Privacy Impact Assessments
DHS Programs
CBP
USCIS
CISOMB
FEMA
FLETC
ICE
MGMT
NPPD
OIG
OPS
S&T
TSA
Coast Guard
Secret Service

Email updates
anytime this page is updated

Privacy Documents for the Transportation Security Administration (TSA)

Visit the Transportation Security Administration (TSA)

DHS/TSA/PIA-001 - Vetting and Credentialing Screening Gateway System (CSG)

Vetting and Credentialing Screening Gateway System - January 14, 2005 *(PDF, 15 pages - 103 KB)* The Consolidated Screening Gateway is the system of hardware, software and communications infrastructure used by the Transportation Security Administration to conduct security threat assessments on various transportation worker and other populations related to transportation.

Associated SORN(s)

- The CSG is an IT infrastructure system and not an agency program, it does not independently collect or maintain personally identifiable information. However, many (if not all) of the TSA programs that use the CSG collect and maintain PII that are subject to the Privacy Act. The data for these programs are part of existing TSA Privacy Act systems of records and each program's PIA identifies which system of records applies to that program's data.

DHS/TSA/PIA-002 - Hazardous Materials Endorsement (HME)

Hazardous Materials Endorsement, Amendment - September 16, 2005 *(PDF, 14 pages - 188 KB)* TSA conducts security threat assessments on individuals applying for, renewing or transferring a Hazardous Materials Endorsement (HME) for a commercial drivers license (CDL).

- DHS/TSA/PIA-002(a) Hazardous Materials Endorsement - January 26, 2005 *(PDF, 15 pages - 75 KB)*
- DHS/TSA/PIA-002(b) Security Threat Assessment for Individuals Holding a Hazardous Materials Endorsement for a Commercial Driver's License Update - June 1, 2004 *(PDF, 7 pages - 215 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-003 - Airspace Waiver and Flight for Certain Aviation Operations (Including DCA)

Airspace Waivers and Flight for Certain Aviation Operations (Including DCA), Update - September 20, 2005 (*PDF, 10 pages - 219 KB*) For airspace waivers, through aircraft operators, TSA collects and retains personal information that is used to conduct a security threat assessment on the flight crewmembers and passengers who will be onboard the aircraft while it is operating in restricted airspace. The collection of information will differ slightly depending on the type of waiver/authorization requested.

- DHS/TSA/PIA-003(a) Airspace Waivers and Flight for Certain Aviation Operations (Including DCA) - July 19, 2005 *(PDF, 9 pages - 444 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-004(b) - Visitor Management System (VMS)

Visitor Management System (VMS) Update - March 11, 2013 *(PDF 4 pages - 118 KB)* The Visitor Management System (VMS) utilized by the Office of Security is a system by which computerized visitor logs will be generated and temporary self-expiring paper badges will be issued for all visitors entering the TSA Headquarters Buildings and the Transportation Security Operations Center. The PIA was updated to reflect that TSA field locations may use an electronic visitor management system to manage visitor information and provide identification badges for visitors entering a facility. For example, TSA may deploy such electronic systems at an airport for visitors to access Federal Security Director (FSD) offices

- DHS/TSA/PIA-004(a) Visitor Management System - July 14, 2006, *(PDF 14 pages - 274 KB)*

Associated SORN(s):

- All information in the VMS is stored and retrieved exclusively by date. Therefore, the VMS does not create a Privacy Act system of records and does not require a Privacy Act notice.

DHS/TSA/PIA-005 - TSA Office of Transportation Redress

TSA Office of Transportation Redress - August 31, 2006 *(PDF 20 pages - 397 KB)* The TSA Traveler Identity Verification Program was developed as a voluntary program to provide a forum for individuals who believe they have been unfairly or incor rectly delayed, denied boarding, or identified for additional screening at our nation's airports to request redress.

Associated SORN(s):

- DHS/TSA 006, Correspondence and Matters Tracking Records - April 13, 2010 75 FR 18863
- DHS/TSA 011, Transportation Security Intelligence Service Files. April 13, 2010 75 FR 18867

DHS/TSA/PIA-006 - Crew Vetting Program

DHS/TSA/PIA-008 - Sensitive Security Information for Use in Litigation

Sensitive Security Information for use in Litigation - December 28, 2006 *(PDF, 17 pages - 249 KB)* TSA will conduct security threat assessments and criminal history record checks on individuals seeking access to Sensitive Security Information (SSI) in a civil proceeding in a Federal court that demonstrates substantial need for relevant SSI in preparation of the party's case may request access to SSI. In order to determine if an individual representing the party may be granted access to SSI for this purpose.

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-009 - Claims Management System (CMS)

Claims Management System - February 5, 2007 *(PDF, 13 Pages - 195 KB)* The TSA Claims Management Office (CMO) investigates and adjudicates Federal tort claims filed against TSA. The CMO developed the Claims Management System (CMS) as the primary tool for the CMO to receive, investigate, and adjudicate Federal tort claims against TSA.

