



NATIONAL SAFE SKIES ALLIANCE

Program for Applied Research in Airport Security

PARAS 0042 Request for Proposals (Revised)

Project Title:	Force Multiplier Strategies for Airport Law Enforcement		
Program Officer:	Jessica Grizzle	865-738-2080	Jessica.Grizzle@sskies.org
Fiscal Year:	2021		
Contract Time:	12 Months		
Funding Cap:	\$175,000		
RFP Close Date:	August 11, 2021		
Authorization to Begin Work (estimated):	October 2021		

BACKGROUND

Law enforcement agencies at airports have a wide array of responsibilities in support of maintaining the safe and secure operation of airports. The range of their duties includes traditional law enforcement functions, assisting with airport security requirements, support of regulatory operations, tactical response to major incidents, and other related functions like traffic control and responding to customer service issues.

Considering the multitude of responsibilities of airport law enforcement and the varying resource levels among airports, a comprehensive resource of force multiplier strategies is needed to ensure that law enforcement operations are efficient and effective, and to help agencies implement staffing, training, equipment, procedures, and tactical response strategies that are appropriate for each airport's needs. Strategies and alternatives should be provided for airports of all sizes and governance models.

OBJECTIVE

The objective of this research is to create a comprehensive resource of force multiplier strategies to assist law enforcement agencies of all sizes in effectively and efficiently accomplishing their varying responsibilities in the airport environment. The resulting document should include strategies, practices, and considerations for the following:

- Mutual aid agreements
- Crime prevention and response for common airport incidents (vehicle theft, baggage theft, contraband, etc.)
- Response to airline calls for assistance
- Managing and reducing criminal activity at airport-owned adjacent properties
- Leveraging civilian and stakeholder partnerships, where appropriate
- Leveraging technology, where appropriate
- Staffing models and opportunities for staff augmentation
- Optimizing resources for staff coverage and mobility
- Reconciling law enforcement and customer service priorities
- Tactical response planning, including equipment and other resource needs, for events such as active assailants, riots, planned and unplanned demonstrations/protests, etc.
- Law enforcement inclusion in airport-wide contingency planning
- Impact of airport governance models (i.e., city owned, airport authority, or state owned)

The resulting guidance should offer strategies for airports of all sizes and resources levels.

SPECIAL NOTES

- The research and resulting guidance should focus on force multiplier strategies, not standard policies/practices.
- Proposing teams should include appropriate interdisciplinary subject-matter expertise to effectively address the topic. At a minimum, expertise is needed in airport operations, airport security, traditional and airport law enforcement functions, regulatory requirements, and technology/innovation.
- Targeted outreach and interviews can be utilized as part of this research effort. Broad airport surveys are not acceptable.
- All technology discussion included in the final deliverables must be vendor agnostic.
- Proposers should be aware of related research projects, industry publications and white papers, and other relevant literature, documents, and initiatives, and include in the research plan their approach for considering these efforts.
- Proposers are encouraged to ask questions regarding proposed scope and project panel intent. Questions should be directed to [Jessica Grizzle](#), PARAS Program Manager.

RESEARCH PLAN

PARAS is seeking the insights of proposers on how best to achieve the research objective, and is asking proposers to develop and include a detailed research plan. Proposers are expected to describe research plans that can realistically be accomplished within the constraints of available funds and contract time. Proposals must present the proposers' current thinking in sufficient detail to demonstrate their understanding of the issues and the soundness of their approach to meeting the research objective. The work proposed must be divided into tasks, and work for each task must be described in detail.

DELIVERABLES

The research plan should include the following interim deliverables for PARAS approval:

1. Amplified work plan
2. Literature review
3. Interim report that describes work performed in the early tasks, research results to date, an annotated outline of the anticipated final deliverable, and an updated work plan for remaining tasks
4. Draft final deliverable

Additionally, the research plan should build in appropriate checkpoints with the PARAS panel, including:

- Kick-off teleconference meeting to be held within 1 month of the contract effective date
- One face-to-face interim deliverable review meeting
- Web-enabled teleconferences tied to the panel review and PARAS approval of other interim deliverables as deemed appropriate

The final deliverables will include the proposed guidance document and a Microsoft PowerPoint presentation that summarizes the project results, which will be used in presentations to the industry.

Note: The contract time includes 1 week for PARAS review of the amplified work plan, 2 weeks for PARAS review of the interim report, 1 month for PARAS review and comment of the draft final deliverables, and 1 month for contractor preparation of the final deliverables. For budgeting purposes, proposers should assume that PARAS will provide access to web-enabled teleconference services. Proposers should assume that the face-to-face interim deliverable review meeting will be held in the Washington, DC area.

PROPOSAL

The essential features required in a proposal for research are detailed in the current document entitled [Guidance for Preparing Proposals](#). Proposals must be prepared according to this document, and attention is directed specifically to Section V for mandatory requirements. **Proposals that do not conform to the mandatory requirements will be rejected.**

The total funds available are made known in this RFP, and line items of the budget will be examined to determine the reasonableness of the allocation of funds to the various tasks. **If the proposed total cost exceeds the funds available, the proposal will be rejected.**

All proposals become the property of National Safe Skies Alliance. Final disposition will be made according to the policies thereof, including the right to reject all proposals.

Proposals (1 PDF) are due not later than 5:00 p.m. EDT on August 11, 2021 and should be sent via email to Jessica.Grizzle@saskies.org or submitted through our website, [here](#). This is a firm deadline and extensions are not granted. In order to be considered for award, the electronic copy of the proposal, including the executed, unmodified Liability Statement must be received no later than the deadline shown, or the proposal will be rejected.

LIABILITY STATEMENT

The signature of an authorized representative of the proposer is required on the unaltered [Liability Statement](#) in order for PARAS to accept the organization's proposal for consideration. **Proposals submitted without this executed and unaltered statement by the proposal deadline will be summarily rejected.** An executed, unaltered statement indicates the organization's intent and ability to execute a contract that includes the provisions in the statement.

GENERAL NOTES

- According to the provisions of 49 CFR § 21, which relates to nondiscrimination in federally assisted programs, all parties are hereby notified that the contract entered into pursuant to this announcement will be awarded without discrimination on the grounds of race, color, religion, sex, national origin, or disability.
- The contract type is cost reimbursement with a "not-to-exceed" limiting amount.