Shell Oil Products and Texas Eastern Products.

### Other Transportation Infrastructure

No major concerns at this time

## MISSION

## Section 2

- A. Identify, acquire and plan the use of resources to anticipate, prevent, mitigate and/or resolve a terrorist threat or incident directed at the transportation systems in and around Indianapolis, Indiana during Super Bowl XLVI.
- B. Integrate TSA's security operations in relation to Super Bowl XLVI with Federal, state and/or local security and law enforcement efforts to ensure coordination and synchronization in the planning and execution phases.
- C. TSA has focused security efforts on:
  - Increased security and regulatory operations at commercial and general aviation airports near the event.
  - Increased Federal Air Marshal Service (FAMS) mission coverage during the event.
  - Conducting Visible Intermodal Prevention and Response (VIPR) operations in airports, passenger and freight rails, and mass transit modes of transportation.
  - Staffing designated divert airports with TSA personnel.
  - Staffing and supporting various interagency coordination centers with TSA liaison personnel.

## EXECUTION

## Section 3

### 3.1 Security Operations

Security personnel stationed at IND under the guidance/leadership of their FSD, as well as the SAC/FAMs, will increase security activities beginning January 26, 2012 through February 6, 2012. Specific activities include:

### 3.1.1 Commercial Aviation

At the request of the Department of Homeland Security and the Department of Defense, the FAA will establish airspace restrictions over Super Bowl XLVI on February 5, 2012, at Lucas Oil Stadium in Indianapolis, IN. An FAA Notice to Airmen (NOTAM) will be disseminated for February 5, 2012 from 1630 hours through 2400 hours (10/30 NMR, up to 18,000 ft centered one mile north of Lucas Oil Stadium).

Operations at Indianapolis International Airport:

- Enlist Playbook assets (b)(3):49 U.S.C. § 114(r)
- Conduct VIPR operations.
- Utilize BDO and TSS-E assets in VIPR operations and Playbook operations.
- Utilize screening equipment: Whole Body Imaging.
- Increase staffing levels to meet new airline schedule increases.
- Utilize additional BDO's to assist with coverage.

### 3.1.2 General Aviation

Additional TSA VIPR teams will be positioned randomly on a rotating basis at general aviation airports in the Indianapolis area to conduct outreach and observe general aviation flights at the following airports:

#### PRIMARY LOCATIONS:

- Eagle Creek
- Hendricks County – Gordon Graham
- Heliport
- Metropolitan Airport
- Indianapolis Executive - Mount Comfort

#### SECONDARY LOCATIONS:

- Anderson Municipal – Divert Airport
- Columbus Municipal – Divert Airport
- Terre Haute Airport – Divert Airport

(b)(3) 49 U.S.C. § 114(r)

- Crawfordsville Airport
- Monroe County Airport
- Putnam County Airport
- Shelbyville Municipal

Additional TSA Indianapolis International Airport FBO's resources on a random/rotating basis:

- Signature Aviation
- Million Air

### 3.1.3 Highway (Greyhound)

VIPR teams comprised of FAMs, TSI's, TSS-E's and K9's will be deployed at the Greyhound terminal on a continuous rotating basis. The Greyhound bus facility will move operations on Saturday, February 4, 2012 thru Monday, February 6, 2012 to Garfield Park - Burrello Family Center, 2345 Pagoda Dr., Indianapolis, Indiana. (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

### 3.1.4 Freight Rail (CSX)

CSX Corporation conducts freight rail operations in Indianapolis, Indiana and throughout the State of Indiana. It should be noted CSX rail lines come within very close proximity to the Convention Center as well as Lucas Oil Stadium. These lines will carry no toxic inhalation hazards (TIH) from Thursday, February 2 to Sunday, February 5. On Super Bowl Sunday, all train operations will cease two (2) hours prior to game time until two (2) hours after the Super Bowl trophy presentation.

VIPR teams assigned with CSX Rapid Response Teams deploy to:

- IU Interlocking: Proximity of CSX office, 31 East Georgia Street, Indianapolis, IN
- Avon Rail Yard: Avon, Indiana
- South Anderson: Anderson, Indiana

All bridges, switches, tracks, structures, and trains operating between the above listed locations will be checked (b)(3) 49 U.S.C. § 114(r)

CSX K-9 explosive detection teams will conduct sweeps on a random, rotating basis, at the following critical areas with a vehicle escort team:

(b)(3) 49 U.S.C. § 114(r)

The CSX NOW system will track all trains.

### 3.1.5 Mass Transit – Passenger Rail (AMTRAK)

AMTRAK operates out of Union Station located at 350 South Illinois Street, Indianapolis, In. The AMTRAK station is adjacent to Lucas Oil Stadium. AMTRAK operates three long-distance trains through Indiana:

The Cardinal – tri weekly Chicago-Indianapolis-Cincinnati-New York  
The Hoosier State – four days per week Indianapolis - Chicago

### 3.2 Regulatory Operations

Regulatory personnel stationed at IND under the guidance and leadership of the FSD and AFSD-Inspections will increase regulatory activities beginning January 26, 2012 through February 8, 2012. Specific activities include:

### 3.2.1 Commercial Aviation

(b)(3) 49 U.S.C. § 114(n)



### 3.2.2 General Aviation (GA)

- Increased surveillance and general deterrence as High Visibility Activity (HVA) within Public Areas.
- Providing staffing support for VIPR operations.
- Providing operational response personnel for GA incidents (b)(3); 49 U.S.C. § 114(r)
- (b)(3); 49 U.S.C. § 114(r)
- (b)(3); 49 U.S.C. § 114(r)

### 3.2.3 Highway (Greyhound)

Greyhound Bus Station operates out of Union Station as well. The Greyhound Bus Station will be closed during the Super Bowl; however, will operate during the Super Bowl week. There operation will discontinue on game day due to the road closures leading to their location. The station will relocate to Garfield Park on February 4, 2012 and will return to Union Station on February 6, 2012.

Assigned FAM's/TSI's will provide support for planned VIPR operations

### 3.2.4 Freight Rail (CSX)

Assigned TSI's will work in coordination with the CSX Rapid Response Teams.

### 3.2.5 Mass Transit – Passenger Rail (AMTRAK)

Assigned TSI's will provide support for planned VIPR operations

### 3.3 Airspace Security Operations

#### 3.3.1 Notice to Airman (NOTAM)

There will be a TFR for the Super Bowl

The TFR will be filed in coordination with the TSA, the FAA, as well as NORAD.

Please See Appendix 8.7 Airspace Security Operation for more details concerning the TFR for the Super Bowl.

The TSA, FAA, and NORAD will have assigned space in the JOC and will be closely monitoring the controlled air space during the times of the TFR.

### 3.3.2 OLE/FAMS Mission Coverage

The Federal Air Marshal Service engages in a sophisticated risk management/mitigation strategy known as the FAMS Concept of Operations (CONOPS). The CONOPS is based on Consequence, Vulnerability, Intelligence, and Threat. *Consequence* addresses geographic locations that have the potential for decapitation of government, the centers and symbols of the financial infrastructure of The Nation and other critical infrastructure. *Vulnerability* is an assessment of aircraft size and fuel load that determines destructive capabilities. *Intelligence* is strategic and tactical information concerning criminal/terrorist activity affecting aviation security. *Threat* is specific information of criminal/terrorist targeting of specific flights.

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

### 3.4 VIPR Operations

#### 3.4.1 Commercial Aviation

##### Indianapolis International Airport (IND) - Commercial Aviation

In response to the Super Bowl, VIPR operations will occur at Indianapolis International Airport from January 28, 2011 to February 6, 2012. The Super Bowl has been designated a SEAR 1 security event. The event will involve a multitude of federal, state and local law enforcement and security agencies, working in/around the airport and throughout the Indianapolis area. VIPR operations at IND will begin on the 28th and conclude the day after the Super Bowl, February 6<sup>th</sup>. The focus of the operation is to increase the TSA security posture and visibility and to detect and/or deter criminal and potential terrorist activity.

### 3.4.2 General Aviation

#### General Aviation Airports

In response to the Super Bowl operations will be conducted at General Aviation (GA) airports, from January 28, 2012 to February 6, 2012. VIPR operations at the GA airports will be on a random, rotating basis prior to the game. VIPR teams will be located at the airports located in Columbus, Terre Haute, and Anderson.

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

The focus of the operation is to increase the TSA security posture and visibility and to detect and/or deter criminal and potential terrorist activity.

### 3.4.3 Highway (Greyhound)

VIPR Teams comprised of FAM's, TSI's, BDO's, TSS-E's and K9's will be used at the Greyhound terminal on a random, rotating basis.

### 3.4.4 Freight Rail (CSX)

VIPR teams comprised of FAM's, TSI's, TSS-E's and K9's will be used at the CSX facilities during the week leading up to and including the Super Bowl game.



### 3.4.5 Mass Transit - Passenger Rail (AMTRAK)

VIPR teams comprised of FAM's, TSI's, TSS-E's and K9's will be used at the AMTRAK terminal on a random, rotating basis.

### 3.5 Venue Operations

Working with the Indianapolis Police Department VIPR teams will deploy near the areas of the Lucas Oil Stadium (LOS), however, outside the perimeter of the stadium. Their function will follow all VIPR protocols of observe and report. The VIPR teams will work different modes of transportation outside the perimeter and shuttle bus and IndyGo drop off locations to observe and report suspicious behaviors to police counterparts.

The VIPR teams will not engage unless a life threatening situation is observed or other immediate safety related response is warranted.

### 3.6 Public Affairs Operations

The Indianapolis FSD, as well as the Cincinnati FAM SAC, will handle all media inquiries that do not reach a national level.

The TSA Office of Public Affairs will be immediately notified of any events that may reach a national level of exposure.

In addition, due to the magnitude of the Super Bowl, all reporting protocols for notifications will be followed during any event that rises to the level of receiving media attention.

## CONTROL & COMMUNICATIONS

## Section 4

The City of Indianapolis, in collaboration with other Federal, State, and local entities, has established an event Unified Command for the planning and execution of law enforcement and security support to the Super Bowl. There is a Public Safety Compound, located at 545 W. McCarty Street where the Unified Command will be located. The Marion County Emergency Management Office, as well as the State of Indiana Department of Homeland Security, in coordination with the FBI and other federal agencies is the lead agency for crisis management planning and execution, and is serving as the principal agency supporting the Unified Command. The Unified Command has established several operations and communications centers for the execution of this event. Information sharing between the various centers is crucial for this event to be a success. TSA will provide subject-matter expertise and domain awareness to the Public Safety Compound. In addition, the TSA will have the Incident Command Center (TSA/ICC) to assist with TSA-specific coordination and support matters.

#### 4.1 Coordination/Information/Operation Centers

##### Joint Operations Center / Intelligence Operations Center- 401 N. Shadeland, Indianapolis, Indiana

Beginning January 26th, the IND FSD designated staff and the FAMS Cincinnati will staff the JOC. From January 26<sup>th</sup> to February 2<sup>nd</sup> the JOC will operate two (2) shifts from 7am - 4pm and from 3pm - 12mn. On Thursday, February 2<sup>nd</sup> the JOC will operate 24/7. During this time, daily briefs will be provided at 7:30am, 3:30pm and 12:30am. This joint-staffed FSD and FAMS desk will serve as the principal element for coordinating of all TSA matters related to the Super Bowl and for supporting all TSA elements on game day. Numerous other DHS components will also maintain coverage at the JOC, providing for a comprehensive and unified operation. The JOC operation is scheduled to discontinue on February 6<sup>th</sup>.

##### Indianapolis International Airport Coordination Center-

The coordination Center, as always, will be operational on a 24/7 basis. The primary focus during the Super Bowl will be to handle the day to day events at the airport. During any major crisis event a direct line of communication would be established from the TSA-ICC to the Coordination Center. The Coordination Center would then relay information from the TSA-ICC direct to the TSOC.

##### TSA Incident Command Center (ICC) - 8303 W. Southern Ave., Indianapolis, Indiana

Beginning January 27th, the IND FSD designated staff and the FAMS Cincinnati will staff the TSA-ICC and will go to 24-hour coverage beginning Thursday, February 2<sup>nd</sup>.

In similar manner to JOC staffing above, FSD designated staff and FAMS Cincinnati will staff the TSA-ICC throughout the course of the operation. All VIPR operations will be managed from this location. During all times the VIPR teams are operational the TSA-ICC will be fully staffed.

##### IND Airport Operations Command (AOC)

The AOC will be staffed on an as needed basis depending on events and/or passenger loads at the airport. On February 5<sup>th</sup> and February 6<sup>th</sup>, the AOC will be staffed 24/7.

##### Public Safety Compound-545 W. McCarty Street, Indianapolis, Indiana

The Public Safety Compound will become operational on January 26, 2012. All local and state law enforcement entities will operate their command structure from this facility. This is designated as the Unified Command location.