Associated SORN(s):

- DHS/TSA 006, Correspondence and Matters Tracking Records - April 13, 2010, 75 FR 18863
- DHS/TSA 009, General Legal Record - August 18, 2003, 68 FR 49496

DHS/TSA/PIA-010 - Universal Commercial Driver's License Security Threat Assessment (CDL)

Universal Commercial Driver's License (CDL) Security Threat Assessment - October 12, 2007 (*PDF, 18 pages - 222 KB*) The Transportation Security Administration (TSA) will conduct security threat assessments on Commercial Driver's License (CDL) holders. CDL holders are licensed to operate large commercial motor vehicles that potentially pose threats to transportation security. Congress directed TSA to perform threat assessments on certain CDL holders in the SAFE PORT Act Pub. L. No.109-347, 120 Stat. 1884 (2006). Since the potential threat extends beyond ports, TSA will perform security threat assessments on all CDL holders pursuant to its authority under 49 U.S.C. §114 (f) which gives TSA broad authority "to assess threats to transportation" including vetting persons who could pose a threat to transportation.

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-011 - Airmen Certificate Vetting Program

DHS/TSA/PIA-011 Airmen Certificate Vetting Program - October 22, 2007 *(PDF 17 pages - 282 KB)* TSA will conduct a security threat assessment on all Federal Aviation Administration (FAA) Airmen Certificate applicants and holders to ensure that the individual does not pose or is not suspected of posing a threat to transportation or national security. FAA Airmen Certificate holders include pilots, air crews, and others required to hold a certificate pursuant to FAA regulations.

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-012 - Transportation Worker Identification Credential (TWIC) Program

DHS/TSA/PIA-012 Transportation Worker Identification Credential Program Final Rule - October 5, 2007 *PDF, 23 pages - 211 KB)* TSA published a joint Final Rule with the United States Coast Guard (Coast Guard) to implement a Transportation Worker Identification Credential (TWIC) program to provide a biometric credential that can be used to confirm the identity of workers in the national transportation system. TSA will conduct a security threat assessment and criminal history record check before issuing the credential.

TWIC NPRM: Notice of Proposed Rulemaking (NPRM) for the TSA Transportation Worker Identification Credential (TWIC). - May 11, 2006 *(PDF, 19 pages - 175 KB)*
Transportation Worker Identification Credential (TWIC) Program - November 5, 2004 *(PDF, 21 pages - 326 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-013 - Federal Flight Deck Officer Program (FFDO)

DHS/TSA/PIA-013 Federal Flight Deck Officer Program - January 10, 2008 *(PDF, 17 Pages - 350 KB)* Under Federal Flight Deck Officer (FFDO) program, TSA deputizes qualified volunteer pilots and flight crewmembers of passenger and cargo aircraft as law enforcement officers to defend the flight deck of aircraft against acts of criminal violence or air piracy. TSA collects data on pilots to assess the qualification and suitability of prospective and current FFDOs through an online application, and to administer the program.

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System. May 19, 2010 75 FR 28042
- DHS/TSA 013, Federal Flight Deck Officer Record System. April 13, 2010 75 FR 18860
  - Final Rule for Privacy Act Exemptions June 25, 2004, 69 FR 35536
- OPM/GOVT-1, General Personnel Records. June 19, 2006 71 FR 35356

DHS/TSA/PIA-014(a) - Crew Member Self Defense Training Program

Crew Member Self Defense Training (CMSDT) Program, July 24, 2013 (PDF, 8 pages, 153 KB). TSA'S CMSDT Program is a voluntary self-defense training course for U.S. commercial and cargo air carrier crew members. The program trains crew members on how to defend the flight deck against acts of criminal violence or air piracy. TSA previously published a PIA on this program on February 6, 2008. TSA has collected CMSDT Program information principally through completion of an electronic registration form hosted on the TSA.gov web site. At times, information was collected through paper forms. TSA has updated the PIA to reflect that it will: (1) collect information from crew members solely through electronic means; and (2) conduct personnel security suitability checks on American Association of Community College Site Coordinators so that they may be granted access to an existing secure TSA web-based system in order to process registrations on behalf of crew members.

- DHS/TSA/PIA-014 Crew Member Self Defense Training (CMSDT) Program - February 6, 2008 *(PDF, 14 Pages - 326 KB)*.

Associated SORN(s):

- DHS/All-003, DHS Security General Training Records vice DHS/TSA-003 Transportation Facilitation Records December 10, 2004 69 FR 71828

DHS/TSA/PIA-015 - Tactical Information Sharing System Update (TISS)

DHS/TSA/PIA-015 Tactical Information Sharing System (TISS) Update - June 1, 2008 *(PDF, 15 pages - 202 KB)* The Tactical Information Sharing System (TISS) receives, assesses, and distributes intelligence information related to transportation security to Federal Air Marshals (FAMs) and other Federal, State, and local law enforcement. TISS applies to all transportation modes, not just aviation.

DHS/TSA/PIA-015(a) Tactical Information Sharing System - March 28, 2007 *(PDF, 17 pages - 246 KB)*

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System. May 19, 2010 69 FR 71828

DHS/TSA/PIA-016(a) - Screening of Passengers by Observation Techniques (SPOT) Program

DHS/TSA/PIA-016(a) Screening of Passengers by Observation Techniques (SPOT) Program, August 5, 2011 *(PDF, 4 pages – 139 KB)*. The Screening of Passengers by Observation Techniques (SPOT) program is a behavior observation and analysis program designed to provide the Transportation Security Administration (TSA) Behavior Detection Officers (BDOs) with a means of identifying persons who pose or may pose potential transportation security risks by focusing on behaviors indicative of high levels of stress, fear, or deception. The SPOT program is a derivative of other behavioral analysis programs that have been successfully employed by law enforcement and security personnel both in the U.S. and around the world. This PIA update reflects that TSA will pilot the use of BDOs as part of the security checkpoint process, by incorporating BDO interaction with passengers.

