



Transportation Security Administration

The Transportation Security Administration Office of Law Enforcement/Federal Air Marshal Service (OLE/FAMS)

ACTIVITIES IN THE U.S. INSULAR AREAS OF GUAM, AMERICAN SAMOA, AND U.S. VIRGIN ISLANDS

The Transportation Security Administration Office of Law Enforcement/Federal Air Marshal Service (TSA/OLE FAMS) provides coverage on United States air carriers to locations throughout the world, in accordance with FAMS risk-based concept of operations (CONOPS).

GUAM

Federal Air Marshals (FAMs) provide FAMS mission coverage on domestic and international flights on U.S. Carriers to and from Guam. In addition, the Office of Law Enforcement/Federal Air Marshal Service (OLE/FAMS) assigns an Assistant Federal Security Director for Law Enforcement (AFSD-LE) to the Antonio B. Won Pat International Airport in Guam. The AFSD-LE reports to the Federal Security Director (FSD) of Guam and the OLE/FAMS Supervisory Air Marshal in Charge (SAC) of the Los Angeles Field Office in El Segundo, California.

In 2009, the Port of Guam was designated a strategic U.S. port. This designation required enhancement and expansion to its capabilities with naval vessel protection and maritime security. Each strategic port is mandated to form a Port Readiness Committee (PRC), which brings together representatives of the federal agencies and local port stakeholders. The Guam PRC was established formally in January 2012, when stakeholders met for the first time to begin dialogue on strategic concerns associated with facilitate both defense and commercial supplies through the same port. The committee is chaired by the captain of the port and includes more than 40 local, federal, and Department of Defense agencies. The Guam AFSD-LE serves as a secondary member of the PRC.

The Maritime Transportation Security Act (MTSA) of 2002 was established to prepare the nation's ports to deter future acts of terrorism. Under MTSA, ports are mandated to conduct the Area Maritime Security Training and Exercise Program (AMSTEP), an annual training exercise to respond to anticipated security threats. The Guam AFSD-LE serves as the OLE/FAMS representative for these mandatory security exercises.

Section 102 of the MTSA authorizes the Secretary of the Department in which the Coast Guard is operating to establish Area Maritime Security Advisory Committees (AMSC) for any port area of the United States. The AMSCs serve to assist the Captain of the Port in the development, review, update, and exercising of the Area Maritime Security (AMS) Plan for their area of responsibility. Such matters may include, but are not limited to: Identifying critical port infrastructure and operations; identifying risks (threats, vulnerabilities, and consequences); determining mitigation strategies and implementation methods; developing strategies to facilitate the recovery of the marine transportation system after a transportation security incident; developing and describing the process to continually evaluate overall port security by considering consequences and vulnerabilities, how they may change over time, and what additional mitigation strategies can be applied; and providing advice to, and assisting the COTP in developing and maintaining the AMS Plan. The Guam AFSD-LE serves as member of this committee.

The AFSD-LE establishes meaningful dialogue and maintains a healthy working relationship with airport stakeholders and federal, state, and local law enforcement officials. He makes frequent contact with airport personnel and is instrumental in planning for actions such as: Visible Intermodal Prevention Response (VIPR) operations, Man-portable air-defense system (MANPADS) assessments, National Special Security Events, and dignitary movements. In addition, OLE/FAMS Security Assessments Section conducts Joint Vulnerability Assessments (JVAs) with the Federal Bureau of Investigation (FBI), and MANPADS Vulnerability Assessments, identifying security vulnerabilities and recommending countermeasures to improve airport security.

Los Angeles Acting SAC Al Davis
(310) 615-8601 (office)
allen.davis@ole.tsa.dhs.gov

AFSD-LE Kevin Pitman
(671) 642-0181 (office)
kevin.m.pitman@ole.tsa.dhs.gov

Law Enforcement Officer Reimbursement Program

OLE/FAMS Law Enforcement Officer (LEO) Reimbursement Program provides partial reimbursement to Antonio B. Won Pat International Airport (GUM) in Guam for the highly visible support and response to the passenger screening checkpoint. The LEO Reimbursement Program strives to maximize the mutual benefits of the program through consolidated efforts with airport stakeholders, industry partners, and TSA stakeholders to fulfill the common goal of ensuring the safety of the traveling public.