Marion County Emergency Management - 47 S. State Street, Indianapolis, Indiana

Indiana State Emergency Operations Center - 7200 E. Troy Ave., Indianapolis, Indiana

Transportation Security Operations Center (TSOC)

The TSOC mission is to provide daily around-the-clock coordination, control, communications, intelligence and domain awareness for all DHS transportation-related security activities worldwide. Functions performed by TSOC include providing continuous domain and operational awareness for TSA HQs of special events, incidents, and/or crises; threat identification and trend analysis; incident prevention and/or interdiction; threat mitigation; and incident response. The TSOC will serve as the conduit for information flow between the ICC and TSA management during the event.

## 4.2 Communications and Reporting

The primary operational communication and reporting for TSA personnel during an incident will be to the FSD as well as to the FAM SAC.

The primary information-sharing tool used by the interagency law enforcement and security community/coordination centers in Indianapolis will be the Indianapolis Metropolitan Police Department.

Daily Activity Summaries commencing on January 28, 2012 will post to the WebEOC.

Should an incident occur that would warrant simultaneous communication between the TSOC, senior leadership, and multiple TSA representatives from one or more sites in Indianapolis, TSOC would arrange this communication via a conference bridge.

If a more localized event occurs that would warrant a local bridge the FSD and/or FAM SAC would request the bridge and coordinate through the Indianapolis Coordination Center.

## TRAINING

## Section 5

On November 17, 2012 the FBI conducted a tabletop exercise in preparation for the Super Bowl. Incident command, communication equipment, protocols and crisis management issues were discussed and evaluated.

On December 3, 2012, in coordination of the Big 10 football championship game a final countdown meeting was conducted. Plans for the Super bowl were reviewed and the operations for the JOC were fully briefed. Federal, state, and local law enforcement agencies were represented.

## ADMINISTRATION AND LOGISTICS

## Section 6

### Finance and Administrative Operations

\*Costs associated to the Super Bowl are as follows:

Rooms:

Best Western Hotel (43) Total Cost \$ \_\_\_\_\_

Holiday Inn Express (9) Total Cost \$ \_\_\_\_\_

Country Inn Suites (NDO-49) Total Cost \$ \_\_\_\_\_

Air Fare: Total Cost \$ \_\_\_\_\_

Per Diem: Total Cost \$ \_\_\_\_\_

Vehicle Rentals:

Meeting Room: 0

New Screening Checkpoints: No costs incurred. Airport provided

Other expenses: None

\*TOTAL COSTS TO BE COMPUTED AFTER EVENT

### Logistical Operations

- All hotel accommodations, with the exception of the rooms for the NDO's have been obtained through the NFL as per agreements between the City of Indianapolis and the NFL. Room costs are pre designated. NDO rooms were obtained through SATO.
- Five (5) NDO rental vehicles have been acquired through the NDO Office.
- No busses are needed to transport TSA employees.
- IND did establish two (2) new screening lanes along with the equipment to run the lanes in support of the Super Bowl. The event did not require any remote checkpoints for this event.

## AFTER ACTION REPORT

## Section 7

To be inserted after special event has concluded and the AAR final reports have been submitted.

~~SENSITIVE SECURITY INFORMATION~~

# **TSA Operations Plan**

## **Super Bowl XLVI**

### **Annex 8.1**

## **Threat Assessment**

SENSITIVE SECURITY INFORMATION

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.~~

VISIBLE INTERMODAL PREVENTION AND RESPONSE

---

VIPR MASS TRANSIT  
DEPLOYMENT OPERATIONS PLAN  
(DOP)

Indianapolis, IN

Game Day Management Group (GDM)

*INTRA-CITY SHUTTLES*

*NFL Employees and Volunteers*

*Public Park and Ride*

*SUPERBOWL XLVI*

*January 26 - February 7, 2012*



Transportation  
Security  
Administration

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# Section

# 1

## USE THE MASS TRANSIT DOP TEMPLATE TO COMPLETE YOUR VIPR OP PLAN

MASS TRANSIT TEMPLATE IS LOCATED IN THE WEBEOC VIPR FILE LIBRARY

A separate DOP must be completed for each **Transportation Authority** (ex: Sunoco, BP). The DOP should cover the entire transportation system in your area of responsibility, and the DOP should be written full scope, which enables the user to conduct all aspects of a VIPR operation (screening, canine, PRND, visible presence, OLE/FAMS, etc.)

VIPR operational planning should be a collaborative effort between the industry stakeholder, Federal Security Director and the Federal Air Marshal Special Agent in Charge. If the stakeholder chooses to exclude a TSA capability or professional skill set in the VIPR operation, it should be noted in the DOP (e.g.: the stakeholder has been given a TSA capabilities briefing and has chosen to exclude screening operations, BAOs, and Transportation Security Inspectors).

There should also be separate **DOPs for each mode of transportation.**

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

## 1. PURPOSE / DEPLOYMENT OVERVIEW

The Department of Homeland Security, through the Transportation Security Administration (TSA) may develop Visible Intermodal Prevention and Response (VIPR) teams to augment the security of any mode of transportation at any location within the United States. These VIPR operations provide a visible presence to detect, deter, disrupt, and defeat suspicious activity while instilling confidence in the traveling public.

Mass Transit Systems, which are often considered "soft targets" due to their design, free accessibility to the public and having little security screening concept of operations. The Transportation Security Administration (TSA)'s Visible Intermodal Prevention and Response (VIPR) is partnering with local and state law enforcement in New Jersey in order to supplement existing security resources, provide deterrent presence and detection capabilities, and introduce an element of unpredictability to disrupt potential terrorist planning activities.

VIPR operations are conducted on a random schedule based on stakeholder requests, OLE/FAMS and FSD personnel availability, or as needed to respond quickly to updated intelligence and/or threats within the mass transit domain. An **Activity Summary Report (ASR)** will be submitted in accordance with established policies and procedures the day before the operation. At the conclusion of the day's events if there were any significant changes to the operation (e.g. - manpower, time change, cancellation) or any **significant event** (detention, arrest etc.) an additional closeout ASR needs to be submitted.

If there were no changes to the operation or **nothing significant to report**, the closeout ASR is not required. VIPR Operations are composed of transportation security stakeholders, local, state, and Federal law enforcement and available TSA elements (e.g. - FAMs, TSOs, BDOs, BAO/ESS, TSIs, K-9).

### 1.1 LOCATION / CATEGORY

Name and Address of **Location(s)**: **Employee Shuttles** - Indianapolis Zoo, 1200 W. Washington Street, Indianapolis, IN; GM Stamping Plant, 340 S White River Pkwy West Dr, Indianapolis, IN; Indiana State Fairgrounds, 1202 E. 38<sup>th</sup> St., Indianapolis, IN

**Park and Ride Shuttles** - Indianapolis International Airport Old Terminal Remote Parking Lot, 2500 S. High School Road, Indianapolis, IN; Second Presbyterian Church, 7700 N. Meridian Street, Indianapolis, IN; Market Square Center Garage, 151 N. Delaware St., Indianapolis, IN

#### TSA Risk Based Scheduling Methodology

The different categories listed below are described in detail in WebEOC (File Library, under VIPR templates). The DOP drafter needs to refer to these categories to see if their city location or Transportation Authority is contained in one or more of these categories.

(b)(3)-49 U.S.C. § 114(r)

### 1.2 EXECUTIVE SUMMARY

The Executive Summary should be a short paragraph (1000 characters or less) that addresses who, what, when, where, why, and how of your specific VIPR operation. The Executive Summary should support your enhanced security operation and provide the executive reader with a concise operational overview of your planned VIPR event.

➤ Indianapolis, IN

January 26, 2012 - February 7, 2012

Gameday Management Group, Division of Standard Parking Corporation

Locally generated VIPR operations will be conducted with the Game Day Management Group (GDM), which will provide two types of SuperBowl XLVI intra-city shuttle service beginning the weekend of January 27, 2012 *NFL Experience* through the post game Sunday, February 5, 2012. NFL employees and volunteers will be shuttled from the Zoo and GM Stamping Plant parking lots to drop zones along the route and the primary location on W. Washington Street. These shuttles are a combination of tour and school buses. The general public will be transported from the three identified Park and Ride locations to drop zones on W. Washington St. Prior to passenger loading each day, TSS-E teams at selected locations, primary at Indiana State Fairgrounds) will visually sweep the buses with the assistance of TSI K-9s to detect possible threat items. SPOT operations will be conducted in and around the transportation system routes, pickup, and drop off locations to detect suspicious activity and deter threats. The VIPR Team will provide driver and stakeholder briefings each day, liaison with stakeholder management, drivers, and passengers to improve and enhance communication and effectiveness, including "see something, say something." TSA assets and Indianapolis Metro PD will participate in VIPR operations providing high visibility patrol in the boarding, route, and drop off areas. Any other federal, state, or local agency that participate will be acting under its own authority. VIPR operations may consist of overt law enforcement, uniformed and/or plain clothes BDOs, TSIs, FAMS, TSS-E, and explosive detection canine teams. PRND will be deployed in cooperation with stakeholder and all involved law enforcement.

POC: Roy Gooch, FAMS Supervisor

Cell: (b)(6)

POC: Richard L. Adams, AFSD-LE

Cell: (b)(6)

**1.3 TSA VIPR OPERATIONS & STAKEHOLDER LEADERSHIP**

TSA Leadership Point of Contact: for oversight, command and control of VIPR Operations.

(Double click on box and check the appropriate box).

FSD Only     SAC Only     Both - FSD & SAC     Other:

**FSD/SAC Federal Security Director (FSD) & Special Agent in Charge (SAC) for VIPR Operations:**

FSD: David W. Kane	AREA/FAA ID: IND	(b)(6)	317-390-(b)(6) O (b)(6) C
SAC: John Wallace	FO: CIN	(b)(6)	859-594-(b)(6) O (b)(6) C

**AUTH. Transportation Authority Stakeholder/Manager Coordinating with TSA VIPR Leadership:**

TRANS AUTH POC: (b)(6) (b)(6)	Title/Pos: Managing Director, Event Operations	(b)(6)	(b)(6)
TRANS FACILITY MANAGER: (b)(6)	Title/Pos: Sr. Planner / Parking & Access	(b)(6)	(b)(6)
TRANS MODE LAW ENF AGENCY: IMPD POC NAME: (b)(6)	Title/Pos: Commander	(b)(6)	(b)(6)

<b>Operations Deployment Plan Drafter:</b> Name: Timothy J. Halligan DOP Sent to Field Counsel: 10-13-2011	Email: (b)(6)	Cell # (b)(6) Office # 317-612-(b)(6)
<b>Team Leader(s): SFAMS</b> Listed in "Other Contacts"	Email: See other contacts	Cell # See other contacts Office # N/A
Field Counsel (1) / OFC Location: CLE Name: Scott Mulligan DOP Reviewed by Field Council <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Date Reviewed: 10-13-2011	Email: (b)(6)	Cell # (b)(6) Office # 571-227-(b)(6)
Field Counsel (2) / OFC Location: Name: DOP Reviewed by Field Council <input type="checkbox"/> Yes <input type="checkbox"/> No Date Reviewed:	Email:	Cell # Office #
TSA JCC Reviewer: Ed Chaney Date Reviewed:	Email: (b)(6)	Cell # Office # 703-563-(b)(6)
TSA HQ OCC Review: Karen Hickey Date Reviewed:	Email: (b)(6)	Cell # Office #

**The Yearly DOP must be reviewed by the Federal Security Director (FSD), the Office of Law Enforcement, Federal Air Marshal, Special Agent in Charge (OLE/FAMSAC), and local Legal Counsel. After approval by the FSD, OLE/FAMSAC, and local Legal Counsel, the DOP can be forwarded to the JCC for headquarters review and final concurrence.**

\* VIPR Operations Coordinator: A TSA management official selected by Federal Security Directors (FSDs) or OLE/FAMS Field Office Special Agents in Charge (SACs) to oversee the VIPR operation.

\*\* Team Leader: A TSA employee selected by FSDs or OLE/FAMS SACs to serve as the on-site lead for the VIPR operation.

**National Special Security Event (NSSE) & Special Event Assessment Rating (SEAR) level (1-5) Events - Integrated Federal Security Plan (IFSPs);** is a document developed by the DHS Special Events Working Group (SEWG) from input provided by the various DHS agencies who identify various special events nationwide. National Security Special Events (NSSE) are significant domestic or international events, occurrences, contests, activities, or meetings, which, by virtue of their profile or status, represent a significant target, and therefore, warrant additional preparation, planning, and mitigation efforts. By definition, a NSSE is an Incident of National Significance as defined in the National Response Plan. Presidential Decision Directive 62 (PDD-62) establishes the designated process for NSSEs, May 1998. (DHS MD # 6001, 1/31/2004).

Special Event Assessment Rating (SEAR) - The DHS Special Events Working Group (SEWG) makes the determination of Special Event Assessment rating levels for events in the United States. A Special Events Risk Methodology is used to determine the SEAR of the events.