DHS/TSA/PIA-016 Screening of Passengers by Observation Techniques (SPOT) Program - August 5, 2008 *(PDF, 12 Pages - 237 KB)*

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System May 19, 2010 75 FR 28042

DHS/TSA/PIA-017 - Large Aircraft Security Program (LASP)

TSA has issued a Notice of Proposed Rule Making (NPRM) which would establish a security program called the, Aircraft Security Program (LASP) for the large aircraft operators and will require security threat assessments (STAs) for various categories of individuals Large. This Privacy Impact Assessment (PIA) is being conducted in conjunction with a the NPRM. The PIA will be updated to reflect any changes made prior to publication of the Final Rule. No information will be collected by TSA prior to publication of the Final Rule.

DHS/TSA/PIA-017 Large Aircraft Security Program - October 2, 2008 *(PDF, 17 pages - 253 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-018(g) - Secure Flight Program Update

Secure Flight Program Update, December 8, 2014, PDF, 9 pages. TSA's Secure Flight program screens aviation passengers and certain non-travelers before they access airport sterile areas or board aircraft. This PIA Update update reflects the incorporation of risk-based assessments generated by aircraft operators using data in their existing Computer-Assisted Passenger Prescreening Systems (CAPPS). CAPPS assessments are used in risk-based analysis of Secure Flight and other prescreening data that produce a boarding pass printing result for each passenger. In addition, the update reflects that Secure Flight incorporates checks against watch lists of lost and stolen travel documents, including international passports. This update also reflects the addition of records of TSA and DHS employees who have opted-in to TSA Pre-Check as another known traveler population stored by Secure Flight. Unless otherwise noted, the information provided in previously published PIAs remains in effect. Individuals are encouraged to read all program PIAs to fully understand TSA's privacy assessment of the Secure Flight program.

Previous PIAs:

- PIA-018(f) Secure Flight, September 4, 2013, PDF 7 pages, 173 KB.
- PIA-018(e) Secure Flight Program Update – April 13, 2012 (PDF, 7 pages - 155 KB).
- PIA-018(b) Secure Flight Program Update - August 15, 2011 (PDF, 10 pages - 206 KB)
- PIA-018(a) Secure Flight Program Update - October 21, 2008
- PIA-018 Secure Flight Program - August 9, 2007 *(PDF, 29 pages - 215 KB)*

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System. May 19, 2010 75 FR 28042
- DHS/TSA 011, Transportation Security Intelligence Service Files. April 13, 2010 75 FR 18867
- DHS/TSA 019, Secure Flight Records, January 5, 2015 80 FR 233

DHS/TSA/PIA-019 - Air Cargo Security Requirements

DHS/TSA/PIA-019 Air Cargo Security Requirements Update - November 12, 2008 *(PDF, 8 pages - 294 KB)* Pursuant to the Final Rule for Air Cargo Security Requirements, TSA will collect and retain personal information about four sets of individuals for the purposes of conducting a security threat assessment. The first set consists of certain individuals who have, or are applying for, unescorted access to air cargo. The second set consists of each individual who is a sole proprietor, general partner, officer or director of an IAC or an applicant to be an IAC, and certain owners of an IAC or an applicant to be an IAC. The third set consists of known shippers who are individuals. The fourth set consists of individuals who in addition to having unescorted access to cargo have responsibilities for screening cargo under 49 CFR 1544.

DHS/TSA/PIA-019(a) Final Rule for TSA's Air Cargo Security Requirements - May 25, 2006 *(PDF, 14 pages - 177 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-020 - Security Threat Assessment for Airport Badge and Credential Holders (SIDA)

DHS/TSA/PIA-020 Security Threat Assessment for Airport Badge and Credential Holders - June 2, 2008 *(PDF, 13 Pages - 204 KB)* TSA will conduct security threat assessments on individuals with unescorted access authority to Security Identification Display Areas (SIDA) of airports, workers who perform duties in airport sterile areas, and individuals who are applying for these positions (referred to collectively as SIDA and Sterile Area Workers).

- DHS/TSA/PIA-020(a) Security Threat Assessment for SIDA and Sterile Area Workers - August 10, 2005 *(PDF, 7 pages - 169 KB)*
- DHS/TSA/PIA-020(b) SIDA and Sterile Area Workers - June 15, 2004 *(PDF, 7 pages - 201 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-021 - Stand-Off Detection (SPO)

DHS/TSA/PIA-021 Stand-Off Detection (SPO) - December 23, 2008 *(PDF, 8 pages - 182 KB)* TSA will deploy advanced explosives detection technology using passive millimeter wave (PMMW) screening technologies as part of the agency's efforts to ensure the safety of travelers. The objective is to identify individuals who may seek to detonate explosives in transportation facilities.

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System. May 19, 2010 75 FR 28042

DHS/TSA/PIA-022 - Maryland Three (MD-3) Airports

DHS/TSA/PIA-022 Maryland Three (MD-3) Airports - February 20, 2009 *(PDF, 14 pages - 159 KB)* TSA conducts security threat assessments and fingerprint-based Criminal History Records Checks (CHRCs) on pilots who operate aircraft and apply for privileges to fly to or from the three General Aviation airports in the Washington, D.C. restricted flight zones (Potomac Airfield, Washington Executive/Hyde Field, and College Park Airport), otherwise known as the Maryland Three (MD-3) program, and for the Airport Security Coordinator (ASC) at a MD-3 airport.

