



Public Affairs Guidance

Screening Partnership Program (SPP)

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GUIDANCE

- *Reactive*
- All media calls should be referred to TSA Public Affairs at 571-227-2829

PRODUCTS

- Background
- Statements
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- Top Questions & Answers
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BACKGROUND

The Aviation Transportation Security Act (ATSA) of 2001 (PL 107-71, codified under 49 CFR §44920) required TSA to conduct a pilot program with up to five airports where screening would be performed by private contractors under Federal oversight. At the conclusion of the pilot in 2004, TSA created the Screening Partnership Program (SPP). Since then, all 450 plus commercial airports have been eligible to apply to the program.

In addition to the 5 original pilot airports, 17 others, including 8 airports in Montana, are currently participating in SPP, for a total of 22 SPP airports. As of May 21, 2018 there are no pending applications or airports pending their first contract.

An airport only participates in SPP when a contract is awarded. Private contract companies must adhere to all of TSA's security standards, including the use of enhanced pat downs and imaging technology, if that equipment is installed at the airport.

On October 5, 2018, the President signed the Federal Aviation Administration (FAA) Reauthorization Act of 2018, which provides additional Transportation Security Administration (TSA) requirements related to the 49 CFR §44920 Security Partnership Program (SPP).

BACKGROUND ON THE FAA REAUTHORIZATION ACT OF 2018

The Act defines that a private screening company is qualified to provide screening services at an airport under this section if the company will only employ individuals to provide such services who meet all the requirements of this chapter applicable to Federal Government personnel who perform screening services at airports under this chapter and will provide compensation and other benefits to such individuals that are not less than the level of compensation and other benefits provided to such Federal Government personnel in accordance with this chapter.

The Act requires TSA to make a determination on an application not later than 60 days of receipt of an application submitted by an airport operator under subsection (a).

The Act requires that TSA shall approve an application submitted by an airport operator under subsection (a) if the Administrator determines that the approval would not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport.

On selection, the Administrator shall, upon approval of the application, provide the airport operator with a list of qualified private screening companies.

The Act requires that Administrator shall, to the extent practicable, enter into a contract with a private screening company from the list provided under paragraph (1) for the provision of screening at the airport not later than 120 days after the date of approval of an application submitted by the airport operator under subsection (a), if

- the level of screening services and protection provided at the airport under the contract will be equal to or greater than the level that would be provided at the airport by Federal Government personnel under this chapter;
- the private screening company is owned and controlled by a citizen of the United States, to the extent that the Administrator determines that there are private screening companies owned and controlled by such citizens; and
- the selected qualified private screening company offered contract price is equal to or less than the cost to the Federal Government to provide screening services at the airport.

The Administrator shall provide Federal Government supervisors to oversee all screening at each airport at which screening services are provided under this section and provide Federal Government law enforcement officers at the airport pursuant to this chapter; and undertake covert testing and remedial training support for employees of private screening companies providing screening at airports.

The Administrator may waive the requirement of paragraph (2)(B) for any company that is a United States subsidiary with a parent company that has implemented a foreign ownership, control, or influence mitigation plan that has been approved by the Defense Security Service of the Department of Defense prior to the submission of the application. The Administrator has complete discretion to reject any application from a private screening company to provide screening services at an airport that requires a waiver under this paragraph.

The Administrator may suspend or terminate, as appropriate, any contract entered into with a private screening company to provide screening services at an airport under this section if the Administrator finds that the company has failed repeatedly to comply with any standard, regulation, directive, order,

law, or contract applicable to the hiring or training of personnel to provide such services or to the provision of screening at the airport.

An airport is considered as participating in SPP when a contract is awarded.

If the Administrator denies an application submitted by an airport operator under subsection (a), the Administrator shall provide to the airport operator, not later than 60 days following the date of the denial, a written report that sets forth

- the findings that served as the basis for the denial;
- the results of any cost or security analysis conducted in considering the application; and
- recommendations on how the airport operator can address the reasons for the denial.

The Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives a copy of any report provided to an airport operator under subparagraph (A).

Nothing in this section shall relieve any airport operator from liability for its own acts or omissions related to its security responsibilities, nor except as may be provided by the Support Anti-Terrorism by Fostering Effective Technologies Act of 2002 shall it relieve any qualified private screening company or its employees from any liability related to its own acts of negligence, gross negligence, or intentional wrongdoing.

An airport is considered as participating in SPP when a contract is awarded. As of today, a total of 22 airports are participating in SPP. There are applications pending.

KEY MESSAGES

- The Aviation Transportation Security Act (ATSA) of 2001 required TSA to conduct a pilot program with up to five airports to evaluate the performance of a private contract screening workforce under Federal oversight. The pilot was conducted from November 2002 to November 2004. ATSA required contract screeners to meet all the requirements applicable to Federally employed screeners.
- At the conclusion of the pilot, TSA created the SPP. Under SPP, TSA continues to oversee security at partner airports. Contractors must adhere to the same strict operational, hiring and training standards as those used for TSA employees. The information TSA has to date shows the performance of TSA officers and private screeners is comparable.
- In May 2016, TSA awarded a contract for an Indefinite Delivery, Indefinite Quantity (IDIQ) contract. 10 year contracts were awarded to 15 different vendors. The successful vendors may compete for security screening services at specific airports or groups of airports through task orders.
- On October 5, 2018, the President signed the Federal Aviation Administration (FAA) Reauthorization Act of 2018, which provides additional TSA requirements related to the 49 CFR §44920 SPP.
- As of April 10, 2019, 22 airports are participating in SPP. These include the original five pilot airports, plus 17 airports that joined between 2005-2017.

- TSA is committed to ensuring that TSA provides a risk-based, intelligence-driven security approach, in the most effective manner possible. TSA will ensure that all legislative requirements applicable to TSA are implemented.

TOP QUESTIONS AND ANSWERS

Q. What is the Screening Partnership Program (SPP)?

- A.** The SPP allows qualified private vendors to perform the screening of passengers and property under Federal supervision using TSA guidelines. There are currently 22 airports participating in SPP out of approximately plus commercial airports. Since 2004, all commercial airports have been eligible to apply to SPP.

Q. Which 22 airports currently participate in SPP?

- A.** The Original 5 Pilot Airports: San Francisco International (SFO); Kansas City International (MCI); Greater Rochester (N.Y.) International (ROC); Jackson Hole (JAC); and Tupelo Regional (TUP).

17 Additional Airports: Sioux Falls Regional (FSD); Key West International (EYW); Charles M. Schulz-Sonoma County (STS); Roswell Industrial Air Center (ROW); Bozeman Yellowstone International (BZN); L.M. Clayton Field (OLF); Dawson Community (GDV); Glacier Park International (GPI); Havre City-County (HVR); Sidney Richland Municipal (SDY); Wokal Field (GGW); Yellowstone (WYS); Orlando Sanford International (SFB); Sarasota-Bradenton International (SRQ); Portsmouth International at Pease (PSM); Punta Gorda (PGD); and Atlantic City International (ACY).