**Check the appropriate box**

**National Special Security Event (NSSE) EVENT:**

**Special Event Assessment Rating (SEAR) level (1-5) EVENT/SEAR LEVEL: 1**

Comments/Additional Information:

Federal Coordinator (FC)	Email:	Office: 317-612 (b)(6)	Cell: (b)(6)
Name: David W. Kane, FSD-IND	(b)(6)		

**1.4 ADDITIONAL POINTS OF CONTACT (POCs)**

POC Name	POC Organization	POC Contact Info
James Craigo	SFAM - CLE	(b)(6)
Jon Chapski	SFAM - DTW	
John Beckius	AFSD-I	
Kennis Bourne	TSI Supervisor	
Matt Pecar	TSI Supervisor (TSI K-9)	
(b)(6)	Systems Management	

POC Name	POC Organization	POC Contact Info	
(b)(6)	Venue Management (non-stadium)	(b)(6)	
(b)(6)	IAA AOC/EOC		
Edwin Walker	TSA Coordination Center		
TBD	JOC	TBD	TBD
Tim Halligan	VIPR ICC -TSA	(b)(6)	
Brad Hayes	IN Fusion Center - TSA		
Watch Desk	IN-DHS EOC	800-669-(b)(6)	N/A
James Eckroth	CBP Port Director	(b)(6)	
Dan Dill	BICE		
Bill Gleason	DHS-Protective Security Advisor		
(b)(6)	FBI		

**1.5 NON-TSA OPERATIONS CONDUCTED DURING THE VIPR**

There are no known non-TSA operations being conducted during VIPR operations

**1.6 VIPR INITIATION**

Indicate which entity initiated this VIPR operation.

- DEPARTMENT OF HOMELAND SECURITY (DHS/MULTI-AGENCY)
- LOCAL
- JOINT COORDINATION CENTER - ASSISTANT SECRETARY – TSA SENIOR LEADERSHIP
- DEDICATED VIPR TEAM (b)(3) 49 U.S.C. § 114(r)

**1.7 NOTIFICATION AND COORDINATION**

The following entities have been consulted and have concurred with the operation. TSA will continue to consult these entities, as appropriate, prior to and during the deployment:

- Transportation Entity: Game Day Management Group
- Local Law Enforcement Agencies: Indianapolis Metro PD, Indianapolis Airport PD
- Federal Law Enforcement Agency: FBI, JTTF, CBP
- State Law Enforcement Agencies: Indiana State Police, IN-DHS

## 1.8 PRE-DEPLOYMENT BRIEFINGS

Prior to commencement of the VIPR operation, briefings are strongly encouraged. By checking these boxes you are acknowledging these briefings were or will be conducted.

Briefings to be provided by:

- FSD    FAM SAC    TRANSPORTATION OPERATOR / STAKEHOLDER  
 OPERATIONS COORDINATOR  
 FIELD INTELLIGENCE OFFICER    AFSD-LE  
 LOCAL FIELD COUNSEL    PUBLIC AFFAIRS OFFICER  
 FEDERAL, STATE OR LOCAL LAW ENFORCEMENT  
 TRANSPORTATION SECURITY INSPECTOR – SURFACE /AVIATION  
 BDO    TSO    TSS-E  
 TSI CANINE

## 1.9 COMMUNICATIONS EQUIPMENT

- CELL PHONE  
 TWO-WAY RADIO

PROVIDED BY: Organic VIPR Team equipment

GIVEN TO: VIPR Team FAMs

Crypto fills will be coordinated with each VIPR Team SFAM and TSA Indianapolis LMR POC to ensure consistent crypto fill and inter-team communications ability.

PROVIDED BY: Airport Public Safety

GIVEN TO: VIPR Team SFAMs

800 MHz Marion County Public Safety radios provided to each team lead SFAM. These radios are used by all public safety in Marion Co and several agencies regionally. Radios allow monitoring of public safety activity from the field and immediate *emergency* communication with first responders. Internal TSA communications are via TSA two way radios.

- INTER-OPERABILITY BOX

PROVIDED BY:                      GIVEN TO:

- RADIO REPEATER

PROVIDED BY:                      GIVEN TO:

- VIDEO SURVEILLANCE EQUIPMENT

PROVIDED BY:                      GIVEN TO:

- OTHER:

PROVIDED BY:                      GIVEN TO:

**Section**

**2**

**2. LOCAL INFORMATION**

**2.1 HAZMAT DISCOVERY AND DISPOSAL**

Policy adopted from transportation operator and has been or will be briefed to VIPR Team.

At non-airport locations, VIPR team members will contact stakeholder, who will assume control and management of any HAZMAT. At the airport facility, IAA and TSA policy will be followed.

**2.2 FIREARM RESTRICTIONS**

Stakeholder prohibits firearms on shuttles except law enforcement personnel

State law requires an individual to have a concealed weapon permit to possess a firearm on their person or accessible property.

State firearms restrictions.

**IC 35-47-2-1 Carrying a handgun without a license or by person convicted of domestic battery**

Sec. 1. (a) Except as provided in subsection (b) and section 2 of this chapter, a person shall not carry a handgun in any vehicle or on or about the person's body, except in the person's dwelling, on the person's property or fixed place of business, without a license issued under this chapter being in the person's possession.

(b) Unless the person's right to possess a firearm has been restored under IC 35-47-4-7, a person who has been convicted of domestic battery under IC 35-42-2-1.3 may not possess or carry a handgun in any vehicle or on or about the person's body in the person's dwelling or on the person's property or fixed place of business. *As added by P.L.311-1983, SEC.32. Amended by P.L.326-1987, SEC.1; P.L.195-2003, SEC.6; P.L.98-2004, SEC.155; P.L.118-2007, SEC.35.*

**IC 35-47-2-2 Excepted persons**

Sec. 2. Section 1 of this chapter does not apply to: (1) marshals; (2) sheriffs; (3) the commissioner of the department of correction or persons authorized by him in writing to carry firearms; (4) judicial officers; (5) law enforcement officers; (6) members of the armed forces of the United States or of the national guard or organized reserves while they are on duty; (7) regularly enrolled members of any organization duly authorized to purchase or receive such weapons from the United States or from this state who are at or are going to or from their place of assembly or target practice; (8) employees of the United States duly authorized to carry handguns; (9) employees of express companies when engaged in company business; (10) any person engaged in the business of manufacturing, repairing, or dealing in firearms or the agent or representative of any such person having in his possession, using, or carrying a handgun in the usual or ordinary course of that

business; or (11) any person while carrying a handgun unloaded and in a secure wrapper from the place of purchase to his dwelling or fixed place of business, or to a place of repair or back to his dwelling or fixed place of business, or in moving from one dwelling or business to another.

There may also be other local and municipal laws and ordinances that vary by location. Any issues beyond reasonable officer safety actions will be referred to local law enforcement for further determination of violation.

Local Law Enforcement Contact Information for Discovery of Firearms/Illegal Items: on scene LEO will be the point of contact should any firearms/illegal items be located. IMPD - 911 or 317-327-3264

Should a suspicious or illegal item be discovered incidental to a search for IEDs is addressed under section 4.7 of this DOP, the item will be referred to local law enforcement for appropriate action. See 4.7.2 Suspicious or illegal Item Discovery

### 2.3 LOCAL EMERGENCY RESPONSE AND EVACUATION PROCEDURES

Team Leaders have reviewed local emergency response and evacuation plans for the location(s) for where the VIPR operation(s) will occur and will brief VIPR team members.

**Describe the local emergency plan.** The operator has no specific local emergency plan. National Incident Management System (NIMS) and ICS apply to all emergencies in Indianapolis and the shuttle transportation system.

**Initial response** activities are primarily performed at the field response level. Emphasis is placed on minimizing the effects of the emergency or disaster.

Part II Initial Response Operations provide hazard-specific guidance to the Emergency Support Functions responsible for initial response operations.

Examples of initial response activities include:

- Making all necessary notifications, including Emergency Support Function personnel, other political subdivisions within the Consolidated City of Indianapolis, and the Indiana State Emergency Management Agency
- Disseminating warnings, emergency public information and instructions to the citizens of the Consolidated City of Indianapolis
- Conducting evacuations and/or rescue operations
- Caring for displaced persons and treating the injured
- Conducting initial damage assessments and surveys
- Assessing the need for mutual aid assistance
- Restricting traffic and unnecessary access to affected areas; and
- Developing and implementing Action Plans

**Describe evacuation and personnel recovery plan.**

The operation will not take place at any fixed location, transfer site, or building; therefore, team leaders will determine a location outside the hot zone for assembly and accountability of personnel. If in the downtown area and the evacuation is large scale, members will follow local public safety directions and support evacuation efforts within their authority.

At Indianapolis Airport, all IAA emergency plans, response, and recovery plans apply and will be detailed at briefings.

In all cases, team leads will account for personnel, take appropriate response and recovery actions as the situation dictates, and report to the ICC/CC, who in turn will make regular local and national notifications and situational awareness updates.

**2.4 LOCAL ARREST AUTHORITY (OLE/FAMS)**

FAMS have received TSA Legal Briefing

FAMS have been or will be advised of their arrest authority under the laws of the jurisdiction where the VIPR will take place.

Briefing conducted by: AFSD-LE      Briefing conducted by: \_\_\_\_\_ TSA Field Counsel

49 U.S.C. § 114(p) gives FAMS law enforcement authority to:

- carry a firearm
- arrest without a warrant for any federal offense committed in his/her presence
- arrest without a warrant for a federal felony, based upon probable cause that the person to be arrested has committed or is committing a federal felony
- seek and execute warrants for arrest or seizure of evidence, issued under the authority of the U.S. upon probable cause that a violation has been committed

**Section  
3**

**3. VIPR OPERATIONS**

(b)(3):49 U.S.C. § 114(r)

[Redacted content area]

All protocols must be performed in accordance with applicable SOPs.

For each item checked above, provide an operational description in the appropriate section:

**Section  
4**

**4. TSO SCREENING PROTOCOL**

**No screening will take place**

**4.1. SCREENING LOCATION & DESCRIPTION**

- TSA SCREENING OPERATIONS (TSA POLICY & PROCEDURES)
- TRANSPORTATION AUTHORITY SCREENING OPERATIONS (AUTH. POLICY & PROCEDURES) Name of Transportation Authority: \_\_\_\_\_
- NONE, THE STAKEHOLDER HAS BEEN PROVIDED A TSA CAPABILITIES BRIEFING ON TSA ASSETS AND AT THE REQUEST OF THE STAKEHOLDERS NO TSA SCREENING OPERATIONS WILL BE DEPLOYED DURING THIS VIPR OPERATION(S).

Briefly describe the Transportation Access Area, per Section 2.2 of the VIPR SOP, and the location where security screening will be conducted.

**4.2. SCREENING OF**

- INDIVIDUALS FOR:
- PROPERTY FOR:
- VEHICLES FOR:

**4.3. SIGNAGE REQUIREMENTS**

Pursuant to section 2.3 of the VIPR SOP, provide:

- A. The exact language of the signage, or a photograph or copy of the sign(s) to be posted:
- B. The approximate dimensions and specific location(s) of the signage:
- C. If possible, Insert Photo of Signage

**4.4. SCREENING PROTOCOL**

For each section (Individual / Property / Vehicle) indicate whether all persons, property, and vehicles will be searched (100% screening). If less than 100% screening will be conducted, identify the random selection protocol that will apply and specify which TSA official, if any, will have authority to modify the protocol and will have responsibility for documenting any changes.

- TSA Official: \_\_\_\_\_
- PROPERTY

- 100%
- RANDOM CONTINUOUS
- SELECTION METHODOLOGY:

(b)(3) 49 U.S.C. § 114(r)

INDIVIDUALS

- 100%
- RANDOM CONTINUOUS
- SELECTION METHODOLOGY:
- SPOT Referral

(b)(3) 49 U.S.C. § 114(r)

VEHICLES

- 100%
- RANDOM CONTINUOUS
- SELECTION METHODOLOGY:

(b)(3) 49 U.S.C. § 114(r)

**4.5. DESCRIBE SCREENING PROCESS**

Briefly describe the applicable primary and additional screening procedures, and identify the corresponding section of the VIPR SOP. Threat resolution will be described in DOP Section 4.7

**4.6. EQUIPMENT**

- HHMD       Hand-Held ETD       SABRE 4000       FIDO       ETD
- Search Tables       Stanchions       Signage       TWIC Reader       Other

Explain type of "Other" equipment to be used:

**4.7. THREAT ITEM DISCOVERY**

**4.7.1. IED OR SUSPECTED IED COMPONENT DISCOVERY**

If a suspected IED or IED component is discovered, the VIPR team

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

Local Explosives Ordinance Disposal Contact Information: IMPD EOD, 317-327-6432 or 911; Sgt.

(b)(6);(b)(7)(C) IMPD, Cell: (b)(6);(b)(7)(C); A/Chief Gerald Clinger, IND APD EOD, Cell# (b)(6);(b)(7)(C)

**4.7.2 SUSPICIOUS OR ILLEGAL ITEM DISCOVERY**

Should a suspicious or illegal item be discovered, the item will be referred to the operator and local police for appropriate action.

Local Law Enforcement Contact Information for Discovery of Illegal Items: IMPD Dispatch – 911, or via local officer present with VIPR Team.