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-023 - HR Access Program

DHS/TSA/PIA-023 HR Access Program - July 28, 2009, *(PDF, 17 pages - 171 KB)* The HRAccess Program streamlines TSA human capital functions utilized to collect, store, and disseminate payroll, benefits, and other workforce-related information for employees and candidates.

Associated SORN(s):

- DHS/TSA-022, National Finance Center Payroll/Personnel System (NFC). July 17, 2006, 71 FR 40530-40532
- DOL/GOVT-1, Office of Workers' Compensation Programs, Federal Employees' Compensation Act File. April 8, 2002, 67 FR 16826-16829
- MSPB/GOVT-1 Appeals and Case Records. November 21, 2002, 67 FR 70254-70256
- OGE/GOVT-1 Executive Branch Public Financial Disclosure Reports and Other Ethics Program Records, January 22, 2003, 68 FR 3099-3101
- OGE/GOVT-2, Confidential Statements of Employment and Financial Interests, January 22, 2003, 68 FR 3101-3103
- OPM/GOVT-1 General Personnel Records. June 19, 2006, 71 FR 35342-35347
- OPM/GOVT-2 Employee Performance File System Records, June 19, 2006, 71 FR 35347-35350
- OPM/GOVT-3 Records of Adverse Actions, Performance Based Reduction in Grade and Removal Actions, and Termination of Probationers, June 19, 2006 71 FR 35350-35351
- OPM/GOVT-5 Recruiting, Examining, and Placement Records, June 19, 2006 71 FR 35351-35354
- OPM/GOVT-6 Personnel Research and Test Validation Records, June 19, 2006 71 FR 35354-35356
- OPM/GOVT-7 Applicant Race, Sex, National Origin, and Disability Records, June 19, 2006 71 FR 35356-35358
- OPM/GOVT-9 Position Classification Appeals, Job Grading Appeals, and Retained Grade or Pay Appeals, June 19, 2006 71 FR 35358-35360
- OPM/GOVT-10 Employee Medical File System Records, June 19, 2006 71 FR 35360-35363
- TREASURY/BPD.002, United States Savings-Type Securities, July 23, 2008 72 FR 42906-42909
- SSA/60-0059 Earnings Recording and Self-Employment Income System, January 11, 2006 71 FR 1819-1823

DHS/TSA/PIA-024(b) - Credential Authentication Technology/Boarding Pass Scanning System (CAT/BPSS)

CAT/BPSS Update, January 18, 2013 (PDF 9 pages, 150 KB). This system validates the authenticity of passenger identity documents and/or boarding passes at TSA security checkpoints. TSA is updating its PIA to reflect that it will network CAT/BPSS in order to transmit data from the Secure Flight database to CAT/BPSS devices at security checkpoints. This PIA update applies to all locations where TSA will pilot and deploy Secure Flight connectivity. Where TSA continues to operate CAT/BPSS devices without Secure Flight connectivity, the previously published PIAs dated November 29, 2007 and August 11, 2009, remain in effect. This activity does not alter the privacy posture of the data obtained previously by TSA for the Secure Flight program.

- DHS/TSA/PIA-024(a) Credential Authentication Technology/ Boarding Pass Scanning System Update - August 11, 2009 *(PDF, 77 pages - 163.1 KB)*.
- DHS/TSA/PIA-024 Boarding Pass Scanning System - November 29, 2007 *(PDF, 7 Pages - 163KB)*

Associated SORN(s):

- DHS/TSA-019 - Secure Flight Records, September 10, 2013, 78 FR 55270

DHS/TSA/PIA-025 - e-Law Enforcement Officer Logbook Program (e-Logbook)

DHS/TSA/PIA-025 e-Law Enforcement Officer Logbook Program - August 31, 2009 *(PDF, 16 pages - 190 KB)* The e-Logbook is as an electronic means of logging and confirming the identity of Law Enforcement Officers with a need to Fly Armed (hereinafter LEOFA). LEOFAs must satisfy the requirements set forth in 49 CFR § 1544.219, carriage of accessible weapons, prior to being admitted into an airport's sterile area or on-board a commercial aircraft.

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System. May 19, 2010 75 FR 28042

DHS/TSA/PIA-026 - Alien Flight Student Program (AFSP)

Alien Flight Student Program, July 28, 2014 (PDF, 13 pages). TSA conducts Security Threat Assessments (STA) on individuals who are not U.S. citizens or nationals and other individuals designated by TSA seeking flight instruction or recurrent training from Federal Aviation Administration (FAA)-certified flight training providers. TSA previously conducted a PIA and PIA Updates for the AFSP. TSA conducted this PIA because several updates to AFSP have been made, including: 1) TSA performs recurrent vetting of covered individuals; 2) The Defense Attaché collects biographic information and creates a record in AFSP about foreign military pilots endorsed by the Department of Defense (DoD) for flight training in the United States; and 3) TSA has submitted an updated National Archives and Records Administration (NARA) schedule to change records retention to 80 years in order to permit TSA to comply with a requirement that it re-use fingerprints for recurrent flight training during the life of the covered individual. This PIA should be read as a stand-alone document. Upon publication of this PIA, the previous PIA and PIA Updates for AFSP will be retired.

