

<b>CIVIL AVIATION SECURITY FINANCING STUDY</b>	<b>D</b>
<b>Appendix D – TSA progress since inception</b>	

## Appendix D – Transportation Security Administration - progress since inception

The following table briefly describes the key developments that have taken place at the Transportation Security Administration since its establishment.

Date	Description
November 2001	<ul style="list-style-type: none"> <li>• President Bush signs the Aviation and Transportation Security Act, creating TSA.</li> </ul>
January 2002	<ul style="list-style-type: none"> <li>• TSA has 13 employees.</li> </ul>
February	<ul style="list-style-type: none"> <li>• TSA takes over civil aviation security, implements “positive bag matching.”</li> <li>• Standards set for passenger screening, including training in screening passengers with disabilities to ensure their dignity.</li> </ul>
March	<ul style="list-style-type: none"> <li>• TSA appoints first federal security directors.</li> <li>• TSA commences recruiting, training and deploying of what will be more than 44,000 federal security screeners.</li> </ul>
April	<ul style="list-style-type: none"> <li>• Passenger screeners deployed to Baltimore, Washington International Airport, first of over 400 airports to be federalised.</li> </ul>
May	<ul style="list-style-type: none"> <li>• TSA takes over management of law enforcement at airports, works with local officials to replace National Guard units.</li> </ul>
June	<ul style="list-style-type: none"> <li>• Trained air marshals in the skies.</li> <li>• Federal screeners deployed to a further two airports.</li> <li>• Air cargo and perimeter security strengthened at US airports.</li> </ul>
July	<ul style="list-style-type: none"> <li>• Passenger screening rollouts go from 3 to 11 airports.</li> </ul>
August	<ul style="list-style-type: none"> <li>• Customer service strengthened; “hassle factor” and needless security redundancies eliminated.</li> <li>• Passenger screening rollouts go from 11 to 58 airports.</li> </ul>
September	<ul style="list-style-type: none"> <li>• Early survey results show 95 percent of passengers screened in 10 minutes or less.</li> <li>• Passenger screening rollouts go from 58 from to 142 airports.</li> </ul>
October	<ul style="list-style-type: none"> <li>• TSA intercepts some 3.5 million items, including 900-plus guns, since February 2002</li> <li>• Background checks completed on about 800,000 airline, airport employees.</li> <li>• Passenger screening rollouts climb from 142 to 267 airports.</li> </ul>
November	<ul style="list-style-type: none"> <li>• All 158 federal security directors deployed.</li> <li>• Passenger screening deadline met.</li> </ul>
December	<ul style="list-style-type: none"> <li>• 100% hold baggage screening target at 429 commercial airports met on 31 December 02.</li> </ul>

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<b>2003</b>	
January	<ul style="list-style-type: none"> <li>DoT announces the formation of a senior advisor programme to bring a wide range of private sector best practices to the TSA. The committee includes 8 senior executives from wide range of industries including hospitality (Renaissance Hotels), theme parks (Walt Disney World), integrators (FedEx), IT (Intel and Cisco Systems) and management consultancy (A T Kearney).</li> </ul>
March	<ul style="list-style-type: none"> <li>TSA is transferred from Department of Transportation to the Department of Homeland Security.</li> </ul>
May	<ul style="list-style-type: none"> <li>A package of \$2.3bn relief funds in paid to 66 air carriers to cover expenses and revenue forgone due to aviation security.</li> </ul>
June	<ul style="list-style-type: none"> <li>The TSA begins 'right sizing' exercise. By 30 Sept they will have eliminated 6,000 screener jobs.</li> </ul>
July	<ul style="list-style-type: none"> <li>Signs agreements worth \$350m with Dallas/Ft Worth, Boston and Seattle-Tacoma airports to help defray the costs of installing permanent explosive detection systems that are integrated with the airport's baggage handling systems. (TSA website, 7 July 03)</li> </ul>
September	<ul style="list-style-type: none"> <li>Department of Homeland Security authorised \$425 Million to help airports meet security demands. The Department of Homeland Security (DHS) today signed "Letters of Intent" for three of the nation's largest airports to help defray the costs of installing permanent explosive detection systems integrated with the airport's checked baggage conveyor systems.</li> <li>The three airports, Denver International Airport (\$67.5 million), Las Vegas McCarran International Airport (\$93.75 million), and Los Angeles International Airport (\$256.4 million) are the latest airports to enter into such arrangements with the TSA.</li> <li>These funds, along with agreements signed last month with Seattle/Tacoma International Airport, Dallas/Fort Worth International Airport, and Boston Logan International Airport, bring the total amount of authorized funds to over \$775 million. (2 Sept 03)</li> <li>TSA Purchases 43 More EDS Machines From L-3 Communications Corporation For \$37.84 Million. These machines will be in addition to the approximately 440 L-3 EDS machines already in use screening checked luggage at the nation's airports. (TSA Website, 30 Sept 2003)</li> <li>\$85 million funding provided to TSA for air cargo security in FY '04. This will allow the TSA to move forward with implementing critical elements of its air cargo strategic plan. This plan has the goal to screen 100 percent of high-risk cargo. Specifically, there are three major elements to this approach:             <ul style="list-style-type: none"> <li>- Strengthening the current Known Shipper Program through enhanced measures to verify shipper legitimacy;</li> <li>- Developing a cargo "pre-screening"/profiling system that targets shipments based on a set of rules to flag suspicious shipments;</li> <li>- Instituting targeted inspections of identified suspicious cargo utilizing EDS, ETD, canine teams or other approved methods.</li> </ul> <p>(TSA website, 29 Sept 03)</p> </li> <li>Under the TSA's Phoenix Project, \$9.44 million of grants has been awarded to US companies for research and development for next-generation Explosive Detection System (EDS) equipment. Companies awarded are Lockheed Martin, Reveal</li> </ul>