**4.7.3 ITEMS PROHIBITED BY OPERATOR**

Should an item prohibited by the operator be discovered incidental to a search for IEDs, the item will be referred to the operator and local police for appropriate action.

Local Operator Contact Information: (b)(6) GDM, (b)(6)

**4.8. BREACH PROCEDURES**

Describe breach procedure that will apply when performing screening of persons entering the transportation security area.

NA - there is no controlled area, screening or T.S.A.

**Section  
5**

**5. TSI Activities**

Transportation Security Inspectors (TSI) – Surface are specially trained TSA employee who conducts security assessments of transportation systems, works with transit officials to enhance the security, and conduct inspections to determine compliance with TSA regulations and orders.

TSI-SURFACE ACTIVITIES MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)

All activities will be coordinated with the Operations Coordinator on a random basis to maximize deterrence, detection, and prevention of terrorist or suspicious activity.

(b)(3) 49 U.S.C. § 114(r)

**Section  
6**

**6. TSA LAW ENFORCEMENT PROTOCOL**

Federal law enforcement agents trained to operate overtly and covertly within a public environment to investigate, detect, and respond to criminal behavior indicators.

**6.1. LOCATION & DESCRIPTION**

Local Law Enforcement personnel will conduct highly visible patrols in parking lots, boarding and unloading areas. Patrols may be conducted by a marked patrol unit.

Law Enforcement, TSS-E, and TSA-TSI K9 units will be utilized prior to boarding of passengers, in and around parking lots and parked vehicles, and vehicles parked curbside near boarding locations.

TSI K-9 may support local K-9 Teams assigned to VIPR Operations. TSI K-9 Teams can, if available, observe only during pedestrian, baggage and vehicle searches, but may provide direct operational support if requested in response to increased operational tempo or during a direct request by law enforcement to assist in searching for, verifying or identifying possible suspicious packages or IED incidents.

**6.2. GENERAL LAW ENFORCEMENT OPERATIONS**

(b)(3)49 U.S.C. § 114(f)

**6.3 EXPLOSIVES DETECTION CANINE TEAMS (EDCTs)**

Canine handlers work with canines trained to detect explosive materials by searching packages and conducting sweeps through various locations.

(b)(3)49 U.S.C. § 114(f)

(b)(3) 49 U.S.C. § 114(r)

#### 6.4 PREVENTIVE RADIOLOGICAL NUCLEAR DETECTION (PRND)

(b)(3) 49 U.S.C. § 114(r)

#### 6.5 RADIATION ALARM RESOLUTION

(b)(3) 49 U.S.C. § 114(r)

**Section  
7**

**7. Transportation Worker Identification Credential (TWIC) Enforcement**

\*\*\* Per TSA Senior Leadership, TWIC enforcement is limited to OLE/FAMs and TSIs.

(b)(3); 49 U.S.C. § 114(f)



Transportation Workers Identification Credential (TWIC)

*The Transportation Worker Identification Credential (TWIC) was created as a system-wide common credential that could be used across all transportation modes. TWIC could be used for all personnel requiring unescorted physical and/or computer access to secure areas of the national transportation system. TWIC was developed in response to threats and vulnerabilities identified in the transportation system. TWIC was developed in accordance with the legislative provisions of the Aviation and Transportation Security Act (ATSA) and the Maritime Transportation Security Act (MTSA).*

TSA Authority to Inspect Credential

**§ 1570.9 Inspection of credential.**

- (a) Each person who has been issued or possesses a TWIC must present the TWIC for inspection upon a request from TSA, the Coast Guard, or other authorized DHS representative; an authorized representative of the National Transportation Safety Board; or a Federal, State, or local law enforcement officer.
- b) Each person who has been issued or who possesses a TWIC must allow his or her TWIC to be read by a reader and must submit his or her reference biometric, such as a fingerprint, and any other required information, such as a PIN, to the reader, upon a request from TSA, the Coast Guard, other authorized DHS representative; or a Federal, State, or local law enforcement officer.

In accordance with 49 CFR 1570.1, 1570.3, 1570.5, 1570.7, 1570.9(a), 1570.11, 1572.19(c) and Coast Guard Law Enforcement Informational Bulletin (Procedures for Handling Seized TWICs) dated June 30<sup>th</sup> 2009, if TSA personnel are presented with a Transportation Workers Identification Credential (TWIC) card by either a commercial vehicle operator or during the course of an investigation being conducted by a state, local or Federal Law Enforcement Officer (LEO), the following action should be taken.

- Notify the on-scene Operations Coordinator.
- Authenticate the seven (7) physical security features integrated into the card
- Verify that the identity of the individual represented on the TWIC is the same as the presenter
- Contact Transportation Threat Assessment and Credentialing (TTAC) to compare the TWIC card number # against the "Hot List" of reported lost or stolen cards
- TWIC Program POC/Credential Check - (571) 227-1011 (Monday-Friday)
  - TTAC POC (571) 227-4513 or (571) 227-4517 / 3949 (FAM) (Monday-Friday);
- Return the TWIC card to the presenter once it is determined that the card is authentic and legally possessed.
- If a TWIC card is suspected to be altered, fraudulent, lost or stolen; or a TWIC card is in possession of the holder who has been stopped, detained or interviewed for having committed a crime, the TSA Supervisor or OLE-FAMS ATSAC will notify and confer with the following:
  - TSA Field Office Operations Center and/or TSOC (703) 563-3419 or 3400
  - TSA Office of Chief Counsel (OCC) Field Representative
  - Notify TTAC report fraudulent, lost/stolen cards or criminal offenses.

TWIC Frequently Asked Questions [http://www.tsa.gov/what\\_we\\_do/layers/twic/twic\\_faqs.shtm](http://www.tsa.gov/what_we_do/layers/twic/twic_faqs.shtm)

**Section  
8**

**8. EXPLOSIVES OPERATIONS**

Specialized in detecting explosives and improvised explosive devices in all transportation environments.

BAO / ESS ACTIVITY MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)

All activities will be coordinated with the Operations Coordinator in a random manner to maximize deterrence, detection, and prevention of terrorist and/or suspicious activity in and around the transportation system.

**Section  
9**

**9. BEHAVIOR DETECTION OFFICERS (BDOs)**

Trained in non-intrusive behavior observation and analysis to detect involuntary physical and physiological reactions that people who fear being discovered exhibit when trying to suppress high levels of stress, fear, or deception.

BDO ACTIVITY MAY INCLUDE:

(b)(3)49 U.S.C. § 114(r)

All activities will be coordinated with the Operations Coordinator in a random manner to maximize deterrence, detection, and prevention of terrorist and/or suspicious activity in and around the transportation system.

VISIBLE INTERMODAL PREVENTION AND RESPONSE

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VIPR MASS TRANSIT  
DEPLOYMENT OPERATIONS PLAN  
(DOP)

Indianapolis, IN

Greyhound Lines, Inc.

Greyhound Bus System

*Super Bowl XLVI*

January 26, 2012 through February 7, 2012



Transportation  
Security  
Administration

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# Section 1

## USE THE MASS TRANSIT DOP TEMPLATE TO COMPLETE YOUR VIPR OP PLAN

MASS TRANSIT TEMPLATE IS LOCATED IN THE WEBEOC VIPR FILE LIBRARY

A separate DOP must be completed for each **Transportation Authority** (ex: Sunoco, BP). The DOP should cover the entire transportation system in your area of responsibility, and the DOP should be written full scope, which enables the user to conduct all aspects of a VIPR operation (screening, canine, PRND, visible presence, OLE/FAMS, etc.)

VIPR operational planning should be a collaborative effort between the industry stakeholder, Federal Security Director and the Federal Air Marshal Special Agent in Charge. If the stakeholder chooses to exclude a TSA capability or professional skill set in the VIPR operation, it should be noted in the DOP (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

There should also be separate DOPs for each mode of transportation.

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

### 1. PURPOSE / DEPLOYMENT OVERVIEW

The Department of Homeland Security, through the Transportation Security Administration (TSA) may develop Visible Intermodal Prevention and Response (VIPR) teams to augment the security of any mode of transportation at any location within the United States. These VIPR operations provide a visible presence to detect, deter, disrupt, and defeat suspicious activity while instilling confidence in the traveling public.

Mass Transit Systems are often considered "soft targets" due to their design, free accessibility to the public and minimal concept of security screening operations. The Transportation Security Administration (TSA)'s Visible Intermodal Prevention and Response (VIPR) partners with Indiana local and state law enforcement to supplement existing security resources, provide deterrent presence and detection capabilities, and introduce an element of unpredictability to disrupt potential terrorist planning activities.

VIPR operations are conducted on a random schedule based on stakeholder requests, OLE/FAMS and FSD personnel availability, or as needed to respond quickly to updated intelligence and/or threats within the mass transit domain. An **Activity Summary Report (ASR)** will be submitted in accordance with established policies and procedures the day before the operation. At the conclusion of the day's events if there were any significant changes to the operation (e.g. - manpower, time change, cancellation) or any **significant event** (detention, arrest etc.) an additional closeout ASR needs to be submitted.

If there were no changes to the operation or **nothing significant to report**, the closeout ASR is not required. VIPR Operations are composed of transportation security stakeholders, local, state, and Federal law enforcement and available TSA elements (e.g. - FAMs, TSOs, BDOs, BAO/ESS, TSIs, K-9).

### 1.1 LOCATION / CATEGORY

Name and Address of **Location(s)**: Greyhound Bus Terminal, 350 S. Illinois St., Indianapolis, IN/Surface/Highway

#### TSA Risk Based Scheduling Methodology

The different categories listed below are described in detail in WebEOC (File Library, under VIPR templates). The DOP drafter needs to refer to these categories to see if their city location or Transportation Authority is contained in one or more of these categories.

(b)(3) 49 U.S.C. § 114(r)



### 1.2 EXECUTIVE SUMMARY

The Executive Summary should be a short paragraph (1000 characters or less) that addresses who, what, when, where, why, and how of your specific VIPR operation. The Executive Summary should support your enhanced security operation and provide the executive reader with a concise operational overview of your planned VIPR event.

Briefly describe what will occur at the location:

➤ Indianapolis, IN

January 26 - February 7, 2012

Greyhound Lines, Inc.

Mass Transit Highway - Locally Generated VIPR operations will be conducted prior to, during and post SuperBowl XLVI at the Greyhound Terminal, 350 South Illinois Street in downtown Indianapolis, a designated (b)(3)-49 U.S.C. § 114(r) [redacted]. The terminal is an increased risk due to the location directly across the street from Lucas Oil Stadium, venue for the SuperBowl game, and its proximity to large crowds attending the NFL Experience throughout the week. Terminal Security, Greyhound Security, the Indianapolis Metropolitan Police Department, ICE, and TSA assets will participate. VIPR Teams will provide a visible presence and SPOT screening in and around the transportation system looking for suspicious activity and threats. VIPR operations may consist of both overt and covert law enforcement and security teams. Operations focus on, but are not limited to, passenger boarding areas, baggage claim, lobby/ticket counter, and public parking areas, TSS-E visual inspection and K-9 sweep of for IEDs or suspicious items, and perimeter areas around the terminal. FAMS will deploy Preventive Radiological Nuclear Detection (PRND), and TSA certified explosive detection canine teams will be deployed. Only armed TSA law enforcement may be deployed to ride between stops during VIPR operations to detect and deter possible terrorist activity and related threats to the transportation system. ICE, acting under its own authority, will provide covert law enforcement presence and patrol for suspicious activity. ICE will support the operator or local law enforcement during follow up inquiry. ICE may check IDs in accordance with ICE policies and procedures.

POC: Roy Gooch, FAMS Supervisor-CINFO

Cell: (b)(6)

POC: Richard L. Adams, AFSD-LE

Cell: (b)(6)

### 1.3 TSA VIPR OPERATIONS & STAKEHOLDER LEADERSHIP

TSA Leadership Point of Contact: for oversight, command and control of VIPR Operations.

(Double click on box and check the appropriate box).

