Security Partnership Program (SPP)
An Alternative Option for Airport Security Passenger Screening and Property Inspection

Presenters:

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Background

- The Aviation Transportation Security Act (ATSA) of 2001 established the Transportation Security Administration (TSA).

- TSA is a Division of the Department of Homeland Security (DHS).

- TSA is responsible for passenger and property screening and inspection at U. S. airports.

Opt-Out Pilot Program

- When TSA was created, Congress mandated that five airports continue to use private contract screeners under TSA oversight and direction.

- This program became known as Opt-Out or PP5, and is now referred to as Screening Partnership Program (SPP).

- The five airports selected for the pilot program were:
  - San Francisco International Airport (CA)
  - Kansas City International Airport (MO)
  - Greater Rochester International Airport (NY)
  - Tupelo Regional Airport (MS)
  - Jackson Hole Airport (WY)

- Jackson Hole Airport uses airport employees as screeners, but they must comply with TSA training and operations standards, and use screening technology provided by the TSA.

Current SPP Airports

- These five (5) airports and thirteen others are currently part of the SPP
- August 24, 2009 – Seven (7) small airports in Montana
- July 21, 2009 – Roswell Industrial Air Center, NM
- October 23, 2007 – Gallup Municipal Airport, NM
- June 22, 2007 – Schulz-Sonoma County Airport, CA
- May 24, 2007 – Key West International and Florida Keys Marathon Airports, FL
- Dec.16, 2005 - Sioux Falls Regional Airport, SD

SPP Process

- Airports must apply to the TSA to enter the screening partnership program (SSP).

- If the application is accepted, the TSA issues the request for proposals, makes the selection, negotiates the contract and manages the contract.

- The non-federal screeners must comply with TSA standards for training, equipment and procedures used to screen and inspect passengers and property.

- Federal screeners are given first opportunity to transfer to the private screening company and are provided equivalent wages and benefits.

How Would SDIA Benefit from SPP ?

- SDCRAA does not have the staff to provide passenger and property screening at SDIA.

- The Authority would have some input in selecting a private screening company, however, the TSA has the ultimate authority regarding contractor selection and management.

- The TSA (not the Authority) would continue to establish procedures and select equipment for screening passengers and property – current full-body scanners and pat downs remain.

- The SPP would not reduce current Authority security costs or provide the Authority with any new security-related revenues.

- TSA customer satisfaction at SDIA is 87% for 3Q 2010.

  (Phoenix Marketing Passenger Satisfaction Survey)

- The Airport Authority and SAN TSA have a good working relationship.

SPP Studies

- TSA's 2008 Cost and Performance Study of Private-Sector Airport Screening based on a 2007 study by Catapult Consultants.

- Government Accountability Office (GAO) Review and Report on the TSA's study.

- Information on both reports can be found on www.gao.gov

QUESTIONS?