

ATTACHMENT #2

RESOLUTION OF THE JUNEAU INTERNATIONAL AIRPORT BOARD

A RESOLUTION REQUESTING TSA TO RECONSIDER AIRPORT EXIT LANE STAFFING POLICY CHANGES

WHEREAS, on November 19, 2001, President Bush, speaking at the signing of the Aviation Security Legislation that established the Transportation Security Administration (TSA), said:

“For the first time, airport security will become a direct federal responsibility, overseen by a new Under Secretary of Transportation for Security. Additional funds will be provided for federal air marshals. And a new team of federal security managers, supervisors, law enforcement officers and screeners will ensure all passengers and carry-on bags are inspected thoroughly and effectively.” (emphasis added); and

WHEREAS, on October 18, 2005, in an Action Memo to all Federal Security Directors, TSA Acting Chief Operating Officer Jim Blair wrote:

“At most airports, TSA screeners monitor sterile exit lanes that are co-located with the security checkpoint. After the checkpoint ceases screening activities, TSA is not required to continue monitoring the screening checkpoint exit lanes. However, this does not prohibit you from performing this function at airports where you have the staffing and resources to do so. Monitoring the exit lane after the checkpoint is closed cannot be done by TSA if it sacrifices staffing at the screening checkpoint. TSA screeners are not to be used to monitor sterile area exit points that are located away from the screening checkpoint, even if the screening checkpoint is in operation.

“If an airport’s security program is not in compliance with the above stated regulation, the FSD must ensure the airport operator amends its security program within 90 days of the date of this memo in order to meet the above requirement. (emphasis added)”;

WHEREAS, the traveling public already pays significant security fees which are collected by the airlines through airline ticket sales and transferred to the federal government to pay for airport security: and

WHEREAS, in the current fiscal year the Juneau TSA has only 38 positions filled and is unable to hire, train, and /or retain screeners to the authorized level of 51 FTE; and

WHEREAS, according to FedSources (February 6, 2006) in the President’s budget request,

“The Department of Homeland Security continues to be a big winner in the budget request process. DHS' \$772 million increase from 06 enacted to 07 request represents an

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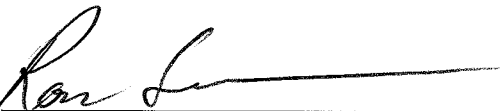
impressive 21% leap - and the largest dollar increase among civilian agencies. Within DHS, TSA had the largest increase - over \$606 million.”

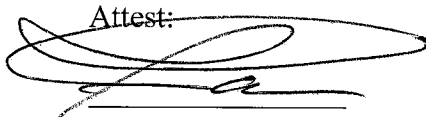
NOW, THEREFORE, THE JUNEAU INTERNATIONAL AIRPORT BOARD:

1. Respectfully requests that the October 18, 2005, Action Memorandum from the Acting Chief Operating Officer to all Federal Security Directors be rescinded.
2. Request that the TSA enter into a discussion with affected airports and airlines concerning the TSA desire to transfer exit lane monitor staffing responsibility and costs from the TSA to other entities.

AND FURTHER RESOLVES, that until there is established an informed and mutually agreeable plan to transfer security screening staffing responsibilities and costs from the TSA to other entities, the Juneau International Airport will not accept these unfunded and unplanned responsibilities.

Adopted this 8th day of February, 2006 in Juneau, Alaska.

By: 
Ron Swanson, Chair

Attest: 

Cc: Mayor Botelho
Assembly Members
Rod Swope
Jim Blair, TSA
Ray Culbreth, TSA
Honorable Don Young