FSD Only     SAC Only     Both - FSD & SAC     Other:

FSD/SAC Federal Security Director (FSD) & Special Agent in Charge (SAC) for VIPR Operations:

FSD: David W. Kane	AREA/FAA ID: IND	(b)(6)	317-390-(b)(6) - O (b)(6) - C
SAC: John Wallace	FO: CIN	(b)(6)	859-594-(b)(6) - O (b)(6) - C

**AUTH. Transportation Authority Stakeholder/Manager Coordinating with TSA VIPR Leadership:**

TRANS AUTH POC: (b)(6) (b)(6)	Title/Pos: District Manager	Email:	Phone: (b)(6)
TRANS FACILITY MANAGER: (b)(6)	Title/Pos: Supervisor	(b)(6)	Phone: (b)(6)
TRANS MODE LAW ENF AGENCY: Greyhound Security/IMPD Reserve POC NAME: (b)(6)	Title/Pos: Officer	(b)(6)	Phone: (b)(6)

Operations Deployment Plan Drafter: Name: Timothy J. Halligan DOP Sent to Field Counsel:	Email: (b)(6)	Cell # (b)(6) Office # 317-612-(b)(6)
Team Leader(s): SFAMS Listed in "Other Contacts"	Email: See other contacts	Cell # See other contacts Office # N/A
Field Counsel (1) / OFC Location: CMH Name: Charles P. Kieikopf DOP Reviewed by Field Council <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Date Reviewed: 11/21/2011	Email: (b)(6)	Cell # (b)(6) Office # 614-479-(b)(6)
Field Counsel (2) / OFC Location: Name: DOP Reviewed by Field Council <input type="checkbox"/> Yes <input type="checkbox"/> No Date Reviewed:	Email:	Cell # Office #
TSA JCC Reviewer: Homer E. Chaney Date Reviewed: 11/22/2011	Email: (b)(6)	Cell # Office # 703-563-(b)(6)
TSA HQ OCC Review: Karen Hickey Date Reviewed: 11/22/2011	Email: (b)(6)	Cell # Office # 571-227-(b)(6)

**The Yearly DOP must be reviewed by the Federal Security Director (FSD), the Office of Law Enforcement, Federal Air Marshal, Special Agent in Charge (OLE/FAMSAC), and local Legal Counsel. After approval by the FSD, OLE/FAMSAC, and local Legal Counsel, the DOP can be forwarded to the JCC for headquarters review and final concurrence.**

\* VIPR Operations Coordinator: A TSA management official selected by Federal Security Directors (FSDs) or OLE/FAMS Field Office Special Agents in Charge (SACs) to oversee the VIPR operation.

**\*\* Team Leader:** A TSA employee selected by FSDs or OLE/FAMS SACs to serve as the on-site lead for the VIPR operation.

**National Special Security Event (NSSE) & Special Event Assessment Rating (SEAR) level (1-5) Events - Integrated Federal Security Plan (IFSPs);** is a document developed by the DHS Special Events Working Group (SEWG) from input provided by the various DHS agencies who identify various special events nationwide. National Security Special Events (NSSE) are significant domestic or international events, occurrences, contests, activities, or meetings, which, by virtue of their profile or status, represent a significant target, and therefore, warrant additional preparation, planning, and mitigation efforts. By definition, a NSSE is an Incident of National Significance as defined in the National Response Plan. Presidential Decision Directive 62 (PDD-62) establishes the designated process for NSSEs, May 1998. (DHS MD # 6001, 1/31/2004).

**Special Event Assessment Rating (SEAR) -** The DHS Special Events Working Group (SEWG) makes the determination of Special Event Assessment rating levels for events in the United States. A Special Events Risk Methodology is used to determine the SEAR of the events.

**Check the appropriate box**

- National Special Security Event (NSSE) EVENT: Super Bowl XLVI**
- Special Event Assessment Rating (SEAR) level (1-5) EVENT/SEAR LEVEL: 1**

Comments/Additional Information:

Federal Coordinator (FC) Name: David W. Kane	Email: (b)(6)	Office: 317-612-(b)(6) Cell: (b)(6)
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**1.4 ADDITIONAL POINTS OF CONTACT (POCs)**

POC Name	POC Organization	POC Contact Info			
(b)(6)	SFAM - DTW	(b)(6)			
John Beckius	AFSD-I				
Kennis Bourne	TSI Supervisor				
Matt Pecar	TSI Supervisor (TSI K-9)				
James Eckroth	CBP Port Director				
Dan Dill	BICE				
Bill Gleason	DHS-Protective Security Advisor				
(b)(6)	LAA AOC/EOC				
(b)(6)	FBI				
Edwin Walker	TSA Coordination Center				
TBD	JOC			TBD	TBD
Tim Halligan	VIPR ICC - TSA			(b)(6)	
Brad Hayes	TSA IN Fusion Ctr				

POC Name	POC Organization	POC Contact Info	
Watch Desk	IN-DHS EOC	800-669-(b)(2)	N/A

**1.5 NON-TSA OPERATIONS CONDUCTED DURING THE VIPR**

ICE, acting under their own authority, will provide covert law enforcement presence and patrol for suspicious activity in and around the terminal. ICE will support the operator or local law enforcement during follow up inquiry. ICE may check IDs in accordance with ICE policies and procedures. IMPD will provide uniformed foot patrol.

**1.6 VIPR INITIATION**

Indicate which entity initiated this VIPR operation.

- DEPARTMENT OF HOMELAND SECURITY (DHS/MULTI-AGENCY)
- LOCAL
- JOINT COORDINATION CENTER - ASSISTANT SECRETARY – TSA SENIOR LEADERSHIP
- DEDICATED VIPR TEAM (b)(7)(E)

**1.7 NOTIFICATION AND COORDINATION**

The following entities have been consulted and have concurred with the operation. TSA will continue to consult these entities, as appropriate, prior to and during the deployment:

- Transportation Entity: Greyhound Bus Line, Inc.
- Local Law Enforcement Agencies: Indianapolis Metro PD, Greyhound Security, Terminal Security
- Federal Law Enforcement Agency: FBI, JTTF, BICE
- State Law Enforcement Agencies: Indiana State Police, IN-DHS

**1.8 PRE-DEPLOYMENT BRIEFINGS**

Prior to commencement of the VIPR operation, briefings are strongly encouraged. By checking these boxes you are acknowledging these briefing were or will be conducted.

Briefings to be provided by:

- FSD  FAM SAC  TRANSPORTATION OPERATOR / STAKEHOLDER
- OPERATIONS COORDINATOR
- FIELD INTELLIGENCE OFFICER  AFSD-LE
- LOCAL FIELD COUNSEL  PUBLIC AFFAIRS OFFICER
- FEDERAL, STATE OR LOCAL LAW ENFORCEMENT

- TRANSPORTATION SECURITY INSPECTOR – SURFACE /AVIATION
- BDO  TSO  TSS-E
- CANINE

**1.9 COMMUNICATIONS EQUIPMENT**

- CELL PHONE

PROVIDED BY: Each agency provides cell phones. VIPR does not furnish      GIVEN TO:

- TWO-WAY RADIO

PROVIDED BY: Organic VIPR Team equipment      GIVEN TO: VIPR Team FAMs

Crypto fills will be coordinated with each VIPR Team SFAM and TSA Indianapolis LMR POC to ensure consistent crypto fill and inter-team communications ability.

PROVIDED BY: Airport Public Safety      GIVEN TO: VIPR Team SFAMs

800 MHz Marion County Public Safety radios provided to each team lead SFAM. These radios are used by all public safety in Marion Co and several agencies regionally. Radios allow monitoring of public safety activity from the field and immediate *emergency* communication with first responders. Internal TSA communications are via TSA two way radios.

- INTER-OPERABILITY BOX

PROVIDED BY:      GIVEN TO:

- RADIO REPEATER

PROVIDED BY:      GIVEN TO:

- VIDEO SURVEILLANCE EQUIPMENT

PROVIDED BY:      GIVEN TO:

- OTHER:

PROVIDED BY:      GIVEN TO:

**Section  
2****2. LOCAL INFORMATION****2.1 HAZMAT DISCOVERY AND DISPOSAL**

Policy adopted from transportation operator and has been or will be briefed to VIPR Team.

Insert a description of the HAZMAT discovery plan.

VIPR team members will contact stakeholder, who will assume control and management of any HAZMAT.

**2.2 FIREARM RESTRICTIONS**

Transportation Operator prohibits firearms in carry on and checked luggage. Note that there is no screening of passengers and baggage.

State law requires an individual to have a concealed weapon permit to possess a firearm on their person or accessible property.

Indiana Code, Title 35 enumerates the restrictions on firearms under Indiana law. There are also many other local and municipal laws and ordinances that vary by location. Any issues beyond reasonable officer safety actions will be referred to local law enforcement for further determination of violation.

Local Law Enforcement Contact Information for Discovery of Firearms/Illegal Items: IMPD or Marion County Greyhound Security Police Officers on scene will be the point of contact should any illegal items be located.

Should a suspicious or illegal item be discovered incidental to a search for IEDs is addressed under section 4.7 of this DOP, the item will be referred to local law enforcement for appropriate action.

*See 4.7.2 Suspicious or illegal Item Discovery*

**2.3 LOCAL EMERGENCY RESPONSE AND EVACUATION PROCEDURES**

Team Leaders have reviewed local emergency response and evacuation plans for the location(s) for where the VIPR operation(s) will occur and will brief VIPR team members.

Team Leaders have reviewed local emergency response and evacuation plans for the location(s) for where the VIPR operation(s) will occur and will brief VIPR team members.

**Describe the local emergency plan.** The stakeholder has emergency plans for evacuation and sheltering in place for various incidents.

**Describe evacuation and personnel recovery plan.** Full plan is provided in briefing - generally, evacuated team members will follow the direction of local public safety officials and assist as appropriate. During evacuation to outside the hot zone, members remain alert for diversions, secondary devices, and suspicious behaviors. Reporting locations and accountability/reporting procedures will be briefed. Team Leads will coordinate with responders in accordance with ICS and NIMS.

## **2.4 LOCAL ARREST AUTHORITY (OLE/FAMS)**

- FAMS have received TSA Legal Briefing
- FAMS have been or will be advised of their arrest authority under the laws of the jurisdiction where the VIPR will take place.

Briefing conducted by: AFSD-LE Briefing conducted by: TSA Field Counsel

49 U.S.C. § 114(p) gives FAMS law enforcement authority to:

- carry a firearm
- arrest without a warrant for any federal offense committed in his/her presence
- arrest without a warrant for a federal felony, based upon probable cause that the person to be arrested has committed or is committing a federal felony
- seek and execute warrants for arrest or seizure of evidence, issued under the authority of the U.S. upon probable cause that a violation has been committed

Briefing conducted by: FAMS Supervisor or AFSD-LE

**Section  
3**

**3. VIPR OPERATIONS**

(b)(3) 49 U.S.C. § 114(r)

All protocols must be performed in accordance with applicable SOPs.

For each item checked above, provide an operational description in the appropriate section:

**Section  
4**

**4. TSO SCREENING PROTOCOL**

**4.1. SCREENING LOCATION & DESCRIPTION**

- TSA SCREENING OPERATIONS (TSA POLICY & PROCEDURES)
- TRANSPORTATION AUTHORITY SCREENING OPERATIONS (AUTH. POLICY & PROCEDURES) Name of Transportation Authority: \_\_\_\_\_
- NONE, THE STAKEHOLDER HAS BEEN PROVIDED A TSA CAPABILITIES BRIEFING ON TSA ASSETS AND AT THE REQUEST OF THE STAKEHOLDERS NO TSA SCREENING OPERATIONS WILL BE DEPLOYED DURING THIS VIPR OPERATION(S).

Briefly describe the Transportation Access Area, per Section 2.2 of the VIPR SOP, and the location where security screening will be conducted.

**4.2. SCREENING OF**

- INDIVIDUALS FOR:
- PROPERTY FOR:
- VEHICLES FOR:

**4.3. SIGNAGE REQUIREMENTS**

Pursuant to section 2.3 of the VIPR SOP, provide:

- A. The exact language of the signage, or a photograph or copy of the sign(s) to be posted:
- B. The approximate dimensions and specific location(s) of the signage:
- C. If possible, Insert Photo of Signage

**4.4. SCREENING PROTOCOL**

For each section (Individual / Property / Vehicle) indicate whether all persons, property, and vehicles will be searched (100% screening). If less than 100% screening will be conducted, identify the random selection protocol that will apply and specify which TSA official, if any, will have authority to modify the protocol and will have responsibility for documenting any changes.

- TSA Official: \_\_\_\_\_
- PROPERTY
  - 100%

- RANDOM CONTINUOUS
- SELECTION METHODOLOGY: (b)(3) 49 U.S.C. § 114(r)
- INDIVIDUALS
  - 100%
  - RANDOM CONTINUOUS
  - SELECTION METHODOLOGY: (b)(3) 49 U.S.C. § 114(r)
  - SPOT Referral
- VEHICLES
  - 100%
  - RANDOM CONTINUOUS
  - SELECTION METHODOLOGY: (b)(3) 49 U.S.C. § 114(r)

**4.5. DESCRIBE SCREENING PROCESS**

Briefly describe the applicable primary and additional screening procedures, and identify the corresponding section of the VIPR SOP. Threat resolution will be described in DOP Section 4.7

**4.6. EQUIPMENT**

- HIIMD       Hand-Held ETD       SABRE 4000       FIDO       ETD
- Search Tables       Stanchions       Signage       TWIC Reader       Other

Explain type of "Other" equipment to be used:

**4.7. THREAT ITEM DISCOVERY**

If a suspected IED or IED component is discovered, the VIPR team will (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

**4.7.1. IED OR SUSPECTED IED COMPONENT DISCOVERY**

Should a suspicious or illegal item be discovered incidental to a search for IEDs, the AFSD-LE will be notified and the item will be referred to local law enforcement for appropriate action.

Local Law Enforcement Contact Information for Discovery of Illegal Items: 911, 317-327-3264, on scene Greyhound security, on scene IMPD

Local Explosives Ordinance Disposal Contact Information: IMPD EOD, 317-327-6432 or 911; Sgt.