An airport only participates in SPP when a contract is awarded. Since 2004, all commercial airports have been eligible to apply to SPP.

Q. Are security standards for SPP airports the same as those for Federalized airports?

- A.** Yes. TSA's security protocols and standards are the same for all commercial airports nationwide, including airports that use contract screening. TSA sets the security standards, which include the use of enhanced pat downs and imaging technology.

Q. How does an airport apply for the SPP program?

- A.** All commercial airports have been eligible to apply to SPP since 2004. Airports may complete and submit an application to participate in SPP by visiting TSA's website.

Q. How do you know the performance of private and Federal screeners is comparable?

- A.** All security screening officers are subject to rigorous daily training and testing. Data collected on a variety of performance measures from covert testing to annual certification testing shows that performance for Federal and privatized screening is comparable.

Q. Are SPP airports cheaper than Federal airports?

- A.** Some SPP airports cost more than Federal airports, and some Federal airports cost more than SPP. However, since 2018, all contracts awarded by SPP are in compliance with the Federal Aviation Administration (FAA) Reauthorization Act of 2018, which states that an airport's participation in SPP cannot detrimentally affect cost efficiency.

Q. How many airports have applied to SPP? How many applications are pending (as of May 2018)?

- A. Since the transition from the PP5 pilot program to the Screening Partnership Program in 2004, TSA has received 39 applications. Of the 39 applications received from more than 450 commercial airports nationwide, a total of 35 airports applied, four (4) airports retracted their application before approval; 27 airport applications were approved (four of these airports have ceased commercial air service and are therefore no longer participating in the program, one airport has since returned to Federal screening and is no longer participating in the program, leaving 22 active airports, six airports were denied (two airports were denied twice), As of May 2018, there are no applications pending. Luis Munoz Marin International Airport (SJU) is the most recent airport to submit an application. The application was received on April 11, 2018, however the airport retracted its application later in the month.

Summary of Applications:

--5 from the original pilot airports. These airports have never had Federal security screening services since they joined the pilot in 2002.

--17 from airports that are now participating.

--0 airport applications pending approval.

--4 from airports that were accepted but no longer participate because commercial service ended. These airports are Florida Keys Marathon (MTH), Gallup Municipal, N.M. (GUP), and Lewistown Municipal (LWT) and Frank Wiley Field (MLS) in Montana.

--1 from an airport that returned to Federal screening after participating in SPP for a year and a half. This airport was Bert Mooney Airport (BTM) in Montana.

--2 that were denied: Missoula International (MSO) in Montana and Springfield-Branson (SGF) in Missouri. These airports were denied prior to the passage of the FAA Modernization and Reform Act and have not since reapplied.

--6 denials for 4 airports: Bert Mooney Airport (BTM) in Montana (submitted 3 times, denied twice, no longer participating), West Yellowstone (WYS) airport in Montana (submitted 3 times, denied twice, participating), Glacier Park (GPI) in Montana (submitted twice, denied once, participating), and Orlando Sanford (SFB) in Florida Montana (submitted twice, denied once, participating)

--4 that withdrew their application: Branson (BBG), Elko Regional (EKO), Sacramento (SMF), and Luis Munoz Marin (SJU).

-- 1 Heliport application received, approved and participated in SPP, until services were discontinued. The East (34th street) New York Heliport (6N4). Their application is not included in the 39 applications received.

Background: Two CAT Xs (SFO) and (SJU) and three CAT I airports (MCI, ROC, (now CAT II) and SMF) have applied to SPP. These airports were all part of the original pilot, except SMF and SJU, both withdrew their application. All the other SPP airports are CAT IIs, IIIs and IVs.

Currently there is one CAT X (SFO), one CAT I airport (MCI), nine CAT II airports (ACY, BZN, EYW, FSD, JAC, ROC, PGD, SFB, and SRQ), three CAT III airports (GPI, PSM and STS) and eight CAT IV airports (GGW, GDV, HVR, OLF, ROW, SDY, TUP, and WYS). ROC's category was changed to CAT II on November 16, 2017.

- Q. **How did the criteria for acceptance into SPP change with the passage of the Federal Aviation Administration (FAA) Reauthorization Act of 2018?**

- A. On October 5, 2018, the President signed Federal Aviation Administration (FAA) Reauthorization Act of 2018, which outlines additional TSA requirements related to the approval of SPP applications. The Act requires TSA to make a determination on an application within 60 days of receipt and gives the Administrator full discretion to waive the requirement for companies providing private screening services to be owned and controlled by a U.S. citizen if the company meets certain other requirements.

The Act requires TSA to make a determination on an application within 60 days of receipt and gives the Administrator full discretion to waive the requirement for companies providing private screening services to be owned and controlled by a U.S. citizen if the company meets certain other requirements.

Additionally, the Act stipulates that if an application is denied, TSA shall provide to the airport operator, not later than 60 days following the date of the denial, a written report and provide a copy of the report to Congress. TSA must report on the findings that served as the basis for the denial; the results of any cost or security analysis conducted in considering the application; and recommendations on how the airport operator can address the reasons for the denial.

The Act stipulates that TSA shall enter into a contract with a private screening company for the provision of screening at the airport not later than 120 days after the date of approval of an application submitted by the airport operator.

TSA may waive the requirement for any company that is a United States subsidiary with a parent company that has implemented a foreign ownership that has been approved by the Defense Security Service of the Department of Defense prior to the submission of the application. The ADM has complete discretion to reject any application that requires a waiver under this paragraph.

TSA may suspend or terminate any contract entered into with a private screening company to provide screening services at an airport.

FAA MODERNIZATION AND REFORM ACT QUESTIONS:

- Q. In its applications to SPP, have any airports recommended specific contractors? Which ones?**

- A. Please direct this question to the individual airports. As of October 2018, the new application indicates that an airport may recommend a contractor in accordance with the Federal Aviation Administration (FAA) Reauthorization Act of 2018. TSA will issue a Request for Proposal (RFP) and will evaluate all proposals submitted. Only IDIQ vendors will be allowed to submit a proposal. TSA will only award a contract to a qualified provider for security screening services at an airport if the vendor maintains security and is cost effective.

- Q. When will the transition to private screening at airports that have had applications approved be complete?**

- A. The transition phase cannot occur until the acquisition process is complete and a qualified vendor is awarded a contract. An airport does not become part of the SPP until a contract is awarded.

- Q. Since the passage of the Federal Aviation Administration (FAA) Reauthorization Act of 2018, what happens after an airport's application to SPP is accepted?**

- A. If the TSA Administrator approves an application, the next step is to issue an RFP through the Federal acquisition process. This acquisition will be implemented and governed by the

Competition in Contracting Act of 1984 (CICA) and the Federal Acquisition Regulation (FAR), among other statutory regulatory provisions.

