



AVIATION SECURITY

IS NOT FOR SALE

Federal Transportation Security Officers (TSOs) carry out the duties of protecting the flying public at the majority of U.S. airports.

Only 22 of 435 commercial airports have private screeners under the Screening Partnership Program.

Congress should stop the expansion of the Screening Partnership Program (SPP) at TSA.

TSOs are federal employees who take an oath to protect the flying public and are part of the framework of federal employees serving on the frontlines of security. The profit motive of private screening contractors has no place in aviation security.

Aviation security should not be held hostage to contract failures or disputes.

TSA transferred TSOs from busy major airports in Orlando, Miami and Ft. Lauderdale to screen passengers at Punta Gorda International Airport due to the failure of two private screening companies to protect the public because of a contract dispute.

In 2015 4 Montana airports withdrew from the Screening Partnership Program because private security contractors could not fulfill their contract requirements. TSA transferred TSOs from federal airports and flew in its National Deployment Force to provide screening at the 4 airports.

Congress should require accountability from private screening companies.

Information regarding security breaches, covert testing failures and attrition rates at airports at TSA airports is made available to the public. The SPP allows private screening companies to use their contracts as a shield against transparency. Congress should pass legislation similar to the Contract Screener Reform Act that requires:

- Robust Congressional Oversight;
- Reporting of private screening security breaches, covert testing failures, and attrition rates made available to the public; and
- Prohibition of foreign ownership of private screening companies.

Congress should prioritize full funding of the federal TSO workforce.

Ongoing TSO shortages at airports creates potentially dangerous gaps in the aviation security framework. TSA failed to increase its TSO workforce to keep up with annual increases in air travel. TSOs are among the lowest paid of the U.S. security forces. TSA should invest its funding in the federal workforce that serves the majority of the flying public.