The LEO Reimbursement Program Other Transaction Agreements (OTAs) are part of the joint efforts between TSA and airport operators nationwide to deploy sufficient LEOs in support of passenger screening activities at the checkpoint to meet the dual responsibility, ensure the safety of passengers, and to counter risks to transportation security pursuant to 49 U.S.C. § 44903(c) and 49 C.F.R. part 1542. Eligibility is limited to FAA part 139 Airport Certificate holders that have incurred LEO service costs due to post-September 11th security mandates.

The LEO Reimbursement Program provides partial reimbursement for more than 7,000 combined LEO service hours for Antonio B. Won Pat Guam International Airport.

The primary method of contact is by email: Leo.Reimbursement@dhs.gov.

AMERICAN SAMOA

OLE/FAMS has supported American Samoa over the years by providing law enforcement training to airport law enforcement personnel and TSA Office of Security Operations (OSO) components. Additionally, OLE/FAMS has partnered with the Port Directors for the Airport and Maritime venues, staff from the Governor's Office, and other local leaders to increase American Samoa's security posture through initiatives to mitigate risks such as the enhancement of airport grounds. OLE/FAMS utilizes MANPADS Vulnerability Assessments, MANPADS Mitigation Plans, Table Top Exercises, and other planned exercises to coordinate security responses with stakeholders. To facilitate a comprehensive response, OLE/FAMS also solicits involvement from the local National Guard, U.S. Coast Guard, and the FBI.

Los Angeles Acting SAC Al Davis
(310) 615-8601 (office)

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ashley.s.williams@ole.tsa.dhs.gov

Law Enforcement Officer Reimbursement Program

OLE/FAMS LEO Reimbursement Program provides partial reimbursement to Pago Pago International Airport (PPG) in American Samoa for the highly visible support and response to the passenger screening checkpoint. The LEO Reimbursement Program strives to maximize the mutual benefits of the program through consolidated efforts with airport stakeholders, industry partners, and TSA stakeholders to fulfill the common goal of ensuring the safety of the traveling public.

The LEO Reimbursement Program Other Transaction Agreements (OTAs) are part of the joint efforts between TSA and airport operators nationwide to deploy sufficient LEOs in support of passenger screening activities at the checkpoint to meet the dual responsibility, ensure the safety of passengers, and to counter risks to transportation security pursuant to 49 U.S.C. § 44903(c) and 49 C.F.R. Part 1542. Eligibility is limited to FAA part 139 Airport Certificate holders that have incurred LEO service costs due to post-September 11th security mandates.

The LEO Reimbursement Program provides partial reimbursement for more than 1,400 combined LEO service hours for Pago Pago International Airport.

The primary method of contact is by email: Leo.Reimbursement@dhs.gov.

U.S. VIRGIN ISLANDS

Federal Air Marshals (FAMs) routinely transit St. Thomas and St. Croix on missions. FAMs from the Miami Field Office participate in VIPR operations in coordination with the St. Thomas FSD Julian E. Williams. VIPR operations are conducted in aviation and maritime venues, most notably the cruise ports and inter-island ferry docks in St. Thomas. FSD Williams is a strong supporter of TSA's Transportation Information Sharing System (TISS) and ensures that all St. Thomas and St. Croix personnel under his command remain capable and mindful of filing Suspicious Incident Reports (SIRs).

The Miami SAC or one of the Assistant Supervisory Air Marshals in Charge (ASACs) visits the U.S. Virgin Islands (USVI) quarterly to meet with the FSD, U.S. Attorney, ranking officials of the USVI Police Department, and other federal law enforcement agencies represented in USVI. U.S. Customs and Border Patrol (CBP) figures prominently in those liaison visits as they also participate in VIPR operations. FSD Williams enjoys a robust and cooperative working relationship with all USVI stakeholders. The OLE/FAMS Security Assessments Section also conducts JVAs with the FBI and MANPADS Vulnerability assessments on a periodic basis.

Miami SAC Maria del Carmen Perez
(954) 858-0701 (office)
maria.c.perez@ole.tsa.dhs.gov

FSD Julian E. Williams
(340) 244-5825
Julian.Williams@tsa.dhs.gov

Explosives Detection Canine Training and Evaluation Administered by TSA Office of Law Enforcement Federal Air Marshal Service to the U.S. Territories

A component of TSA OLE/FAMS, the Canine Training and Evaluation Section (CTES) supports the National

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Explosives Detection Canine Team Program (NEDCTP) mission by providing highly trained Explosives Detection Canine teams. CTES administers initial training in San Antonio, TX and conducts recurrent training and annual practical performance evaluations within the operational environments of all canine teams falling under the auspices of the TSA.