Following approval of an application, depending on the complexity and scope of the screening operation, the acquisition process will take some time to execute. TSA will award a contract for security screening services at an airport if the vendor maintains security and is cost effective.

Q. What is TSA’s current policy statement regarding SPP and the passage of the Federal Aviation Administration (FAA) Reauthorization Act of 2018?

A. TSA is committed to ensuring that TSA provides a risk-based, intelligence-driven security approach, in the most effective manner possible. TSA will ensure the requirements of Federal Aviation Administration (FAA) Reauthorization Act of 2018, are implemented.

Q. What recourse does an airport have if TSA rejects its application?

A. As stipulated by the Federal Aviation Administration (FAA) Reauthorization Act of 2018, if an application is denied, TSA must inform the airport operator, within 60 days, “... (i) the findings that served as the basis for the denial; (2) the results of any cost or security analysis conducted in considering the application; and (iii) recommendations on how the airport operator can address the reasons for the denial.” The airport can reapply to participate in SPP at any time.

Q. If TSA does not approve future applications to SPP, is the agency in violation of any law?

A. No. ATSA allows airports to request participation in the SPP, but does not require TSA to approve the applications. Federal Aviation Administration (FAA) Reauthorization Act of 2018 requires the TSA Administrator to approve applications to participate in SPP if approval will not compromise security, detrimentally affect cost-efficiency, or detrimentally affect screening effectiveness of passengers or property. TSA may deny an application and still be compliant with the law.

SPP COST ESTIMATING AND PERFORMANCE QUESTIONS

Q. Is there any cost difference between private and Federally screened airports?

A. Each year, TSA calculates the cost to conduct screening using Federal screeners at SPP airports and compares the estimates with the actual costs of using private screeners. Cost estimates vary from year to year moreover, they are a snapshot in time and can be largely affected by changes in screening operations, such as RBS or new technology, which create screening efficiencies that aren’t correctly captured in cost comparisons.

TSA will award future contracts in accordance with the Federal Aviation Administration (FAA) Reauthorization Act of 2018, which states that SPP participation by an individual airport will not detrimentally affect cost efficiency.

Q. Has TSA requested a private cost study for SPP?

A. Since the inception of SPP, TSA has requested three private studies of the SPP Program.

Background: The first study was completed in 2004 by Bearing Point after the conclusion of the pilot program (PP5) to compare the efficiency and effectiveness of Federal and private screening operations. The second study was completed by Catapult Consultants in 2007, in which they conducted a business case analysis of the SPP comparing performance and cost of Federal and privatized airports. The third study was completed by BDO USA, LLP in 2014, comparing the cost and performance between SPP and Federal Airports. The third study was mandated by the 2014 Appropriations Joint Explanatory Statement.

Q. Is it true that TSA did not account for all costs when calculating the cost difference?

A. TSA follows standard Government accepted cost estimating methodologies, and accounted for all costs in creating comparisons of Federal and private screening. Different assumptions can be used to create a range of cost estimates, and TSA does exactly that.

Q. What is TSA's response to the House Transportation and Infrastructure Committee report from June 2011, which compared San Francisco International (SFO) with Los Angeles International (LAX) and found significant cost savings from the use of private contractors?

A. The basis of the committee's conclusion of significant cost savings assumes that the same number of contract personnel screeners at SFO could be used at LAX. Unfortunately, this assumption is not valid; a private contractor would have to use a similar number of screeners at LAX as TSA does. To do otherwise would impact the customer's experience since checkpoints could not be staffed properly. LAX has nine terminals and 20 checkpoints with 77 total screening lanes. By comparison, SFO has four terminals, 11 checkpoints, and 46 total lanes. To expect that 77 lanes could be staffed with the same amount of personnel required for 46 lanes is unrealistic.

On background attributable to TSA: The Committee staff report incorrectly claims that the agency concealed significant cost factors in its privatized screening studies.

The factor that the report utilizes to determine resource efficiency is the number of passengers screened per TSO. The primary factor that determines resource efficiency is an airport's design, including the number of checkpoints, screening lanes and the connectivity of concourses. The most "efficient" airports for screening operations have few terminals with large checkpoints. The least efficient are airports that have many checkpoints and screening lanes with little or no connectivity between terminals. Additionally, another major consideration is whether an airport operates an automated in-line checked baggage screening system, which uses conveyor belts to automatically screen, sort or track checked baggage. At airports where an in-line baggage system is not installed, TSOs are required to physically handle 100 percent of the checked bags screened. Because of these varying factors, any comparison of airports based on one factor, such as the number of passengers screened per Full-Time Equivalency (FTE), will lead to inaccurate conclusions.

Q. Why won't TSA release reports comparing private to Federalize screening?

A. The results of reports are Sensitive Security Information (SSI). However, the reports confirm that the performance of Federal and contract screeners is comparable.

Q. Is it easier to terminate poor performing employees at SPP airports? Do private screening companies take better care of their employees?

A. TSA takes the performance and professionalism of our workforce very seriously. We have standards and policies in place to ensure that our workforce performs at a high level and appropriate actions are quickly taken if those expectations are not met.

TSA is dedicated to creating an organizational culture that offers career progression and potential opportunities in other areas of TSA and DHS (e.g., inspectors, Federal Air Marshals, canine handlers, management, HQ jobs). Directly managing our workforce allows us to provide such career opportunities for our workforce.

Q. Are there differences in performance between SPP and Federal airports?

A. SPP airports use the same technology and follow the same procedures as Federal screening airports. Federal Security Directors (FSD) at the airports remain responsible for the overall security operations including screening, regulatory functions, and collaboration with law enforcement. This level of oversight ensures that private screening operations meet the same high standards as Federal screening provides. Several studies on the performance of SPP airports show that generally, SPP performance is on par with Federal performance.

Q. Do private screeners provide better customer service than TSA screeners?

A. TSA takes the professionalism of our workforce very seriously. Federal and privatized screening have comparable performance, and there is no measurement indicating there is a difference in customer service.

Q. Is it true that SPP airports can pick and choose among security protocols?

A. Some media outlets have erroneously reported that airports that join SPP can “Opt-Out” of using Advanced Imaging Technology (AIT) or pat-downs. This is false. The security standards at Federalized and privatized airports are identical. Contractors cannot “opt-out” of any elements of security screening.

Q. Did the original five SPP pilot airports ever use Federal screeners?

A. No. These airports—San Francisco International (SFO), Kansas City International (MCI), Jackson Hole (JAC), Tupelo Regional (TUP) and Greater Rochester International (ROC)—were selected for the pilot program after 9/11, when TSA was standing up the agency. Therefore, they have never had Federal screeners, only those employed by a private contractor.