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-027 - Workplace Violence Prevention Program

DHS/TSA/PIA-027 Workplace Violence Prevention Program - March 30, 2010, *(PDF, 11 pages - 156 KB)* The Workplace Violence Prevention Program provides: national guidance to TSA program coordinators regarding the prevention of, and response to, incidents of actual or alleged workplace violence; reviews reports of credible threats or actual incidents of workplace violence; provides advice and guidance to program coordinators and management regarding agency action; and coordinates training for program coordinators and TSA employees and contractors.

Associated SORN(s):

- DHS/TSA 023 - Workplace Violence Prevention Program. February 23, 2010, 75 FR 8096

DHS/TSA/PIA-028 - MyTSA Mobile Application (MyTSA)

DHS/TSA/PIA-028 MyTSA Mobile Application July 1, 2010 *(PDF, 9 pages - 194 KB)* Transportation Security Administration's (TSA) MyTSA consists of a mobile and an iTunes application that provides the traveling public access to relevant TSA travel information via any mobile phone with internet access. MyTSA enables individuals to access such information as the types of items that may be carried through TSA security checkpoints, basic information regarding TSA checkpoint policy, estimated wait times at TSA checkpoints, and current travel conditions. The MyTSA application does not collect or use personally identifiable information. This Privacy Impact Assessment (PIA) addresses the privacy impact of TSA's use of mobile media for delivering information to the public.

DHS/TSA/PIA-029 - Operations Center Incident Management System Update

Associated SORN(s):

- DHS/TSA 001, Transportation Security Enforcement Record System. May 19, 2010 69 FR 71828
- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383
- DHS/TSA 011, Transportation Security Intelligence Service Files. April 13, 2010 75 FR 18867

DHS/TSA/PIA-030(a) - Access to Sensitive Security Information in Contract Solicitations (SSI)

DHS/TSA/PIA-030(a) Access to Sensitive Security Information in Contract Solicitations Update July 27, 2012 *(PDF, 4 pages - 662 KB)* The Transportation Security Administration (TSA) currently conducts security threat assessments (STA) on individuals and companies that seek access to Sensitive Security Information (SSI) necessary to prepare a proposal in the pre-contract award phase of contracting with TSA. SSI is a form of unclassified information that if publicly released would be detrimental to transportation security. The standards governing SSI are promulgated under 49 U.S.C. §114(r) in 49 C.F.R. part 1520. There may, however, also be circumstances under which individuals and companies will require access to SSI in order to prepare a proposal for contracts with other governmental agencies (federal, state, or local level) or with private industry. TSA is updating its Privacy Impact Assessment (PIA) to reflect that TSA will perform STA on individuals and companies seeking access to SSI in order to prepare a proposal with such other entities.

DHS/TSA/PIA-030 Access to Sensitive Security Information in Contract Solicitations September 9, 2010 *(PDF, 12 pages - 210 KB)*

Associated SORN(s):

- DHS/TSA 002, Transportation Security Threat Assessment System. May 19, 2010 70 FR 33383

DHS/TSA/PIA-031 - Exit Line Breach Control (ELBC)

DHS/TSA/PIA-031 ELBC System: Exit Line Breach Control System December 28, 2010 *(PDF, 6 pages – 164 KB)* The Transportation Security Administration (TSA) is conducting an assessment of Exit Lane Breach Control (ELBC) systems for use in airports. The assessment will evaluate the ELBC systems' capability to monitor traffic flow at the exit lanes from the sterile areas of the airport and initiate an automated response if it appears that an individual is entering the sterile area through the exit lane. TSA will make results of the assessment available to airports seeking to implement such systems. This Privacy Impact Assessment (PIA) is being conducted to provide transparency into TSA testing affecting the public and the collection of images as part of the assessment. If TSA decides to implement such systems for its own use, a new PIA will be conducted.

DHS/TSA/PIA-032 - Advanced Imaging Technology (AIT)

- All related documents can be found here.

DHS/TSA/PIA-033 - TSA Enterprise Search Portal (ESP)

DHS/TSA/PIA-033 Transportation Security Administration Enterprise Search Portal (ESP) - May 5, 2011 *(PDF, 12 pages - 200 KB)* The Transportation Security Administration (TSA) is implementing a search capability to enable authorized users to search or discover1data held by separate databases within TSA. The search function will be known as the Enterprise Search Portal (ESP). TSA is conducting this Privacy Impact Assessment to assess privacy impacts associated with this capability to search across multiple databases. The systems being searched are covered by other PIAs or are otherwise compliant with the E-Government Act of 2002.

Associated SORN(s):

- Transportation Security Enforcement Record System (TSERS), DHS/TSA 001, May 19, 2010, 75 FR 28042
- Transportation Security Threat Assessment System (TSTAS), DHS/TSA 002, May 19, 2010, 75 FR 28046
- Transportation Security Intelligence Service (TSIS) Operation Files, DHS/TSA 011, April 13, 2010, 75 FR 18867

DHS/TSA/PIA-034(a) - TSA Enterprise Performance Management Platform (EPMP)

TSA Enterprise Performance Management Platform (EPMP), February 3, 2014 (PDF, 6 pages – 137 KB). This TSA system is designed to assist in performing security management functions using a wide variety of data associated with security, equipment, and screening processes from TSA's security activities. EPMP maintains PII on members of the public in excess of basic contact information, which triggered the requirement to conduct the original EPMP PIA dated May 10, 2011. TSA updated this PIA to reflect 1) the inclusion of the Visible Information Management System (VIMS), a data management module within the EPMP framework that supports the Visible Intermodal Prevention and Response (VIPR) Program; 2) the transfer of payroll transactions for Transportation Security Officers (TSO) from the Performance Management Information System (PMIS) to the Airport Information Management (AIM) System; and 3) the storing of PII on individuals identified in the Terrorist Screening Database (TSDB) as posing a threat to transportation or national security in the AIM System.