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	<p>Technologies, Analogic Corporation, InVision Technologies: (TSA website, 25 Sept 2003)</p> <ul style="list-style-type: none"> <li>• TSA awarded reimbursement grants totaling \$100 million to 58 domestic air carriers for the direct cost of reinforcing cockpit doors This grant money is in addition to \$97 million for domestic carriers that the Federal Aviation Administration (FAA) announced on April 9 for the same purpose. (Sept 24, 2003)</li> </ul>
October	<ul style="list-style-type: none"> <li>• The TSA awarded a contract to Kroll Inc. to assist in providing <b>Phase I</b> background checks for TSA screeners and other employees. The contract amount is \$4.8 million. A <b>Phase I</b> background check includes: (1) a credit check; (2) check of criminal history records; (3) terrorist threat analysis (TSA Website, 16 October 2003)</li> </ul>
November	<ul style="list-style-type: none"> <li>• The TSA look to hire part-time screeners at 22 airports across the US. Most of these airports are smaller airports (TSA website, 24 Nov 03)</li> <li>• The TSA awarded a contract to Lockheed Martin to provide program management for the development of a next- generation training regimen for airport security screeners. The new regimen will provide advanced X-ray training for screeners. The \$572,862 contract will run through May 2004. (TSA website, 21 Nov 03)</li> <li>• TSA issues their Air Cargo Strategic Plan. This plan recognises that vulnerabilities in air cargo security in the US threaten the entire air transportation system, and if exploited, could prove damaging to the national economy and general well being of the country. This plan sets forth TSA's commitment to ensure that 100 percent of cargo that is deemed to be of elevated risk is inspected, and ensuring that the entire air cargo supply chain is secure. The Plan includes: <ul style="list-style-type: none"> <li>- Screening all cargo shipments in order to determine their level of relative risk;</li> <li>- Working in partnership with industry and the federal government to ensure that 100% of items that are determined to be of elevated risk are inspected;</li> <li>- Developing and ensuring that new information and technology solutions are deployed; and,</li> <li>- Implementing operational and regulatory programs that support enhanced security measures.</li> </ul> <p>TSA's agenda for achieving this goal can be divided into four strategic objectives:</p> <ul style="list-style-type: none"> <li>- Enhance Shipper and Supply Chain Security;</li> <li>- Identify Elevated Risk Cargo through Pre-screening;</li> <li>- Identify Technology for Performing Targeted Air Cargo Inspections; and,</li> <li>- Secure All-Cargo Aircraft Through Appropriate Facility Security Measures.</li> </ul> <p>(Extract taken from the TSA's website, 17 Nov 03)</p> </li> <li>• The TSA issued security directives to require random inspection of air cargo and to require foreign all-cargo air carriers to comply with the same cargo security procedures that US domestic air carriers must follow. (TSA website, 17 Nov 03)</li> </ul>

Source TSA Website, Excerpts From 11 Sept 03 Press Release and others