Q. Why haven't more airports applied to SPP, and why are the ones that have applied almost all small airports?

A. All commercial airports have been eligible to apply to SPP since November 2004, at the conclusion of a two-year pilot. There is no size requirement. For the SPP pilot, TSA selected one airport from each risk category (CAT X, I, II, III and IV). All the additional airports that are currently operating under SPP are CAT II or smaller.

Background: Montana has eight SPP airports, which includes six CAT IVs, one CAT III, and one CAT II airport. Only one CAT I—SMF--has applied since the conclusion of the pilot, and that airport withdrew its application.

OPERATIONS Questions & Answers:

Q. How were the original pilot airports selected?

A. ATSA required that TSA select five airports, one from each risk category, and sought airports to volunteer for the program.

Q. What happened to these five airports after the pilot ended?

A. The pilot ended Nov. 19, 2004. The five pilot airports then applied to continue participation under SPP.

Q. What contracts have been awarded at SPP airports:

A. Contracts awarded are as follows:

- October 2, 2017 – Awarded to VMD Systems Integrators, Inc. for **Atlantic City International Airport (ACY)**.
- April 14, 2017 – Awarded to VMD Systems Integrators, Inc. for **Rochester International Airport (ROC)**.
- March 29, 2017 – Awarded to Jackson Hole Airport Board for **Jackson Hole Airport (JAC)**.
- March 3, 2017 – Awarded to Aviation Security Management, LLC for **Key West International Airport (EYW)**
- February 22, 2017 – Awarded Task Order to BOS Security, Inc. for **Tupelo Regional Airport (TUP)**.
- January 31, 2017 – Awarded task order to B O S Security for **Sioux Falls Regional (FSD)**.
- November 30, 2016 – Awarded task order to Trinity Technology Group for three airports in Montana: **Bozeman Yellowstone International Airport (BZN); Glacier Park International (GPI); and Yellowstone (WYS)**.
- June 30, 2016 – Awarded task order to Covenant Aviation Security for **San Francisco International**.
- June 30, 2016 – Awarded task order to Trinity Technology Group, Inc. for **Charles M. Schulz – Sonoma County (STS)**.
- May 27, 2016 – Awarded contracts to fifteen vendors for the multiple award **Indefinite Delivery, Indefinite Quantity Contract (IDIQ)**.
- January 4, 2016 – Awarded to ISS Action, Inc. for **Punta Gorda Airport (PGD)**.
- December 22, 2015 – Awarded to VMD Systems Integrators, Inc. for **Portsmouth International at Pease (PSM)**.
- November 24, 2014 – Awarded to for Trinity Technology Group **Sarasota-Bradenton International Airport (SRQ)**.
- September 18, 2014 – Awarded to Trinity Technology Group, Inc. for **Orlando-Sanford International Airport (SFB)**,
- May 29, 2014—Awarded to Comprehensive Security Services Inc. (CSSI) and FirstLine Transportation Security Inc. (Joint Venture) for four airports in Montana—**Bert Mooney (BTM); Bozeman Yellowstone International (BZN); Glacier Park International (GPI); and Yellowstone (WYS)**.
- **February 24, 2014**—Awarded to Akal Security Inc. for **Kansas City International (MCI)**.
- August 16, 2012—Awarded to VMD-MT Security LLC for **Greater Rochester International (ROC), Tupelo Regional (TUP) and Key West International (EYW)**.
- Sept. 26, 2011 – Awarded to Trinity Technology Group for **Charles M. Schultz-Sonoma County (STS) and Sioux Falls Regional (FSD)**.
- March 31, 2011 – Awarded to Covenant Aviation Security for **San Francisco International (SFO)**.
- Jan. 28, 2011 - Awarded to Jackson Hole Airport Board for **Jackson Hole (JAC)**.
- Aug. 24, 2009 – Awarded to Trinity Technology Group for **7 Airports in Montana - Lewistown (LWT), Havre City-County (HVR), Wokal Field (GGW), Wolf Point (OLF), Sidney (SDY), Dawson (GDV), and Wiley Field (MLS)**. (Two airports, LWT and MLS are inactive)
- July 21, 2009 – Awarded to BOS Security for the **Roswell Industrial Air Center (ROW)**.

- October 23, 2007 – Awarded to Firstline Transportation Security, Inc. for **Gallup Municipal (GUP)** and **Roswell Industrial Air Center (ROW)**.
- June 22, 2007 – Awarded to Trinity Technology Group for **Charles M. Schultz-Sonoma County (STS)**.
- May 24, 2007 – Awarded to Raytheon Technical Services for **Key West International (EYW)** and **Florida Keys Marathon (MTH)**. (NOTE: MTH participated in SPP until September 2007, when Delta Air Lines ceased offering commercial service there.)
- January 4, 2007 – Awarded to US Helicopter Corporation and McNeil Security Inc., for the **East 34th Street Heliport** in NYC. (Contract Operations have ceased)
- November 6, 2006 – Awarded to Covenant/Lockheed Team for **San Francisco International (SFO)**.
- May 30, 2006 – Awarded to McNeill Security, Inc., for **Greater Rochester International (ROC)**.
- May 11, 2006 - Awarded to Trinity Technology Group, Inc., for **Tupelo Regional (TUP)**.
- April 7, 2006 – Awarded to FirstLine Transportation Security, Inc., for **Kansas City International (MCI)**. (New contract award in protest, decision pending).
- February 6, 2006 – Awarded to Jackson Hold Airport Board for **Jackson Hole (JAC)**.
- December 16, 2005 – Awarded to Covenant/Lockheed Team for **Sioux Fall Regionals (FSD)**.

Q. What happens to the FSDs at airports approved for SPP?

A. TSA provides Federal Government oversight at each airport at which screening services are provided. Oversight is ensured by TSA’s FSDs, who have overall responsibility for airport security and continue to be responsible for overseeing all screening operations and for ensuring that contract companies provide effective and efficient security operations. The mission, mandate and fundamental role of the FSD remains constant regardless of whether the screening work force is comprised of Federal or private employees.

Q. What happens to Federal screeners (Transportation Security Officers (TSO)) when airports transition to SPP?

A. Federal TSO positions are eliminated when an airport joins SPP. However, TSA supports provisions that assist Federal screeners, giving them priority for employment with the private contractor and/or facilitating movement to other TSA positions or Federal employment. TSA supports these provisions because the agency believes it is in the best interest of both security and cost-effectiveness.

Q. Do SPP airports have the same number of screeners as Federalized airports?

A. The number of contract screeners hired is ultimately determined by the private company that is providing screening. TSA seeks to provide flexibility to the contractors to manage the operations as efficiently as possible while meeting security and customer service standards. TSA evaluates the contractor’s proposed staffing plan as part of the acquisition process to ensure that they have sufficient staffing to meet TSA’s security and customer service

standards.

Q. Does TSA support an airport authority’s request to “Re-Federalize” and transition back to Federal screeners?

A. Yes. Although it is not mandatory, TSA requests that an airport notify the agency of its decision to leave the SPP program at least 120 days prior to the expiration of the contract base period or option period.