- DHS/TSA/PIA-034 Transportation Security Administration Enterprise Performance Management Platform (EPMP) May 10, 2011 *(PDF, 15 pages – 200 KB).*

Associated SORN(s):

- DHS/TSA 006 AIM: Correspondence and Matters Tracking, April 13, 2010,75 FR 18863
- OPM/GOVT-1 Office of Personnel Management, General Personnel Records, June 19, 2006, 71 FR 35356
- DHS/TSA 022 National Finance Center Payroll Personnel System, July 17, 2006, 71 FR 40530
- DHS/TSA 001 PMIS: Transportation Security Enforcement Record System (TSERS), May 19, 2010, 75 FR 28042
- DHS/TSA 011 Transportation Security Intelligence Service (TSIS) Operation Files, April 13, 2010, 75 FR 18867

DHS/TSA/PIA-036 - TSA Canine Website System (CWS)

DHS/TSA/PIA-036 Transportation Security Administration Canine Website System (CWS) January 13, 2012 *(PDF, 15 pages – 212 KB)* Under the Aviation and Transportation Security Act (ATSA), the Transportation Security Administration (TSA) is responsible for security in all modes of transportation.1TSA's National Explosives Detection Canine Team Program (NEDCTP) prepares dogs and handlers to quickly locate and identify dangerous materials that may present a threat to transportation systems. The NEDCTP operates the Canine Website System (CWS), which is a web-based system designed to assist in coordinating operations. The CWS is the central management database for all NEDCTP records and operations. The CWS collects personally identifiable information (PII) to facilitate training, foster communication, and to perform administrative functions. Because this program entails a new collection of information by TSA about members of the public in an identifiable form, the E-Government Act of 2002 and the Homeland Security Act of 2002 require that the TSA conduct a Privacy Impact Assessment (PIA).

Associated SORN(s):

- DHS/All-003 - Department of Homeland Security General Training Records November 25, 2008, 73 FR 71656
  - Final Rule for Privacy Act Exemptions November 25, 2008, 73 FR 71521
- DHS/ALL-004 - General Information Technology Access Account Records System (GITAARS) September 29, 2009, 74 FR 49882

DHS/TSA/PIA-037 - Automated Wait Time Technology (AWT)

DHS/TSA/PIA-037 Transportation Security Administration Automated Wait Time (AWT) Technology, August 3, 2012 *(PDF, 9 pages –140 KB)* The Transportation Security Administration (TSA) will test and deploy systems automating the collection of information to calculate passenger average wait time in the checkpoint queue. TSA's Automated Wait Time (AWT) system utilizes information broadcasted from Bluetooth®-enabled devices carried by individuals in the general checkpoint queuing area to calculate wait times and deploy resources, as appropriate, to reduce delays in checkpoint queues. In the interest of transparency to the public, this Privacy Impact Assessment (PIA) is conducted pursuant to Section 222 of the Homeland Security Act to assess privacy risk from the AWT system. In order to ensure that AWT systems sustain and do not erode privacy protections, TSA developed and implemented processes that give effect to the Fair Information Practice Principles while generating statistical data used for improving checkpoint operations. *Note: there is no SORN associated with this PIA.*

DHS/TSA/PIA-038 Performance and Results Information System (PARIS)

DHS/TSA/PIA-038 Performance and Results Information System (PARIS), September 18, 2012 *(PDF, 11 pages, 200 KB)*. The TSAs Performance and Results Information System (PARIS) is a database used for maintaining information associated with TSA's regulatory investigations, security incidents, and enforcement actions, as well as for recording the details of security incidents involving passenger and property screening. PARIS maintains personally identifiable information (PII) about individuals, including witnesses, involved in security incidents or regulatory enforcement activities. PARIS also creates and maintains a list of individuals who, based upon their involvement in security incidents of sufficient severity or frequency, are disqualified from receiving expedited screening for some period of time or permanently. The purpose of this Privacy Impact Assessment (PIA) is to inform the public of changes in the use of PARIS and any resulting impact to personal privacy.

Associated SORN(s):

- DHS/TSA-001, Transportation Security Enforcement Record System (TSERS), 75 FR 28042 (May 19, 2010).

DHS/TSA/PIA-039, Office of Intelligence & Analysis Trends and Patterns Branch (TPB)

DHS/TSA/PIA-039, Office of Intelligence & Analysis Trends and Patterns Branch, November 14, 2012 *(PDF, 12 pages, 129KB)*. The Transportation Security Administration (TSA), Trends and Patterns Branch (TPB) seeks to improve the ability to identify potential risks to transportation security by discovering and analyzing previously unknown links or patterns among individuals who undergo a TSA security threat assessment, aviation passengers identified as a match to a watch list, and passengers who do not present acceptable identification documents to access the sterile area of an airport whose identity is unverified. TSA is conducting this Privacy Impact Assessment (PIA) because the TPB will collect and use personally identifiable information (PII) to perform these functions.