(b)(6) IMPD, Cell: (b)(6)

#### **4.7.2 SUSPICIOUS OR ILLEGAL ITEM DISCOVERY**

Should a suspicious or illegal item be discovered incidental to a search for IEDs, the item will be referred to local law enforcement for appropriate action.

Local Law Enforcement Contact Information for Discovery of Illegal Items: 911, 317-327-3264, on scene Greyhound Security, on scene IMPD

#### **4.7.3 ITEMS PROHIBITED BY OPERATOR**

List items

Local Operator Contact Information: Paul Murphy 317-201-(b)(6)

#### **4.8. BREACH PROCEDURES**

Describe breach procedure that will apply when performing screening of persons entering the transportation security area.

N/A – there is no transportation security area in the terminal and no screening of persons

**Section  
5**

**5. TSI Activities**

Transportation Security Inspectors (TSI) – Surface are specially trained TSA employees who conduct security assessments of transportation systems, work with transit officials to enhance security, and conduct inspections to determine compliance with TSA regulations and orders.

**TSI-SURFACE ACTIVITIES MAY INCLUDE:**

(b)(3) 49 U.S.C. § 114(r)



All activities will be coordinated with the Operations Coordinator conducted in a random manner to deter and detect terrorist and suspicious activity.

(b)(3) 49 U.S.C. § 114(r)



**Section  
6**

**6. TSA LAW ENFORCEMENT PROTOCOL**

Federal law enforcement agents trained to operate overtly and covertly within a public environment to investigate, detect, and respond to criminal behavior indicators.

**6.1. LOCATION & DESCRIPTION**

TSA law enforcement protocol is to support VIPR participants, as well as IMPD and Marion County Terminal Security who have law enforcement jurisdiction at the Greyhound Terminal. Greyhound Security will be on call. All incidents involving suspicious persons and/or suspicious items, IEDs, or criminal activity will be reported to and investigated initially by IMPD and Terminal Security. Greyhound PD will be notified and assume ongoing investigations.

BICE provides covert law enforcement support for patrol and detection of suspicious activity. ICE may conduct ID checks consistent with ICE policies and procedures.

**6.2. GENERAL LAW ENFORCEMENT OPERATIONS**

(b)(3) 49 U.S.C. § 114(r)



**6.3 EXPLOSIVES DETECTION CANINE TEAMS (EDCTs)**

Canine handlers work with canines trained to detect explosive materials by searching packages and conducting sweeps through various locations.

(b)(3) 49 U.S.C. § 114(r)



(b)(3) 49 U.S.C. § 114(r)

#### 6.4 PREVENTIVE RADIOLOGICAL NUCLEAR DETECTION (PRND)

(b)(3) 49 U.S.C. § 114(r)

#### 6.5 RADIATION ALARM RESOLUTION

(b)(3) 49 U.S.C. § 114(r)

**Section  
7****7. Transportation Worker Identification Credential (TWIC)  
Enforcement**

\*\*\* Per TSA Senior Leadership, TWIC enforcement is limited to OLE/FAMs and TSIs.

(b)(3) 49 U.S.C. § 114(f)

Transportation Workers Identification Credential (TWIC)

*The Transportation Worker Identification Credential (TWIC) was created as a system-wide common credential that could be used across all transportation modes. TWIC could be used for all personnel requiring unescorted physical and/or computer access to secure areas of the national transportation system. TWIC was developed in response to threats and vulnerabilities identified in the transportation system. TWIC was developed in accordance with the legislative provisions of the Aviation and Transportation Security Act (ATSA) and the Maritime Transportation Security Act (MTSA).*

TSA Authority to Inspect Credential**§ 1570.9 Inspection of credential.**

- (a) Each person who has been issued or possesses a TWIC must present the TWIC for inspection upon a request from TSA, the Coast Guard, or other authorized DHS representative; an authorized representative of the National Transportation Safety Board; or a Federal, State, or local law enforcement officer.
- b) Each person who has been issued or who possesses a TWIC must allow his or her TWIC to be read by a reader and must submit his or her reference biometric, such as a fingerprint, and any other required information, such as a PIN, to the reader, upon a request from TSA, the Coast Guard, other authorized DHS representative; or a Federal, State, or local law enforcement officer.

In accordance with 49 CFR 1570.1, 1570.3, 1570.5, 1570.7, 1570.9(a), 1570.11, 1572.19(c) and Coast Guard Law Enforcement Informational Bulletin (Procedures for Handling Seized TWICs) dated June 30<sup>th</sup> 2009, if TSA personnel are presented with a Transportation Workers Identification Credential (TWIC) card by either a commercial vehicle operator or during the course of an investigation being conducted by a state, local or Federal Law Enforcement Officer (LEO), the following action should be taken.

- Notify the on-scene Operations Coordinator.
- Authenticate the seven (7) physical security features integrated into the card
- Verify that the identity of the individual represented on the TWIC is the same as the presenter
- Contact Transportation Threat Assessment and Credentialing (TTAC) to compare the TWIC card number # against the "Hot List" of reported lost or stolen cards
- TWIC Program POC/Credential Check - (571) 227-1011 (Monday-Friday)
  - TTAC POC (571) 227-4513 or (571) 227-4517 / 3949 (FAM) (Monday-Friday);
- Return the TWIC card to the presenter once it is determined that the card is authentic and legally possessed.
- If a TWIC card is suspected to be altered, fraudulent, lost or stolen; or a TWIC card is in possession of the holder who has been stopped, detained or interviewed for having committed a crime, the TSA Supervisor or OLE-FAMS ATSAC will notify and confer with the following:
  - TSA Field Office Operations Center and/or TSOC (703) 563-3419 or 3400
  - TSA Office of Chief Counsel (OCC) Field Representative
  - Notify TTAC report fraudulent, lost/stolen cards or criminal offenses.

TWIC Frequently Asked Questions [http://www.tsa.gov/what we do/layers/twic/twic\\_faqs.shtm](http://www.tsa.gov/what_we_do/layers/twic/twic_faqs.shtm)

**Section  
8**

**8. EXPLOSIVES OPERATIONS**

Specialized in detecting explosives and improvised explosive devices in all transportation environments.

TSS-E ACTIVITY MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)

All activities will be coordinated with the Operations Coordinator conducted in a random manner to deter and detect terrorist and suspicious activity.

**Section  
9**

**9. BEHAVIOR DETECTION OFFICERS (BDOs)**

Trained in non-intrusive behavior observation and analysis to detect involuntary physical and physiological reactions that people who fear being discovered exhibit when trying to suppress high levels of stress, fear, or deception.

BDO ACTIVITY MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)

VISIBLE INTERMODAL PREVENTION AND RESPONSE

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VIPR MASS TRANSIT  
DEPLOYMENT OPERATIONS PLAN  
(DOP)

Indianapolis, IN

Indianapolis Public Transportation  
Corporation (IndyGo)

Indianapolis Public Transit System

*SUPERBOWL XLVI*

*January 26, 2012 through February 7, 2012*



Transportation  
Security  
Administration

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~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.~~

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# Section

# 1

## USE THE MASS TRANSIT DOP TEMPLATE TO COMPLETE YOUR VIPR OP PLAN

MASS TRANSIT TEMPLATE IS LOCATED IN THE WEBEOC VIPR FILE LIBRARY

A separate DOP must be completed for each Transportation Authority (ex: Sunoco, BP). The DOP should cover the entire transportation system in your area of responsibility, and the DOP should be written full scope, which enables the user to conduct all aspects of a VIPR operation (screening, canine, PRND, visible presence, OLE/FAMS, etc.)

VIPR operational planning should be a collaborative effort between the industry stakeholder, Federal Security Director and the Federal Air Marshal Special Agent in Charge. If the stakeholder chooses to exclude a TSA capability or professional skill set in the VIPR operation, it should be noted in the DOP (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

There should also be separate DOPs for each mode of transportation. (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

## 1. PURPOSE / DEPLOYMENT OVERVIEW

The Department of Homeland Security, through the Transportation Security Administration (TSA), may develop Visible Intermodal Prevention and Response (VIPR) teams to augment the security of any mode of transportation at any location within the United States. VIPR operations provide a visible presence to detect, deter, disrupt, and defeat suspicious activity while instilling confidence in the traveling public.

Mass Transit Systems are often considered "soft targets" due to their design, free accessibility to the public and minimal concept of security screening operations. The Transportation Security Administration (TSA) Visible Intermodal Prevention and Response (VIPR) is partnering with Indiana local and state law enforcement in order to supplement existing security resources, provide deterrent presence and detection capabilities, and introduce an element of unpredictability to disrupt potential terrorist planning activities.

VIPR operations are conducted on a random schedule based on stakeholder requests, OLE/FAMS and FSD personnel availability, or as needed to respond quickly to updated intelligence and/or threats within the mass transit domain. An **Activity Summary Report (ASR)** will be submitted in accordance with established policies and procedures the day before the operation. At the conclusion of the day's events if there were any significant changes to the operation (e.g. - manpower, time change, cancellation) or any **significant event** (detention, arrest etc.) an additional closeout ASR needs to be submitted.

If there were no changes to the operation or **nothing significant to report**, the closeout ASR is not required. VIPR Operations are composed of transportation security stakeholders, local, state, and Federal law enforcement and available TSA elements (e.g. - FAMs, TSOs, BDOs, BAO/ESS, TSIs, K-9).

### 1.1 LOCATION / CATEGORY

Name and Address of **Location(s)**:

IndyGo Administration & Operations, 1501 West Washington Street, Indianapolis, IN 46222  
Indianapolis International Airport, 7800 Col. H. Weir Cook Memorial Dr., Indianapolis, IN., 46241  
Entire route and stops in the vicinity of SuperBowl related activities.

#### TSA Risk Based Scheduling Methodology

The different categories listed below are described in detail in WebEOC (File Library, under VIPR templates). The DOP drafter needs to refer to these categories to see if their city location or Transportation Authority is contained in one or more of these categories.

(b)(3)49 U.S.C. § 114(f)



## 1.2 EXECUTIVE SUMMARY

The Executive Summary is a short paragraph (1000 characters or less) that addresses who, what, when, where, why, and how of the specific VIPR operation. The Executive Summary supports your enhanced security operation and provides the executive reader with a concise operational overview of your planned VIPR event.

➤ Indianapolis, IN

January 26 - February 7, 2012

### Indianapolis Public Transportation Corporation (IndyGo)

Locally generated VIPR operations will be conducted prior to, during, and after the NFL Experience and SuperBowl XLVI at pickup and drop off locations transporting IndyGo passengers into or near the downtown SuperBowl security area. Indianapolis is a designated (b)(3):49 U.S.C. § 114(r) and SuperBowl XLVI is a NSSE/SEAR I event. (b)(3):49 U.S.C. § 114(r) IndyGo is a designated (b)(3):49 U.S.C. § 114(r) and SuperBowl XLVI is a NSSE/SEAR I event. IndyGo operates in the greater Indianapolis metropolitan area including service to Indianapolis International Airport. TSA assets, IndyGo security, and local police will participate in VIPR operations. No other federal agency (TBD) is scheduled to participate; however, any such agencies will act under their own authority. VIPR Teams will provide a visible presence and SPOT screening in and around the transportation system and pick up and drop off locations to detect and deter suspicious activity and threats to the IndyGo transportation system. K-9 and TSS-E will conduct bus inspections prior to start up for IEDs. VIPR operations consist of overt law enforcement and security teams, uniformed and/or plain clothes BDOs, and explosive detection canine teams. FAMS will conduct PRND operations in concert with the stakeholder, and local, state, and federal entities. Beyond reasonable officer safety concerns, searches of individuals and/or property for explosives/IEDs will only be conducted upon heightened mode threat level or as directed from HQ. General criminal suppression and routine law enforcement activities will be restricted to immediate officer safety and danger to life issues by TSA law enforcement personnel.

[http://www.indygo.net/PDF/maps/IndyGo\\_System\\_Map\\_English.pdf](http://www.indygo.net/PDF/maps/IndyGo_System_Map_English.pdf)

POC: Richard L. Adams, AFSD-LE

Cell: (b)(6)

POC: Roy Gooch, FAMS Supervisor

Cell: (b)(6)

## 1.3 TSA VIPR OPERATIONS & STAKEHOLDER LEADERSHIP

TSA Leadership Point of Contact: for oversight, command and control of VIPR Operations.