These teams are deployed throughout the transportation system to provide visible deterrence and a timely and mobile response to security incidents. Currently, this includes proprietary (TSA) and legacy (local law enforcement) teams in the territories of:

- Guam: Three (3) proprietary and five (5) legacy teams
- Saipan: Three (3) legacy teams.
- St. Thomas: Three (3) legacy teams.

Law Enforcement Officer Reimbursement Program

The LEO Reimbursement Program provides partial reimbursement to U.S. commercial airports located in the U.S Virgin Islands (VI) - Cyril E. King International Airport (STT), St. Thomas, VI and Henry E. Rohlsen International Airport (STX) St. Croix, VI for the highly visible support and response to the passenger screening checkpoint. The LEO Reimbursement Program strives to maximize the mutual benefits of the program through consolidated efforts with airport stakeholders, industry partners, and TSA stakeholders to fulfill the common goal of ensuring the safety of the traveling public.

The LEO Reimbursement Program Other Transaction Agreements (OTAs) are part of the joint efforts between TSA and airport operators nationwide to deploy sufficient LEOs in support of passenger screening activities at the checkpoint to meet the dual responsibility, ensure the safety of passengers, and to counter risks to transportation security pursuant to 49 U.S.C. § 44903(c) and 49 C.F.R. Part 1542. Eligibility is limited to FAA Part 139 Airport Certificate holders that have incurred LEO service costs due to post-September 11th security mandates.

The LEO Reimbursement Program provides partial reimbursement for more than 15,000 combined LEO service hours for Cyril E. King International Airport and Henry E. Rohlsen International Airport.

The primary method of contact is by email: Leo.Reimbursement@dhs.gov.

SAIPAN

Law Enforcement Officer Reimbursement Program

The Law Enforcement Officer (LEO) Reimbursement Program provides partial reimbursement to Saipan International Airport (GSN), Saipan for the highly visible support and response to the passenger screening checkpoint. The LEO Reimbursement Program strives to maximize the mutual benefits of the program through consolidated efforts with airport stakeholders, industry partners, and TSA stakeholders to fulfill the common goal of ensuring the safety of the traveling public.

The LEO Reimbursement Program Other Transaction Agreements (OTAs) are part of the joint efforts between TSA and airport operators nationwide to deploy sufficient LEOs in support of passenger screening activities at the checkpoint to meet the dual responsibility, ensure the safety of passengers, and to counter risks to

transportation security pursuant to 49 U.S.C. § 44903(c) and 49 C.F.R. Part 1542. Eligibility is limited to FAA Part 139 Airport Certificate holders that have incurred LEO service costs due to post-September 11th security mandates.

The LEO Reimbursement Program provides partial reimbursement for more than 7,000 combined LEO service hours to Saipan International Airport (GSN).

The primary method of contact is by email: Leo.Reimbursement@dhs.gov.

OFFICE OF SECURITY OPERATIONS

USVI: U.S. Virgin Islands

In the U.S. Virgin Islands, TSA conducts security screening on all passengers and their checked luggage, prior to boarding commercial aircraft at the Cyril E. King airport on St. Thomas (STT) and at the Henry E. Rohlsen Airport on St. Croix (STX). Additionally, TSA oversees regulatory compliance for security matters at the Territory's two airports. TSA conducts frequent VIPR operations, jointly with CBP and the USVI Port Authority Police Department, at the inter-island ferry terminals on St. Thomas.

STT is currently utilizing new Advanced Imaging Technology (AIT), Advanced Technology X-ray, Walk Thru Metal Detection (WTMD), CT-80 Explosive Detection System and Explosive Trace Detection (ETD) screening equipment to enhance security at the airport. TSA in the Territory maintains close liaison with the U.S. Attorney's office, as well as local and Federal government agencies. The primary point of contact is the FSD Julian E. Williams (340-244-5825, julian.williams@tsa.dhs.gov).