Associated SORNs:

- DHS/TSA-001, Transportation Security Enforcement Record System (TSERS), 75 FR 28042, May 19, 2010
- DHS/TSA-002, Transportation Security Threat Assessment System (TSTAS), 75 FR 28046, May 19, 2010
- DHS/TSA-011, Transportation Security Intelligence Service Operations Files, 75 FR 11867, April 13, 2010.
- DHS/TSA-019, Secure Flight Records, 72 FR 63711, November 9, 2007

DHS/TSA/PIA-040, Port Authority of New York/New Jersey Secure Worker Access Consortium Vetting Services (SWAC)

DHS/TSA/PIA-040, Port Authority of New York/New Jersey Secure Worker Access Consortium Vetting Services (SWAC), November 14, 2012, *(PDF, 12 pages, 126KB)*. The Transportation Security Administration (TSA) will conduct terrorism watch list checks of workers at Port Authority of New York/New Jersey (PANYNJ) facilities and job sites, including critical infrastructure such as airports, marine ports, bus terminals, rail transit facilities, bridges, tunnels, and real estate such as the World Trade Center memorial site. TSA will also conduct terrorism watch list checks of individuals identified by PANYNJ as requiring such checks for access to sensitive information, and for workers at facilities and job sites of PANYNJ regional partners. Results of the checks will not be reported to PANYNJ, but instead will be forwarded to the Federal Bureau of Investigation (FBI) Terrorist Screening Center (TSC). This Privacy Impact Assessment (PIA) is conducted pursuant to the E-Government Act of 2002 because personally identifiable information (PII) will be collected for the conduct of terrorism watch list checks of workers at PANYNJ facilities and job sites.

Associated SORN:

- DHS/TSA-002, Transportation Security Threat Assessment System of Records (TSTAS), 75 FR 28046, May 19, 2010

DHS/TSA/PIA – 041 TSA Pre✓™ Application Program

- All related documents

DHS/TSA/PIA-042 TSA OIA Technology Infrastructure Modernization Program

TSA OIA Technology Infrastructure Modernization Program, March 26, 2014, (PDF 15 pages). TSA's Office of Intelligence and Analysis (OIA) Technology Infrastructure Modernization (TIM) Program is an enterprise architecture designed to align TSA security threat assessment (STA) with credentialing activities for individuals. These individuals require access to transportation facilities, infrastructure, assets, Sensitive Security Information (SSI), or related security credentials or clearances. TIM integrates several vetting programs and systems and facilitates STA adjudication, credentialing, and redress processes. TIM accesses the same PII that is already collected for the underlying STA programs. TIM performs credentialing activities utilizing the PII that the underlying programs collect for the STAs. In light of this new information technology framework involving existing PII, TSA is conducted this PIA pursuant to the privacy provisions of the E-Government Act of 2002.

Associated SORN:

- DHS/TSA-002 Transportation Security Threat Assessment System (T-STAS), May 19, 2010

DHS/TSA/PIA-043 Travel Protocol Office Program

Travel Protocol Office Program, March 26, 2014, (PDF 9 pages). TSA established the Travel Protocol Office (TPO) to support and facilitate the movement of eligible travelers whose presence at a security screening checkpoint may distract other travelers and/or reduce the

efficiency of the screening process. TSA plans to collect limited PII on these individuals in order to facilitate airport transit and to conduct security screening operations. The TPO Program applies to commercial airports within the continental United States and its territories. Because this program entails collecting information about members of the public in identifiable form, the E-Government Act of 2002 requires that TSA conduct a Privacy Impact Assessment.

Associated SORN:

- DHS/TSA-001 Transportation Security Enforcement Record System (TSERS), December 9, 2013

DHS-TSA-PIA-044 Vetting of Security Personnel Receiving International TSA Training Assistance

Vetting of Security Personnel Receiving International TSA Training Assistance, May 7, 2014, PDF 10 pages, 149 KB. TSA's Office of Global Strategies conducts security training for foreign partners (foreign governments, air carriers, and private companies responsible for transportation security) in order to mitigate threats originating overseas, and to reduce the risk of insider threats among those receiving training from TSA. TSA conducts a Security Threat Assessment (STA) for individuals who reside outside the United States who have been nominated by the foreign partner for TSA-funded, sponsored, or administered security-related training. These foreign partners are responsible for security measures at foreign transportation facilities and employ individuals to carry-out those security measures. TSA conducted this PIA because it will collect, maintain, and disseminate information in identifiable form on the individuals nominated for training.
Associated SORN:

- DHS/TSA-002 Transportation Security Threat Assessment System, May 19, 2010, 75 FR 28046

DHS-TSA-PIA-045 Security Threat Assessment for Conditional Access to Sensitive Security Information

Security Threat Assessment for Conditional Access to Sensitive Security Information, August 5, 2014, (PDF 9 pages.) TSA occasionally discloses Sensitive Security Information (SSI) to individuals so that they can assist with the design, implementation, or review of TSA security programs, techniques, or technology, or when needed to understand TSA functions. TSA may conclude that the individuals must undergo a security threat assessment (STA) as a condition of being granted access to the SSI. This PIA was conducted because TSA will collect, maintain, and disseminate information in identifiable form on members of the public in order to conduct the STA.

Associated SORN:

- DHS/TSA-002 Transportation Security Threat Assessment System, May 19, 2010, 75 FR 28046

Retired PIAs

DHS/TSA/PIA-007 - Airport Access Authorization To Commercial Establishments Beyond The Screening Checkpoint (AAACE) Program - April 5, 2007.