Background: On June 12, 2016, Bert Mooney Airport (BTM) in Montana returned to Federal screening operations after participating in SPP for a year and a half.

Q. Have any airports joined SPP and then returned to using Federal screeners?

A. Yes, Bert Mooney Airport (BTM) in Montana returned to using Federal screeners after 21 months of contractor provided security screening.

Q. Can an airport authority apply to use contract screeners at some airport security checkpoints but not all?

A. TSA will not accept applications to privatize a portion of an airport’s security screening operations. This model limits the flexibility of staffing required to run critical security programs, thereby not providing a successful environment for TSA or the contractor.

Q. Can the Airport Authority elect to privatize non-regulatory positions, such as moving bins and divestiture officer positions?

A. If the Airport Authority wishes to contract directly with a vendor to provide non-regulatory or non-certified positions, TSA would not object. Any such work would of course have to be performed pursuant to all SOPs and other pertinent regulations. The work would also have to be coordinated through the FSD to assure proper supervision.

CONTRACT Qs & As:

Q. How long are SPP contracts?

A. The standard Task Order contract period is five years: one base year and four, one-year options. The IDIQ contract period is 10 years. Currently both contract vehicles are in place, until all five year contracts are recompeted and under the 10 year IDIQ.

Q. What is an IDIQ contract?

A. An IDIQ contract is a contract vehicle that may be used when the Government cannot predetermine, above a specified minimum, the precise quantities of supplies or services that the Government will require during the contract period. An indefinite-quantity contract provides for an indefinite quantity, within stated limits, of supplies or service during a fixed period. The Government will place orders for individual requirements (airport screening services) through task orders.

Q. Why did TSA move to an IDIQ contract?

A. There are several efficiencies that can be gained from this contract type:

- Builds a cadre of qualified vendors by awarding a contract to multiple vendors

- Decreases repetitive review of the same information resulting in an expedited procurement process at the task order level (reduces procurement time by an estimated 60-90 business day for each airport/task order)
- Enables a one-time release of all Sensitive Security Information (SSI) and Standard Operating Procedures (SOP)
- Allows for more consistency among contracts and communication with vendors

Q. What is process for awarding the IDIQ and task orders?

A. TSA follows the Federal Acquisition Regulation (FAR) when competing all of its procurements, including those for screening services under the IDIQ and Task Orders. The IDIQ was competed under a full and open basis.

Interested parties proposed on the IDIQ solicitation and those that were awarded an IDIQ contract are then able to propose on task order solicitations for specific airports. 15 vendors were awarded contracts for the IDIQ; these vendors awarded an IDIQ contract will be afforded Fair Opportunity to propose on any airport task orders unless the requirement is set aside for small business concerns.

Q. When was the IDIQ awarded and who were the IDIQ awardees?

A. TSA awarded the IDIQ on May 27, 2016 to fifteen vendors, 11 large businesses and 4 small businesses. The names of the qualified IDIQ vendors are:

- AEGIS – Mclean, VA
- Akal Security – Espanola, NM
- American Eagle Protective Service (AEPS) – Austin, TX
- Aviation Security Management (ASM) – Woodbridge, VA (**Small Business**)
- AT Solutions, Inc./PAE National Security Solutions – Fredericksburg, VA
- B O S Security – Athens, GA (**Small Business**)
- Centerra – Palm Beach Gardens, FL
- Contemporary Services Corporation (CSC) – Northridge, CA
- Covenant Aviation Security (CAS) – Bolingbrook, IL
- FirstLine Transportation Security – Nashville, TN
- Jackson Hole Airport Board (JHAB) – Jackson, WY
- Securitas-Trinity Security Services, LLC – Manassas, VA
- Technica, LLC – Charleston, SC (**Small Business**)
- Trinity Technology Group, Inc. (TTG) – Manassas, VA (**Small Business**)
- VMD Systems Integrators, Inc. – Reston, VA

(Note for background: Two additional companies applied, but were not awarded a contract. These are DFW Security Protective Force (DFW) – Fort Worth, TX and GINIA – Alexandria, VA)

Q. Are there any additional expenses to the airport—or to TSA—to switch to SPP?

A. There are no additional costs to airports joining the program. There are additional costs to TSA. They are calculated following the rules surrounding a reduction of a Federal workforce.

Q. To what extent does the airport participate in selecting a contractor?

A. Under the Federal Aviation Administration (FAA) Reauthorization Act of 2018, airports may recommend a private screening company. The recommended company must compete for the

contract along with any other companies that respond to the RFP. The contract that results from the procurement process is between TSA and the selected vendor. The TSA Federal Security Director, and staff, already participate in the procurement process to ensure the local operation is taken into account when evaluating proposals, airport directors or their representatives are not involved beyond the initial application, to include advising in any capacity. The airport will be kept apprised of significant milestones.

Q. Does TSA regulate the salaries of contract screeners?

A. TSA establishes a composite minimum compensation hourly rate (referred to as the TSA Minimum Labor Rate) for each screening labor category. Additionally, TSA will apply the Service Contract Labor Standards and incorporate the corresponding DOL Wage Determinations into SPP solicitations and contracts.

Vendors are required to meet or exceed the compensation requirements established by the TSA Minimum Labor Rates and the applicable DOL Wage Determination(s) to be eligible for award. Task orders are awarded on a Best Value / Trade-off basis in accordance with the FAR.

LIABILITY/SAFETY ACT Questions and Answers:

Q. Does the U.S. Government indemnify contractors against losses due to screening failures?

A. Liability limitations are controlled by the Support of Anti-terrorism by Fostering Effective Technologies (SAFETY) Act. In order to obtain protection from liability for terrorist acts, contractors competing for the SPP must apply for liability coverage under the SAFETY Act through DHS. (Refer to DHS web site for more information on the SAFETY Act.)

PREVIOUS STATEMENTS (for historical reference only; not to reissue to the media. “Reactive Only” statements were not publicly released. Additionally, airport statistical data is only applicable for the timeframe stated.) Note: statements prior to 2012 were not recorded in the PAG.