FSD Only     SAC Only     Both – FSD & SAC     Other:

FSD: David W. Kane	AREA/FAA ID: IND	(b)(6)	317-390-(b)(6) - O (b)(6) - C
SAC: John Wallace	FO: CIN	(b)(6)	859-594-(b)(6) - O (b)(6) - C

**FSD/SAC Federal Security Director (FSD) & Special Agent in Charge (SAC) for VIPR Operations:**

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**AUTH. Transportation Authority Stakeholder/Manager Coordinating with TSA VIPR Leadership:**

TRANS AUTH POC: (b)(6)	President and CEO	(b)(6)
TRANS FACILITY MANAGER: (b)(6)	Dir. of Transportation	
TRANS MODE LAW ENF AGENCY: IndyGo/IMP Reserve POC NAME: (b)(6)	Dir. Safety / Security	

Operations Deployment Plan Drafter: Name: Timothy Halligan DOP Sent to Field Counsel:	(b)(6)	Cell # (b)(6) Office # 317-390 (b)(6)
Team Leader(s): S-FAMS Listed in "Other Contacts"	SEE OTHER CONTACTS	SEE OTHER CONTACTS
Field Counsel (1) / OFC Location: CMH Name: Charles P. Kielkopf DOP Reviewed by Field Council <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Date Reviewed: 11/21/2011	Email: (b)(6)	Cell # (b)(6) Office # 614-479 (b)(6)
Field Counsel (2) / OFC Location: Name: DOP Reviewed by Field Council <input type="checkbox"/> Yes <input type="checkbox"/> No Date Reviewed:	Email:	Cell # Office #
TSA JCC Reviewer: Homer E. Chaney Date Reviewed: 11/22/2011	Email: (b)(6)	Cell # Office # 703-563 (b)(6)
TSA HQ OCC Review: Karen Hickey Date Reviewed: 11/22/2011	Email: (b)(6)	Cell # Office # 571-227 (b)(6)

**The Yearly DOP must be reviewed by the Federal Security Director (FSD), the Office of Law Enforcement, Federal Air Marshal, Special Agent in Charge (OLE/FAMSAC), and local Legal Counsel. After approval by the FSD, OLE/FAMSAC, and local Legal Counsel, the DOP can be forwarded to the JCC for headquarters review and final concurrence.**

\* VIPR Operations Coordinator: A TSA management official selected by Federal Security Directors (FSDs) or OLE/FAMS Field Office Special Agents in Charge (SACs) to oversee the VIPR operation.

\*\* Team Leader: A TSA employee selected by FSDs or OLE/FAMS SACs to serve as the on-site lead for the VIPR operation.

**National Special Security Event (NSSE) & Special Event Assessment Rating (SEAR) level (1-5) Events** - Integrated Federal Security Plan (IFSPs); is a document developed by the DHS Special Events Working Group (SEWG) from input provided by the various DHS agencies who identify various special events nationwide. National Security Special Events (NSSE) are significant domestic or international events, occurrences, contests, activities, or meetings, which, by virtue of their profile or status, represent a significant target, and therefore, warrant additional preparation, planning, and mitigation efforts. By definition, a NSSE is an Incident of National Significance as defined in the National Response Plan. Presidential Decision Directive 62 (PDD-62) establishes the designated process for NSSEs, May 1998. (DHS MD # 6001, 1/31/2004).

Special Event Assessment Rating (SEAR) – The DHS Special Events Working Group (SEWG) makes the determination of Special Event Assessment rating levels for events in the United States. A Special Events Risk Methodology is used to determine the SEAR of the events.

**Check the appropriate box**

**National Special Security Event (NSSE) EVENT: Super Bowl XLVI**

**Special Event Assessment Rating (SEAR) level (1-5) EVENT/SEAR LEVEL: 1**

Comments/Additional Information:

Federal Coordinator (FC) Name: David W. Kane	Email: (b)(6)	Office: 317-612 (b)(6)	Cell: (b)(6)
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**1.4 ADDITIONAL POINTS OF CONTACT (POCs)**

POC Name	POC Organization	POC Contact Info	
(b)(6)	SFAM - CLE	(b)(6)	
(b)(6)	SFAM - DTW	(b)(6)	
John Beckius	AFSD-I	(b)(6)	
Kennis Boume	TSI Supervisor	(b)(6)	
Matt Pecar	TSI Supervisor (TSI K-9)	(b)(6)	
Edwin Walker	TSA C Center	(b)(6)	
TBD	JOC	TBD	TBD
Tim Halligan	VIPR ICC -TSA	(b)(6)	
Brad Hayes	IN Fusion Center - TSA	(b)(6)	
Watch Desk	IN-DHS EOC	800-669-(b)(2)	N/A

POC Name	POC Organization	POC Contact Info	
(b)(6)	IAA AOC/EOC	(b)(6)	
Gerald Clinger	APD Asst Chief		
(b)(6)	APD Major		
(b)(6)	IMPD Commander - DT		
James Eckroth	CBP Port Director		
Dan Dill	BICE		
Bill Gleason	DHS-Protective Security Advisor		
(b)(6)	FBI	(b)(6),(b)(7)(C)	(b)(6),(b)(7)(C)

**1.5 NON-TSA OPERATIONS CONDUCTED DURING THE VIPR**

No other Federal or other Agencies are expected at the time of this writing to conduct operations in the INDYGO Mass Transit System during VIPR. If any non-TSA operations are conducted, they will be acting under their own authority in accordance with their own protocols. Operations will be noted in ASR's.

**1.6 VIPR INITIATION**

Indicate which entity initiated this VIPR operation.

- DEPARTMENT OF HOMELAND SECURITY (DHS/MULTI-AGENCY)
- LOCAL
- JOINT COORDINATION CENTER - ASSISTANT SECRETARY - TSA SENIOR LEADERSHIP
- DEDICATED VIPR TEAM (b)(3)49 U.S.C. § 114(f)

**1.7 NOTIFICATION AND COORDINATION**

The following entities have been consulted and have concurred with the operation. TSA will continue to consult these entities, as appropriate, prior to and during the deployment:

- Transportation Entity: Indianapolis Public Transportation Corporation (IndyGo)
- Local Law Enforcement Agencies: Indianapolis Metro Police Department (IMPD), Indianapolis Airport PD (APD), IndyGo Security
- Federal Law Enforcement Agency: FBI, JTTF
- State Law Enforcement Agencies: IN-DHS; Indiana State Police

### 1.8 PRE-DEPLOYMENT BRIEFINGS

Prior to commencement of the VIPR operation, briefings are strongly encouraged. By checking these boxes you are acknowledging these briefings were or will be conducted.

Briefings to be provided by:

- FSD  FAM SAC  TRANSPORTATION OPERATOR / STAKEHOLDER
- OPERATIONS COORDINATOR
- FIELD INTELLIGENCE OFFICER  AFSD-LE
- LOCAL FIELD COUNSEL  PUBLIC AFFAIRS OFFICER
- FEDERAL, STATE OR LOCAL LAW ENFORCEMENT
- TRANSPORTATION SECURITY INSPECTOR – SURFACE /AVIATION
- BDO  TSO  BAO/ESS
- CANINE

### 1.9 COMMUNICATIONS EQUIPMENT

- CELL PHONE

PROVIDED BY: Each Agency                      GIVEN TO:

- TWO-WAY RADIO

PROVIDED BY: Organic VIPR Team equipment                      GIVEN TO: VIPR Team FAMS

Crypto fills will be coordinated with each VIPR Team SFAM and TSA Indianapolis LMR POC to ensure consistent crypto fill and inter-team communications ability.

PROVIDED BY: Airport Public Safety                      GIVEN TO: VIPR Team SFAMs

800 MHz Marion County Public Safety radios provided to each team lead SFAM. These radios are used by all public safety in Marion Co and several agencies regionally. Radios allow monitoring of public safety activity from the field and immediate *emergency* communication with first responders. Internal TSA communications are via TSA two way radios.

- INTER-OPERABILITY BOX

PROVIDED BY:                      GIVEN TO:

- RADIO REPEATER

PROVIDED BY:                      GIVEN TO:

- VIDEO SURVEILLANCE EQUIPMENT

PROVIDED BY:                      GIVEN TO:

- OTHER:

PROVIDED BY:                      GIVEN TO:

**Section  
2**

**2. LOCAL INFORMATION**

**2.1 HAZMAT DISCOVERY AND DISPOSAL**

Policy adopted from transportation operator and has been or will be briefed to VIPR Team.  
Insert a description of the HAZMAT discovery plan.

**2.2 FIREARM RESTRICTIONS**

Stakeholder firearms policy: Stakeholder prohibits carriage of firearms on buses except law enforcement.

State firearms restrictions.

**IC 35-47-2-1** Carrying a handgun without a license or by person convicted of domestic battery  
Sec. 1. (a) Except as provided in subsection (b) and section 2 of this chapter, a person shall not carry a handgun in any vehicle or on or about the person's body, except in the person's dwelling, on the person's property or fixed place of business, without a license issued under this chapter being in the person's possession.

(b) Unless the person's right to possess a firearm has been restored under IC 35-47-4-7, a person who has been convicted of domestic battery under IC 35-42-2-1.3 may not possess or carry a handgun in any vehicle or on or about the person's body in the person's dwelling or on the person's property or fixed place of business. *As added by P.L.311-1983, SEC.32. Amended by P.L.326-1987, SEC.1; P.L.195-2003, SEC.6; P.L.98-2004, SEC.155; P.L.118-2007, SEC.35.*

**IC 35-47-2-2** Excepted persons

Sec. 2. Section 1 of this chapter does not apply to: (1) marshals; (2) sheriffs; (3) the commissioner of the department of correction or persons authorized by him in writing to carry firearms; (4) judicial officers; (5) law enforcement officers; (6) members of the armed forces of the United States or of the national guard or organized reserves while they are on duty; (7) regularly enrolled members of any organization duly authorized to purchase or receive such weapons from the United States or from this state who are at or are going to or from their place of assembly or target practice; (8) employees of the United States duly authorized to carry handguns; (9) employees of express companies when engaged in company business; (10) any person engaged in the business of manufacturing, repairing, or dealing in firearms or the agent or representative of any such person having in his possession, using, or carrying a handgun in the usual or ordinary course of that business; or (11) any person while carrying a handgun unloaded and in a secure wrapper from the place of purchase to his dwelling or fixed place of business, or to a place of repair or back to his dwelling or fixed place of business, or in moving from one dwelling or business to another.

Local Law Enforcement Contact Information for Discovery of Firearms/Illegal Items: on scene LEO will be the point of contact should any firearms/illegal items be located. IMPD - 911 or 317-327-3264; APD - 911 or 317-487-5089

Should a suspicious or illegal item be discovered incidental to a search for IEDs is addressed under section 4.7 of this DOP, the item will be referred to local law enforcement for appropriate action. *See 4.7.2 Suspicious or illegal Item Discovery*

## **2.3 LOCAL EMERGENCY RESPONSE AND EVACUATION PROCEDURES**

Team Leaders have reviewed local emergency response and evacuation plans for the location(s) for where the VIPR operation(s) will occur and will brief VIPR team members.

### **Describe the local emergency plan.**

National Incident Management System (NIMS) and ICS apply to all emergencies in Indianapolis and the IndyGo transportation system.

**Initial response** activities are primarily performed at the field response level. Emphasis is placed on minimizing the effects of the emergency or disaster.

Part II Initial Response Operations provide hazard-specific guidance to the Emergency Support Functions responsible for initial response operations.

Examples of initial response activities include:

- Making all necessary notifications, including Emergency Support Function personnel, other political subdivisions within the Consolidated City of Indianapolis, and the Indiana State Emergency Management Agency
- Disseminating warnings, emergency public information and instructions to the citizens of the Consolidated City of Indianapolis
- Conducting evacuations and/or rescue operations
- Caring for displaced persons and treating the injured
- Conducting initial damage assessments and surveys
- Assessing the need for mutual aid assistance
- Restricting traffic and unnecessary access to affected areas; and
- Developing and implementing Action Plans

### **Describe evacuation and personnel recovery plan.**

The operation will not take place at any fixed location, transfer site, or building; therefore, team leaders will determine a location outside the hot zone for assembly and accountability of personnel. If in the downtown area and the evacuation is large scale, members will follow local public safety directions and support evacuation efforts within their authority.

At Indianapolis Airport, all IAA emergency plans, response, and recovery plans apply and will be detailed at briefings.

## 2.4 LOCAL ARREST AUTHORITY (OLE/FAMS)

FAMS have received TSA Legal Briefing

FAMS have been or will be advised of their arrest authority under the laws of the jurisdiction where the VIPR will take place.

Briefing conducted by: AFSD-LE Briefing conducted by: TSA Field Counsel

49 U.S.C. § 114(p) gives FAMS law enforcement authority to:

- carry a firearm
- arrest without a warrant for any federal offense committed in his/her presence
- arrest without a warrant for a federal felony, based upon probable cause that the person to be arrested has committed or is committing a federal felony
- seek and execute warrants for arrest or seizure of evidence, issued under the authority of the U.S. upon probable cause that a violation has been committed

**Section  
3**

**3. VIPR OPERATIONS**

(b)(3) 49 U.S.C. § 114(r)

[Redacted content area]

All protocols must be performed in accordance with applicable SOPs.

For each item checked above, provide an operational description in the appropriate section:

**Section  
4**

**4. TSO SCREENING PROTOCOL**

**4.1. SCREENING LOCATION & DESCRIPTION**

- TSA SCREENING OPERATIONS (TSA POLICY & PROCEDURES)
- TRANSPORTATION AUTHORITY SCREENING OPERATIONS (AUTH. POLICY & PROCEDURES) Name of Transportation Authority: \_\_\_\_\_
- NONE, THE STAKEHOLDER HAS BEEN PROVIDED A TSA CAPABILITIES BRIEFING ON TSA ASSETS AND AT THE REQUEST OF THE STAKEHOLDERS NO TSA SCREENING OPERATIONS WILL BE DEPLOYED DURING THIS VIPR OPERATION(S).