DHS/TSA/PIA-026 Alien Flight Student Program - December 4, 2009.

DHS/TSA/PIA-026(a) Transportation Security Administration's Alien Flight Student Program (Amended) - December 22, 2006.
DHS/TSA/PIA-026(b) Airport Access Control Pilot Project - June 18, 2004.

Aircraft and Heliport Operators
Security Threat Assessment for Aircraft and Heliport Operators, August 16, 2004 *(PDF, 9 pages - 55 KB)* Under the Aviation and Transportation Security Act (ATSA) and authority delegated from the Secretary of Homeland Security, the Assistant Secretary of Homeland Security for Transportation Security Administration (TSA) has "the responsibility for security in all modes of transportation..."

Airport Access Control Pilot Project Airport Access Control Pilot Project, June 18, 2004 *(PDF, 7 pages - 122 KB)* The purpose of TSA's Airport Access Control Pilot Program is to implement pilot projects at airports to evaluate and demonstrate applications of new and emerging technologies that enhance the performance of access controls to ensure that unauthorized persons cannot gain access to sensitive areas in airports.

Registered Traveler Pilot TSA Registered Traveler, September 1, 2006 *(PDF, 27 pages - 409 KB)* Pursuant to TSA's authority to operate trusted traveler programs and following two sets of pilot programs, TSA is conducting the next phase of Registered Traveler at approximately 10-20 participating airports to further test and evaluate this type of trusted passenger program. This phase introduces interoperability among participating airports/air carriers and operating with larger populations.

TSA Registered Traveler Pilot (Private Sector Subpilot), September 20, 2005 *(PDF, 13 pages - 233 KB)* The purpose of this Privacy Impact Assessment (PIA) is to revise the PIA for the Private Sector Known Traveler (PSKT) sub-pilot. The PSKT subpilot revises TSA's role by incorporating a Private Sector Partner (PSP) that will carry out certain responsibilities. The PSKT is designed to have a structure that is very similar to the other pilots in the Registered Traveler (RT) Pilot Program. The difference between PSKT and the other RT pilots centers on the division of responsibilities between TSA and its Private Sector Partner. TSA's role will focus on conducting the initial security threat assessment and periodic reassessments, conducting security threat assessment screening, and oversight. The Private Sector Partner will have responsibility for procurement, marketing and operational functions consistent with TSA guidelines and Federal technology standards for Information Technology and biometric security. The Private Sector Partner collects the KT applicant's pertinent biographic and biometric information and sends it to TSA to conduct security threat assessments including running the applicant's biographical information through Federal databases, such as the Terrorist Screening Data Base (TSDB) and the TSA selectee list, databases containing outstanding wants and warrants, and against other governmental sources. Once TSA completes the initial security threat assessment, the agency will inform the

Private Sector Partner whether the KT applicant has been approved or not approved; however, the details of the security threat assessments will be retained by TSA and not shared with the Private Sector Partner or KT applicant. The Private Sector Partner will inform the individual KT applicant whether he or she has or has not been accepted.

Registered Traveler Pilot (Private Sector Subpilot), June 20, 2005 *(PDF, 11 pages - 61 KB)* Because of the success of the Registered Traveler Pilot Program, TSA is now exploring the feasibility of applying the RT concept to a modified model that uses a Private Sector Partner. A Private Sector Partner may include airport authorities, air carriers, or other entities designated by TSA. To test the proposed model, TSA is launching a sub-pilot program known as the Private Sector Known Traveler (PSKT) in conjunction with the Greater Orlando Aviation Authority (GOAA).

Registered Traveler Pilot, June 24, 2004 *(PDF, 9 pages - 176 KB)* Under the Registered Traveler Program as envisioned by TSA, qualified travelers will be positively identified via advanced identification technologies to confirm that these travelers are not suspected of posing a threat to aviation security.

U.S. Port Access Threat Assessments

TSA U.S. Port Access Threat Assessments, April 28, 2006 *(PDF, 14 pages - 252 KB)* TSA has broad authority to assess threats and threat information and to plan and execute such actions as may be appropriate to address threats to transportation. Working in conjunction with the United States Coast Guard and its statutory mandate, TSA will conduct security threat assessments of port workers in order to ensure that individuals who are allowed access to U.S. port facilities do not pose or are not suspected of posing a threat to transportation security.

TSA P&O Ports North America, Inc. Threat Assessments

TSA P&O Ports North America, Inc. Threat Assessments, March 22, 2006 *(PDF, 13 pages - 250 KB)*. The Ports, Customs and Free Zone Corporation (PCFC) recently acquired P&O Ports North America, Inc. (P&O NA). On January 6, 2006, PCFC and P&O NA provided the U.S. Department of Homeland Security (DHS) certain national security assurances in connection with DHS's review of the foregoing acquisition in the Committee on Foreign Investment in the United States (CFIUS), 50 U.S.C. App. 2170. One of those assurances is to make P&O NA books and records available to DHS upon request. DHS has requested information about P&O NA employees in order to undertake security threat assessments on these employees pursuant to the authority of the Transportation Security Administration (TSA) under 49 U.S.C. §114 (f) to assess threats and threat information and to plan and execute such actions as may be appropriate to address threats to transportation. P&O NA will provide the name, job title, date of birth, and social security number, as well as alien registration number if applicable, for all of its employees operating in the United States.

Last Published Date: February 11, 2016

Was this page helpful?

○ Yes ○ No

Subm