Guam (GUM):

At A.B. Won Pat International Airport (GUM), TSA is not piloting any new technology or national level programs, but two recently-installed AIT machines are now being used to greatly enhance security at the airport. VIPR operations have been significantly expanded during the past six months and now include participation of Officers from the Airport Police, Guam Customs and Quarantine, CBP and Agents from the Coast Guard Investigative Service. GUM was conducted its first-ever VIPR operation in the maritime environment on March 8, 2012. The TSA Office of Security Assessments was scheduled to conduct a week-long JVA at GUM in March 2012. The TSA GUM Regulatory Team continues to enhance security in both the cargo and aviation arenas by conducting comprehensive and supplemental inspections of all regulated entities with the support of three explosive canine teams. TSA GUM has excellent relationships with local and federal partners, and with the U.S. Attorney's office. The primary point of contact at TSA GUM is FSD Brian Cahill (671-642-7600, brian.cahill@dhs.gov).

Pago Pago International Airport (PPG):

At Pago Pago International Airport (PPG) in American Samoa (a spoke airport to the hub airport in Honolulu, Honolulu International Airport, HNL) TSA conducts security screening of all passengers (with their hand carried items) and checked baggage prior to boarding commercial aircraft. TSA PPG has two (2) full time and sixteen (16) part-time positions to accomplish the security screening mission, using Advanced Technology X-ray, Walk Thru Metal Detection (WTMD), CT-80 Explosive Detection System and Explosive Trace Detection (ETD) screening equipment. TSA HNL staff conducts regulatory inspections of the airport, air carrier, and air cargo operations and provides assistance with airport facility and operations security assessment activities. There is currently a plan to install an AIT machine with Automated Target Recognition (ATR) capability this

year. TSA PPG coordinates closely with the local airport police, American Samoan local government officials, and U.S. Federal agencies in the accomplishment of its security mission. The primary point of contact at PPG is Transportation Security Manager, Fatu Ahsoon (684-254-1436, fatu.ahsoon@dhs.gov) and in Honolulu, Acting FSD for HNL/PPG Stanford Miyamoto (808-292-6668, stanford.miyamoto@dhs.gov).

Saipan International Airport (GSN) and Rota International Airport (GRO):

At Saipan International Airport (GSN) and its smaller spoke airport Rota International Airport (GRO), both in the Commonwealth of the Northern Mariana Islands, there are no pilot programs at this time. Of recent note, TSA at GSN provided valuable assistance to the Japanese Consul in September 2011, facilitating and expediting the repatriation of the remains of 575 Japanese soldiers who died during World War II. The remains were recovered from the Tanapag burial site in Saipan. TSA ensured there were no issues processing the remains through airport security both efficiently and respectfully. Japanese Consul Tsutomu Higuchi was deeply appreciative. Another important issue TSA is examining is the possible de-federalization of the airport at GRO (two full-time TSA employees and nine part-time employees). While still in the initial data gathering stages, TSA has seen passenger levels go from a daily average of 175.6 in 2006 to 73.5 in 2011. The daily average in December 2011 was less than 26. If GRO is de-federalized, it should not impact travel, other than a relatively few passengers needing to be rescreened at Guam. The primary point of contact is the FSD Friend Walker (670-322-6005, friend.walker@dhs.gov).

OFFICE OF SECURITY CAPABILITIES

Risk-Based Security Initiative

TSA is undertaking efforts to focus its resources and improve the passenger experience at security checkpoints by applying new risk-based, intelligence-driven screening procedures and enhancing its use of technology.

This approach is based on the following premises:

- The majority of airline passengers are low risk.
- By having passengers voluntarily provide more information about themselves, TSA can better segment the population in terms of risk.
- Increase the use of Real Time Threat Assessment (RTTA) behavior detection and explosives detection canine capabilities to increase security and efficiencies.
- TSA must accelerate its efforts to optimize screening processes and use of technology to gain system-wide efficiencies.
- Increase security by focusing on unknowns; expedite known and trusted travelers.

TSA has deployed engineered processes to identify and expedite the screening of low risk passengers. The popular TSA Precheck concept has been deployed across the country to screen previously identified low-risk passengers. TSA has recently rolled out two versions of a real-time screening methodology – Managed Inclusion (MI) where Behavior Detection Officers (BDO), Passenger Screening Canine (PSC) teams and random Explosives Trace Detection (ETD) protocols are used to include additional passengers in low-risk screening. MI is useful for reducing the passenger wait times during periods of peak passenger volumes.