TSA awards private screening contract at Atlantic City International Airport – October 3, 2017
WASHINGTON — The Transportation Security Administration (TSA) today announced the selection of VMD Systems Integrators, Inc. of Reston, Virginia, as the private screening contractor for Atlantic City International Airport (ACY) under the agency’s Screening Partnership Program (SPP). This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award values, including options, is \$19.75 million. If all options are exercised, the total period of performance is 60 months, which begins Oct. 5, 2017. Under the Screening Partnership Program, TSA managers at each airport will be responsible for overseeing TSA security standards and contractor performance. There are 21 airports participating in the Screening Partnership Program in addition to Atlantic City International Airport. They are: San Francisco International Airport (SFO), Kansas City International Airport (MCI), Greater Rochester International Airport (ROC), Jackson Hole Airport (JAC), Tupelo Regional Airport (TUP), plus Sioux Falls Regional Airport (FSD), Key West International Airport (EYW), Charles M. Schulz–Sonoma County Airport (STS), Sarasota-Bradenton International Airport (SRQ), Orlando Sanford International Airport (SFB), Punta Gorda Airport (PGD), Portsmouth

International Airport (PSM), Roswell International Air Center (ROW), and eight airports in Montana: Bozeman Yellowstone International Airport (BZN), Glacier Park Airport (GPI), Sidney-Richland Municipal Airport (SDY), Dawson Community Airport (GDV), L. M. Clayton Airport (OLF); Wokal Field/Glasgow International Airport (GGW) and Havre City-County Airport (HVR) and Yellowstone Airport (WYS).

TSA SPP STATEMENT ON 2017 TASK ORDER AWARD – ROCHESTER, NY (reactive only—April 14, 2017)

The SPP contract for Greater Rochester International Airport was awarded by the Transportation Security Administration (TSA) to VMD Systems Integrators on April 13, 2017. This task order is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$40.5 million. The total period of performance is 60 months (if all options are exercised), which begins April 14, 2017 and ends February 28, 2022. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. Greater Rochester International Airport is one of the five original airports that participated in the SPP pilot in 2002.

TSA SPP STATEMENT ON 2017 TASK ORDER AWARD – JACKSON, WY (reactive only, April 1, 2017)

The SPP contract for Jackson Hole Airport was awarded by TSA to Jackson Hole Airport Board. on March 27, 2017. This task order is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$31.8 million. The total period of performance is 60 months (if all options are exercised), which begins April 1, 2017 and ends February 28, 2022. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. Tupelo Regional Airport is one of the five original airports that participated in the SPP pilot in 2002.

TSA SPP STATEMENT ON 2017 TASK ORDER AWARD – KEY WEST, FL (reactive only—Mar. 4, 2017)

The SPP contract for Key West International Airport (EYW) was awarded by TSA to Aviation Security Management, Inc. on March 3, 2017. This task order is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$20.8 million. The total period of performance is 60 months (if all options are exercised), which begins March 4, 2017 and ends February 28, 2022. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. Key West International Airport is one of the five original airports that participated in the SPP pilot in 2002.

TSA SPP STATEMENT ON 2017 TASK ORDER AWARD – TUPELO, MS (reactive only—Mar. 1, 2017)

The SPP contract for Tupelo Regional Airport (TUP) was awarded by TSA to BOS Security, Inc. on February 22, 2017. This task order is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$2.5 million. The total period of performance is 60 months (if all options are exercised), which begins March 1, 2017 and ends February 28, 2022. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. Tupelo Regional Airport is one of the five original airports that participated in the SPP pilot in 2002.

TSA SPP STATEMENT ON 2017 TASK ORDER AWARD - SIOUX FALLS, SD (reactive only—Feb. 1, 2017)

The SPP contract for Sioux Falls Regional Airport (FSD) was awarded by TSA to BOS Security, Inc. on January 31, 2017. This contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$16.8 million. The total period of performance is 60 months (if all options are exercised), which begins February 1, 2017 and ends January 31, 2022. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. FSD has participated in the SPP since 2006.

TSA SPP STATEMENT ON 2016 TASK ORDER AWARD - MONTANA (reactive only—December 1, 2016)

The SPP contract for three airports in Montana—Bozeman Yellowstone International Airport (BZN), Glacier Park International Airport (GPI), and Yellowstone Airport (WYS) --was awarded by TSA to Trinity Technology Group of Manassas, Virginia on Nov. 30, 2016. This Task Order was competed amongst SPP IDIQ holders and is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$10.2 million. The total period of performance is 48 months (if all options are exercised), which begins December 1, 2016 and ends November 30, 2021. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. All three airports have participated in the SPP since 2014.

TSA SPP STATEMENT ON 2015 CONTRACT AND TASK ORDER AWARDS - IDIQ and SFO/STS Task Orders (reactive only—July 1, 2016)

The SPP awarded an Indefinite Delivery, Indefinite Quantity contract to 15 vendors on May 27, 2016. Under the IDIQ, Task orders were awarded for two airports. Covenant Aviation Security, LLC was awarded a contract for security screening services at San Francisco International Airport and Trinity Technology Group, Inc. was awarded a contract for security screening services at Charles. M. Schulz – Sonoma County Airport. These competitively awarded contracts are for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, for San Francisco is approximately \$416.2 million. The total contract award valued, including options, for Sonoma County is approximately \$5.5 million. The period of performance for each contract is 60 months (if all options are exercised) and begins July 1, 2016 through June 30, 2021. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. San Francisco has participated in SPP since the inception of the program, and Sonoma county has participated since 2007.

TSA SPP STATEMENT ON 2016 CONTRACT AWARD - Punta Gorda Airport in Florida (Jan 8, 2016)

The SPP contract for Punta Gorda Airport was awarded by TSA to ISS Action, Inc. on Jan. 4, 2016. This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$17.3 million. The total period of performance is 60 months (if all options are exercised), which begins February 1, 2016 and ends January 31, 2021. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. This is the first contract awarded for private security screening services at this airport.

Portsmouth International Airport awarded private screening contract (December 3, 2014)

WASHINGTON — TSA today announced the selection of VMD Systems Integrators, Inc. of Reston, Va., as the private screening contractor for Portsmouth International Airport (PSM) under the agency's Screening Partnership Program.

Pursuant to the authority of Section 8(a) of the Small Business Act, a sole source award to an eligible 8(a) firm was determined to be in the best interest of the Government. This awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is \$2.6 million. If all options are exercised, the total period of performance is 60 months, which begins Jan. 1, 2015, and ends Dec. 31, 2019. Under SPP, TSA's FSD will be responsible for overseeing TSA security standards and contractor performance.

Twenty-one airports now participate in SPP. The other twenty airports are: Bert Mooney Airport (BTM), Bozeman Yellowstone International Airport (BZN), Charles M. Schulz-Sonoma County Airport (STS), Dawson Community Airport (GDV), Glacier Park International (GPI), Greater Rochester International Airport (ROC), Havre City-County Airport (HVR), Jackson Hole Airport (JAC), Kansas City International Airport (MCI), Key West International Airport (EYW), L. M. Clayton Airport (OLF), Orlando Sanford International Airport (SFB), Roswell International Air Center (ROW), San Francisco International Airport (SFO), Sarasota Bradenton International Airport (SRQ); Sidney-Richland Municipal (SDY), Sioux Falls Regional Airport (FSD), Tupelo Regional Airport (TUP), Wokal Field/Glasgow International Airport (GGW) and Yellowstone Airport (WYS).

