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Date: December 6, 2018
Appraiser: Jeremy P. Schmidt, ACR1
Agency: Transportation Security Administration (TSA)
Subject: DAA-0560-2018-0001

*sent
12/11/18*

INTRODUCTION

Schedule Overview

Visible Intermodal Prevention and Response (VIPR)

Additional Background Information

The *Aviation and Transportation Security Act*, as amended, established and assigned TSA the authority and responsibility for security in all modes of transportation. Congress further clarified TSA's authorities in augmenting the security of any mode of transportation in the United States with the *Implementing Recommendations of the 9/11 Commission Act of 2007 (9/11 Act)*. The *9/11 Act* authorized TSA to form VIPR teams, which can include any Department of Homeland Security (DHS) asset, such as Federal Air Marshals (FAMs), Surface Transportation Security Inspectors (TSIs), explosive detection canine teams, and screening technologies. The *9/11 Act* also directed TSA to collaborate with local security and law enforcement officials to deploy VIPR teams appropriately.

The TSA VIPR Program utilizes targeted deployment of integrated TSA personnel and assets to promote confidence in, and protect our Nation's transportation systems. These assets collaborate with local law enforcement and employ screening capabilities to coordinate operations on any mode of transportation. These teams combine with Federal, state, local, tribal law enforcement, as well as transportation security professionals, to respond to calls for assistance. The mission of the TSA VIPR Program is to detect and deter terrorism in all modes of transportation. TSA's Office of Law Enforcement/Federal Air Marshals Service (OLE/FAMS) is the lead office responsible for coordinating the overall program, developing guidelines, reporting, and compiling VIPR standard operating procedures.

In August 2007, TSA established the Joint Coordination Center (JCC) to coordinate and monitor VIPR Program activities nationwide. The JCC is managed by a OLE/FAMS VIPR Program Manager and is staffed by OLE/FAMS and TSA Security Operations (SO) personnel. The JCC is responsible for monitoring and oversight of the VIPR Program's administrative processes and operations, reviewing and approving VIPR operations, and assisting, as needed, with the coordination of VIPR activities.

VIPR team operations use different TSA disciplines, including law enforcement, surface transportation inspection, passenger screening, behavior detection, and explosives detection and appraisal. Through coordination with local transportation security and law enforcement, VIPR team composition can be tailored to partner and stakeholder operational needs.

Although most of these disciplines have been applied primarily within the aviation environment, they can be used in any transportation mode, including mass transit and passenger rail. In addition, other DHS components, such as U.S. Coast Guard, U.S. Secret Service, and the National Protection and Programs Directorate, may participate in VIPR operations.

The TSA VIPR Program has a nationwide footprint, with 31 VIPR teams based in 20 OLE/FAM Field Offices. Each VIPR team includes a Supervisory Federal Air Marshal (SFAM) and six Federal Air Marshals (FAMs). TSA SO's assets can augment FAM VIPR teams with various security and screening capabilities. Field Offices with a greater concentration of transportation systems locations and risks have additional teams available to meet elevated security demands. Selected locations, primarily in the Northeast Corridor, might also include Transportation Security Officers, who conduct passenger screening operations at mass transit locations.

Overall Recommendation

I recommend approval of the attached schedule.

APPRAISAL

Item 0001: Deployment Operations Plan

These plans document the details of potential VIPR operations.

Proposed Disposition: Temporary

Appropriateness of Proposed Disposition: Appropriate

Appraisal Justification:

- * Has little or no research value.

- * Records do not have sufficient value to warrant ongoing preservation by the National Archives.

Adequacy of Proposed Retention Period: Adequate from the standpoint of legal rights and accountability.

Media Neutrality: Approved

Item 0002: Activity Summary Reports

These reports document the details of a pending operation, and when applicable, indicate if a reportable event occurred during an operation.

Proposed Disposition: Temporary

Appropriateness of Proposed Disposition: Appropriate

Appraisal Justification:

- * Has little or no research value.

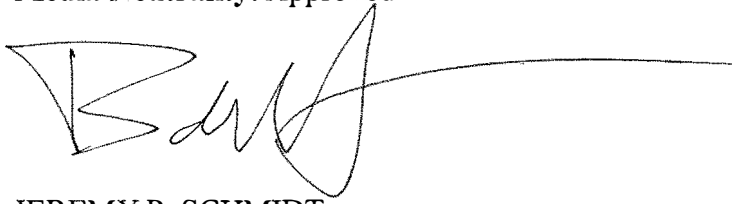
- * Records do not have sufficient value to warrant ongoing preservation by the National Archives.

* Significant program records are captured at a higher level in the agency [Director and Deputy Director's Program and Policy Records (N1-560-10-003 / 12)].

* Related documents may also be created at the direction of the TSA Transportation Security Operations Center, which is also notified if a reportable event occurs. This documentation may include creating a record in the Web Emergency Operation Coordination (WebEOC) system (N1-560-12-009), or an activity, incident, or mission report (N1-560-06-005 and N1-560-03-006).

Adequacy of Proposed Retention Period: Adequate from the standpoint of legal rights and accountability.

Media Neutrality: Approved

A handwritten signature in black ink, appearing to read 'J. Schmidt', with a long horizontal line extending to the right.

JEREMY P. SCHMIDT
Appraiser