Briefly describe the Transportation Access Area, per Section 2.2 of the VIPR SOP, and the location where security screening will be conducted.

**4.2. SCREENING OF**

- INDIVIDUALS FOR:
- PROPERTY FOR:
- VEHICLES FOR:

**4.3. SIGNAGE REQUIREMENTS - N/A**

Pursuant to section 2.3 of the VIPR SOP, provide:

- A. The exact language of the signage, or a photograph or copy of the sign(s) to be posted:
- B. The approximate dimensions and specific location(s) of the signage:
- C. If possible, Insert Photo of Signage

**4.4. SCREENING PROTOCOL**

For each section (Individual / Property / Vehicle) indicate whether all persons, property, and vehicles will be searched (100% screening). If less than 100% screening will be conducted, identify the random selection protocol that will apply and specify which TSA official, if any, will have authority to modify the protocol and will have responsibility for documenting any changes.

TSA Official: \_\_\_\_\_

**PROPERTY**

- 100%
- RANDOM CONTINUOUS
- SELECTION METHODOLOGY:

(b)(3) 49 U.S.C. § 114(r)

**INDIVIDUALS**

- 100%
- RANDOM CONTINUOUS
- SELECTION METHODOLOGY:
- SPOT Referral

(b)(3) 49 U.S.C. § 114(r)

**VEHICLES**

- 100%
- RANDOM CONTINUOUS
- SELECTION METHODOLOGY:

(b)(3) 49 U.S.C. § 114(r)

**4.5. DESCRIBE SCREENING PROCESS**

Briefly describe the applicable primary and additional screening procedures, and identify the corresponding section of the VIPR SOP. Threat resolution will be described in DOP Section 4.7  
Unless otherwise directed based upon threat, the only screening will be SPOT screening.

**4.6. EQUIPMENT**

- IIHMD       Hand-Held ETD       SABRE 4000       FIDO       ETD
- Search Tables       Stanchions       Signage       TWIC Reader       Other

Explain type of "Other" equipment to be used: PRND

**4.7. THREAT ITEM DISCOVERY**

**4.7.1. IED OR SUSPECTED IED COMPONENT DISCOVERY**

If a suspected IED or IED component is discovered, the VIPR team will

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

Local Explosives Ordinance Disposal Contact Information:

IMPD EOD, 317-327-(b)(6) or 911; Sgt. (b)(6);(b)(7)(C) IMPD, Cell: (b)(6);(b)(7)(C)

**4.7.2. SUSPICIOUS OR ILLEGAL ITEM DISCOVERY**

Should a suspicious or illegal item be discovered incidental to a search for IEDs, the AFSD-LE will be notified and the item will be referred to local law enforcement for appropriate action.

Local Law Enforcement Contact Information for Discovery of Illegal Items: IMPD and IAA Dispatch - 911

**4.7.3. ITEMS PROHIBITED BY OPERATOR**

Stakeholder prohibits carriage of firearms on buses except law enforcement. Should an item prohibited by the operator be discovered incidental to a search for IEDs, the item will be referred to the operator for appropriate action.

Local Operator Contact Information: Mike Birch, 317-614-9274

**4.8. BREACH PROCEDURES**

There is no control area, and therefore no breach can occur.

**Section  
5**

**5. TSI Activities**

Transportation Security Inspectors (TSI) – Surface are specially trained TSA employees who conduct security assessments of transportation systems, work with transit officials to enhance security, and conduct inspections to determine compliance with TSA regulations and orders.

TSI-SURFACE ACTIVITIES MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)

All activities will be coordinated with the Operations Coordinator. (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r) Should a TSI-S observe a regulatory violation while on a VIPR deployment, it should be immediately brought to the attention of the TSI-S' regular (non VIPR) supervisor for appropriate follow-up action.

Explain / Describe: TSIs will conduct any combination of the above activities overtly in high visibility mode based upon specific operational goals, threat, and/or stakeholder request.

**Section  
6**

**6. TSA LAW ENFORCEMENT PROTOCOL**

Federal law enforcement agents trained to operate overtly and covertly within a public environment to investigate, detect, and respond to criminal behavior indicators.

**6.1. LOCATION & DESCRIPTION**

Local Law Enforcement personnel will conduct highly visible patrols in parking lots, boarding and unloading areas. Patrols may be conducted by a marked patrol unit.

Law Enforcement, TSS-E, and TSA-TSI K9 units will be utilized prior to boarding of passengers, in and around parking lots & parked vehicles, and vehicles parked curbside near boarding locations.

TSI K-9 may support local K-9 Teams assigned to VIPR Operations. TSI K-9 Teams will only observe during pedestrian, baggage and vehicle searches, but may provide direct operational support if requested in response to increased operational tempo or during a direct request by law enforcement to assist in searching for, verifying or identifying possible suspicious packages or IED incidents.

**6.2. GENERAL LAW ENFORCEMENT OPERATIONS**

(b)(3) 49 U.S.C. § 114(r)

**6.3 EXPLOSIVES DETECTION CANINE TEAMS (EDCTs)**

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

#### 6.4 PREVENTIVE RADIOLOGICAL NUCLEAR DETECTION (PRND)

(b)(3) 49 U.S.C. § 114(r)

#### 6.5 RADIATION ALARM RESOLUTION

(b)(3) 49 U.S.C. § 114(r)

**Section**  
**7**

**7. Transportation Worker Identification Credential (TWIC) Enforcement**

\*\*\* Per TSA Senior Leadership, TWIC enforcement is limited to OLE/FAMs and TSIs.

(b)(3)-49 U.S.C. § 114(r)

Transportation Workers Identification Credential (TWIC)

*The Transportation Worker Identification Credential (TWIC) was created as a system-wide common credential that could be used across all transportation modes. TWIC could be used for all personnel requiring unescorted physical and/or computer access to secure areas of the national transportation system. TWIC was developed in response to threats and vulnerabilities identified in the transportation system. TWIC was developed in accordance with the legislative provisions of the Aviation and Transportation Security Act (ATSA) and the Maritime Transportation Security Act (MTSA).*

TSA Authority to Inspect Credential

**§ 1570.9 Inspection of credential.**

- (a) Each person who has been issued or possesses a TWIC must present the TWIC for inspection upon a request from TSA, the Coast Guard, or other authorized DHS representative; an authorized representative of the National Transportation Safety Board; or a Federal, State, or local law enforcement officer.
- b) Each person who has been issued or who possesses a TWIC must allow his or her TWIC to be read by a reader and must submit his or her reference biometric, such as a fingerprint, and any other required information, such as a PIN, to the reader, upon a request from TSA, the Coast Guard, other authorized DHS representative; or a Federal, State, or local law enforcement officer.

In accordance with 49 CFR 1570.1, 1570.3, 1570.5, 1570.7, 1570.9(a), 1570.11, 1572.19(c) and Coast Guard Law Enforcement Informational Bulletin (Procedures for Handling Seized TWICs) dated June 30<sup>th</sup> 2009, if TSA personnel are presented with a Transportation Workers Identification Credential (TWIC) card by either a commercial vehicle operator or during the course of an investigation being conducted by a state, local or Federal Law Enforcement Officer (LFO), the following action should be taken.

- Notify the on-scene Operations Coordinator.
- Authenticate the seven (7) physical security features integrated into the card
- Verify that the identity of the individual represented on the TWIC is the same as the presenter
- Contact Transportation Threat Assessment and Credentialing (TTAC) to compare the TWIC card number # against the "Hot List" of reported lost or stolen cards
- TWIC Program POC/Credential Check - (571) 227-1011 (Monday-Friday)
  - TTAC POC (571) 227-4513 or (571) 227-4517 / 3949 (FAM) (Monday-Friday);
- Return the TWIC card to the presenter once it is determined that the card is authentic and legally possessed.
- If a TWIC card is suspected to be altered, fraudulent, lost or stolen; or a TWIC card is in possession of the holder who has been stopped, detained or interviewed for having committed a crime, the TSA Supervisor or OLE-FAMS ATSAC will notify and confer with the following:
  - TSA Field Office Operations Center and/or ISOC (703) 563-3419 or 3400
  - TSA Office of Chief Counsel (OCC) Field Representative
  - Notify TTAC report fraudulent, lost/stolen cards or criminal offenses.

TWIC Frequently Asked Questions [http://www.tsa.gov/what\\_we\\_do/layers/twic/twic\\_faqs.shtml](http://www.tsa.gov/what_we_do/layers/twic/twic_faqs.shtml)

**Section  
8**

**8. EXPLOSIVES OPERATIONS**

Specialized in detecting explosives and improvised explosive devices in all transportation environments.

TSS-E ACTIVITY MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)



All activities will be coordinated with the Operations Coordinator.

TSS-Es will conduct any combination of the above depending upon operational need and type of incident.

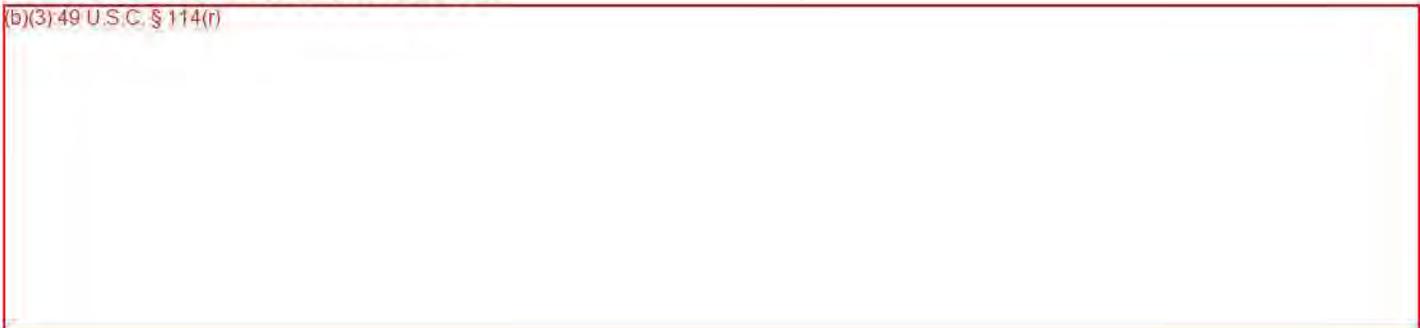
**Section  
9**

**9. BEHAVIOR DETECTION OFFICERS (BDOs)**

Trained in non-intrusive behavior observation and analysis to detect involuntary physical and physiological reactions that people who fear being discovered exhibit when trying to suppress high levels of stress, fear, or deception.

BDO ACTIVITY MAY INCLUDE:

(b)(3) 49 U.S.C. § 114(r)



VISIBLE INTERMODAL PREVENTION AND RESPONSE

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VIPR MASS TRANSIT  
DEPLOYMENT OPERATIONS PLAN  
(DOP)

Indianapolis, IN

AMTRAK

National Railroad Passenger Corporation

*SuperBowl XLVI*

January 26, 2012 through February 7, 2012



Transportation  
Security  
Administration

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# Section

# 1

## USE THE MASS TRANSIT DOP TEMPLATE TO COMPLETE YOUR VIPR OP PLAN

A separate DOP must be completed for each Transportation Authority (ex: Sunoco, BP). The DOP should cover the entire transportation system in your area of responsibility, and the DOP should be written full scope, which enables the user to conduct all aspects of a VIPR operation (screening, canine, PRND, visible presence, OLE/FAMS, etc.)

VIPR operational planning should be a collaborative effort between the industry stakeholder, Federal Security Director and the Federal Air Marshal Special Agent in Charge. If the stakeholder chooses to exclude a TSA capability or professional skill set in the VIPR operation, it should be noted in the DOP (b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

There should also be separate DOPs for each mode of transportation.

(b)(3) 49 U.S.C. § 114(r)

(b)(3) 49 U.S.C. § 114(r)

## 1. PURPOSE / DEPLOYMENT OVERVIEW

The Department of Homeland Security, through the Transportation Security Administration (TSA) may develop Visible Intermodal Prevention and Response (VIPR) teams to augment the security of any mode of transportation at any location within the United States. VIPR operations provide a visible presence to detect, deter, disrupt, and defeat suspicious activity while instilling confidence in the traveling public.

Mass Transit Systems are often considered "soft targets" due to their design, free accessibility to the public, and having a minimal concept of security screening operations. The Transportation Security Administration (TSA)'s Visible Intermodal Prevention and Response (VIPR) is partnering with Indiana local and state law enforcement in order to supplement existing security resources, provide deterrent presence and detection capabilities, and introduce an element of unpredictability to disrupt potential terrorist planning activities.

VIPR operations are conducted on a random schedule based on stakeholder requests, OLE/FAMS and FSD personnel availability, or as needed to respond quickly to updated intelligence and/or threats within the mass transit domain. An Activity Summary Report (ASR) will be submitted in accordance with established policies and procedures the day before the operation. At the conclusion of the day's events if there were any significant changes to the operation (e.g. - manpower, time