SPP is designed to meet the requirements established in the Aviation and Transportation Security Act (ATSA) of 2001. Beginning in 2002, ATSA required TSA to conduct a SPP pilot program at five airports. Since 2004, when the pilot program ended, all commercial airports have been eligible to apply to SPP.

TSA SPP STATEMENT ON 2014 CONTRACT AWARD - MONTANA (reactive only—Dec. 3, 2014)

The SPP contract for five airports in Montana—Glasgow International/Wokal Field (GGW), Dawson Community (GDV), Havre City-County (HVR), Sidney-Richland Regional (SDY), and L.M. Clayton/Wolf Point (OLF)--was awarded by TSA to Trinity Technology Group of Manassas, Virginia on Dec. 3, 2014. This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$7.9 million. The total period of performance is 60 months (if all options are exercised), which begins January 1, 2015 and ends December 31, 2019. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services. All five airports have participated in the SPP since 2009.

TSA awards private screening contract at Sarasota-Bradenton International Airport (November 24, 2014)

WASHINGTON — TSA today announced the selection of Trinity Technology Group, Inc. of Manassas VA as the private screening contractor for Sanford-Bradenton International Airport (SRQ) under the agency's SPP.

This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$21,144,699 million. If all options are exercised, the total period of performance is 60 months, which begins December 1, 2014, and ends November 30, 2019. Under SPP, the TSA FSD remains responsible for security and the FSD staff is responsible for overseeing TSA security standards and contractor performance.

The total number of airports now participating in SPP is 20, including SRQ. These include the five original pilot airports: San Francisco International (SFO), Kansas City International (MCI), Greater Rochester International (ROC), Jackson Hole (JAC), and Tupelo Regional (TUP).

Additional airports that have joined SPP since 2004 are: Sioux Falls Regional (FSD), Key West International (EYW), Charles M. Schulz–Sonoma County (STS), Roswell International Air Center (ROW), Orlando Sanford International Airport (SFB), and nine airports in Montana: Bert Mooney (BTM), Bozeman Yellowstone International (BZN), Dawson Community (GDV), Glacier Park International (GPI), Havre City-County (HVR), L. M. Clayton (OLF), Sidney-Richland Municipal (SDY), Wokal Field/Glasgow International (GGW), and Yellowstone (WYS).

SPP is designed to meet the requirements established in the Aviation and Transportation Security Act (ATSA) of 2001. Beginning in 2002, ATSA required TSA to conduct a SPP pilot program at five airports. Since 2004, when the pilot program ended, all commercial airports have been eligible to apply to SPP.

TSA SPP STATEMENT ON 2014 ROW CONTRACT AWARD (reactive only—Sept. 22, 2014)

The SPP contract for Roswell International Air Center (ROW) was awarded by TSA to BOS Security of Athens, GA on Sept. 22, 2014. This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$2.5 million. The total period of performance is 60 months (if all options are exercised), which begins October 1, 2014 and ends September 30, 2019. Under SPP, TSA's FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services.

On Background if asked: BOS held the contract for the previous five-year period as well.

TSA awards private screening contract at Orlando Sanford International Airport (September 19, 2014)

WASHINGTON — TSA today announced the selection of Trinity Technology Group, Inc. as the private screening contractor for Orlando Sanford International Airport (SFB) under the agency's SPP.

“QUOTE,” said SFB FSD. “We look forward to a strong partnership with Trinity at SFB.”

This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is approximately \$23.9 million. If all options are exercised, the total period of performance is 60 months, which begins October 1, 2014, and ends September 30, 2019. Under SPP, TSA managers at each airport are responsible for overseeing TSA security standards and contractor performance.

The total number of airports now participating in SPP is 19. These include the five original pilot airports: San Francisco International Airport (SFO), Kansas City International Airport (MCI), Greater Rochester International Airport (ROC), Jackson Hole Airport (JAC), and Tupelo Regional Airport (TUP).

Additional airports that have joined SPP since 2004 are: Sioux Falls Regional Airport (FSD), Key West International Airport (EYW), Charles M. Schulz–Sonoma County Airport (STS), Roswell International Air Center (ROW), and nine airports in Montana: Bert Mooney Airport (BTM), Bozeman Yellowstone International Airport (BZN), Dawson Community Airport (GDV), Glacier Park International Airport (GPI), Havre City-County Airport (HVR), L. M. Clayton Airport (OLF), Sidney-

Richland Municipal Airport (SDY), Wokal Field/Glasgow International Airport (GGW), and Yellowstone Airport (WYS).

SPP is designed to meet the requirements established in the Aviation and Transportation Security Act (ATSA) of 2001. Beginning in 2002, ATSA required TSA to conduct a SPP pilot program at five airports. Since 2004, when the pilot program ended, all commercial airports have been eligible to apply to SPP.

Four Montana airports awarded private screening contract (June 24, 2014)

WASHINGTON — TSA today announced the selection of Comprehensive Security Services Inc. (CSSI) and FirstLine Transportation Security Inc. — a joint venture — as the private screening contractors under the agency’s SPP. These companies will provide screening service for four airports in Montana: Bert Mooney Airport (BTM), Bozeman Yellowstone International Airport (BZN), Glacier Park International Airport (GPI) and Yellowstone Airport (WYS).

“The SPP program enables TSA to partner with qualified private companies to provide screening services under Federal oversight,” said TSA’s Montana FSD Dan Fevold. “We look forward to building a strong partnership at these four airports.”

This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value for the four airports, including options, is \$28.6 million. If all options are exercised, the total period of performance is 60 months, which begins June 1, 2014, and ends May 31, 2019. Under SPP, TSA managers at each airport will be responsible for overseeing TSA security standards and contractor performance.

The total number of airports now participating in SPP is 18. The addition of these four airports in Montana brings the total number in the state to nine. The other five Montana airports are: Sidney-Richland Municipal Airport (SDY), Dawson Community Airport (GDV), L. M. Clayton Airport (OLF); Wokal Field/Glasgow International Airport (GGW) and Havre City-County Airport (HVR).

The other nine SPP airports are: San Francisco International Airport (SFO), Kansas City International Airport (MCI), Greater Rochester International Airport (ROC), Jackson Hole Airport (JAC), Tupelo Regional Airport (TUP), plus Sioux Falls Regional Airport (FSD), Key West International Airport (EYW), Charles M. Schulz–Sonoma County Airport (STS) and Roswell International Air Center (ROW).

SPP is designed to meet the requirements established in the Aviation and Transportation Security Act (ATSA) of 2001. Beginning in 2002, ATSA required TSA to conduct a SPP pilot program at five airports. Since 2004, when the pilot program ended, all commercial airports have been eligible to apply to SPP.

TSA SPP STATEMENT ON 2014 MCI CONTRACT AWARD (reactive only—Feb. 24, 2014)

The SPP contract for Kansas City International (MCI) was awarded TSA to Akal Security Inc. of Espanola, NM on Feb. 24, 2014. This competitively awarded contract is for security screening services for both passenger checkpoint and checked baggage operations. The total contract award value, including options, is \$108,878,523. The total period of performance is 60 months (if all options are exercised), which begins on March 1, 2014. Under SPP, TSA’s FSD at each airport continues to be responsible for overseeing TSA security standards and security screening services.

On Background (only if asked about the history of the contract): The current contractor at MCI is FirstLine Transportation Security, Inc., which was awarded the contract in 2006. SPP contracts are

awarded for an approximate five-year term. Accordingly, the SPP contract was competitively re-bid in 2011. Following legal challenges to the award, TSA issued a Request for Proposals in July 2012 and awarded a new contract in Feb. 2014.

On Background (only if asked about why we awarded the contract to the same company as in 2011, prior to the court challenges: TSA conducted a full and open competition--including a full evaluation of technical, price and past performance information--and selected the winning vendor based on the best value to the Government.

TSA SPP STATEMENT ON SARASOTA BRADENTON INTERNATIONAL AIRPORT (June 4, 2013)

TSA today announced that it has approved Sarasota Manatee Airport Authority's application for Sarasota Bradenton International Airport (SRQ) to participate in the SPP, which enables TSA to use private contract screening services under the agency's oversight. The application was approved in accordance with the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012. The next step is for TSA to issue an RFP to seek a qualified company to provide security screening services that do "not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport." An airport only participates in the SPP when a contract is awarded. There will be no immediate change to operations or to the Federal workforce at the airport.

TSA SPP STATEMENT ON BOZEMAN INTERNATIONAL AND BERT MOONEY AIRPORTS (September 6, 2012)

TSA today announced that it has approved the Gallatin Airport Authority's application for Bozeman International Airport (BZN) and the Bert Mooney Airport Authority's application for Bert Mooney Airport (BTM) to participate in the SPP, which enables TSA to use private contract screening services under the agency's oversight. Each application was approved in accordance with the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012. The next step is for TSA to issue an RFP to seek a qualified company to provide security screening services that do "not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport." An airport only participates in the SPP when a contract is awarded. There will be no immediate change to operations or to the Federal workforce at either airport.

TSA SPP STATEMENT ON SACRAMENTO INTERNATIONAL AIRPORT (July 27, 2012)

TSA today announced that it has approved the Sacramento County Airport System's application for Sacramento International Airport (SMF) to participate in the SPP, which enables TSA to use private contract screening services under the agency's oversight. The application was approved in accordance with the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012. The next step is for TSA to issue an RFP to seek a qualified company to provide security screening services that do "not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport." An airport only participates in the SPP when a contract is awarded. There will be no immediate change to operations or to the Federal workforce at SMF.

NOTE ADDED JAN. 2013: SMF informed TSA on Jan. 9, 2013 that it was withdrawing its application to participate in SPP.

TSA SPP STATEMENT ON GLACIER PARK INTERNATIONAL AIRPORT (June 28, 2012)

TSA Administrator John Pistole has approved the Flathead Municipal Airport Authority's application for Glacier Park International Airport (GPI) to participate in the SPP, which enables airports to use private contract screening services under TSA oversight. The application was approved in accordance

with the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012. The next step is for TSA to issue an RFP to seek a qualified provider for security screening services at GPI. Final approval for participation in the SPP will be contingent upon the approval of a proposal that does “not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport.” There will be no immediate change to operations or the Federal workforce at GPI.

TSA SPP STATEMENT ON ORLANDO SANFORD AIRPORT (June 11, 2012)

In accordance with the Federal Aviation Administration (FAA) Modernization and Reform Act of 2012, TSA Administrator John Pistole has approved the Sanford Airport Authority's application for Orlando Sanford International Airport (SFB) to participate in the SPP, which enables airports to use private contract screening services under TSA oversight. The next step is for TSA to issue an RFP to seek a qualified provider for security screening services at SFB. Final approval for participation in the SPP will be contingent upon the approval of a proposal that does “not compromise security or detrimentally affect the cost-efficiency or the effectiveness of the screening of passengers or property at the airport.” There will be no immediate change to operations or the Federal workforce at SFB.

TSA STATEMENT (March 2012)

(In response to March 13 letter from Congressmen Mica and Chaffetz to Mr. Pistole)

TSA will respond directly to the Members of Congress regarding their letter. TSA is currently developing procedures to implement the Screening Partnership Program-related provisions included in the FAA Modernization and Reform Act of 2012.

Administrator Pistole is committed to ensuring that TSA is a counter terrorism agency that provides the most effective security, in the most efficient manner possible. Currently, sixteen airports are participating in the Screening Partnership Program. An application from a seventeenth airport, West Yellowstone in Montana, was approved in January. TSA is moving forward with the contracting process.

TSA STATEMENT ON STATUS OF SPP APPLICATIONS (January 2012)

Administrator Pistole is committed to ensuring that TSA is a risk-based, intelligence-driven, counter terrorism agency that provides the most effective security, in the most efficient manner possible. In early 2011, Administrator Pistole made the strategic determination that TSA would not expand the SPP beyond the 16 airports that were already participating, unless there was a clear and substantial advantage emerges in the future. Following this decision, the agency developed a new SPP application that provided an opportunity for interested airport managers and directors to make a case for using contract screening services.

TSA reviewed all three pending SPP applications. TSA approved the application for West Yellowstone (Montana) airport and will move forward in requesting bids for a private screening operations contract. This airport operates a small number of flights, four months of the year. TSA believes the use of a private screening company at West Yellowstone could allow the agency to reassign Federal resources to other airports, which would be advantageous to the comprehensive security network.

TSA has declined applications from Bert Mooney Airport (Montana) and Orlando Sanford International. The business cases submitted by these airports failed to demonstrate an operational, security, or cost advantage that provides a clear and substantial benefit over Federalized screening operations.

TSA STATEMENT ON NEW SPP APPLICATION PROCESS (June 2011)

Earlier this year, TSA Administrator John Pistole stated that the agency had not seen a demonstrated or substantial advantage to expanding the SPP. Since that time, TSA has developed a new SPP application process that provides an opportunity for airport directors and managers to discuss what they see as the potential advantages that private screening would provide at their airports. The six airports that had previously applied to SPP have been invited to reapply with this input. This opportunity is also available to other airports that wish to apply to SPP.

TSA STATEMENT FROM ADMINISTRATOR PISTOLE ON THE SCREENING PARTNERSHIP PROGRAM (January 2011)

Shortly after beginning as TSA Administrator, I directed a full review of TSA policies with the goal of helping the agency evolve into a more agile, high-performing organization that can meet the security threats of today and the future. As part of that review, I examined the contractor screening program and decided not to expand the program beyond the current 16 airports, as I do not see any clear or substantial advantage to do so at this time. The airports that currently use contractor screening will continue to be regulated by TSA and required to meet our high security standards.