



DEPARTMENT OF HOMELAND SECURITY
Transportation Security Administration
Office of National Risk Assessment

PRIVACY IMPACT ASSESSMENT
(Preliminary)

Computer Assisted Passenger Pre-Screening System (CAPPS II)

July 29, 2003

Table of Contents

Overview of CAPPs II privacy management process..... 3

Information collected for CAPPs II 4

Why information is being collected for CAPPs II 5

The intended uses of information for CAPPs II 5

How the CAPPs II information will be shared..... 5

Notice and consent..... 6

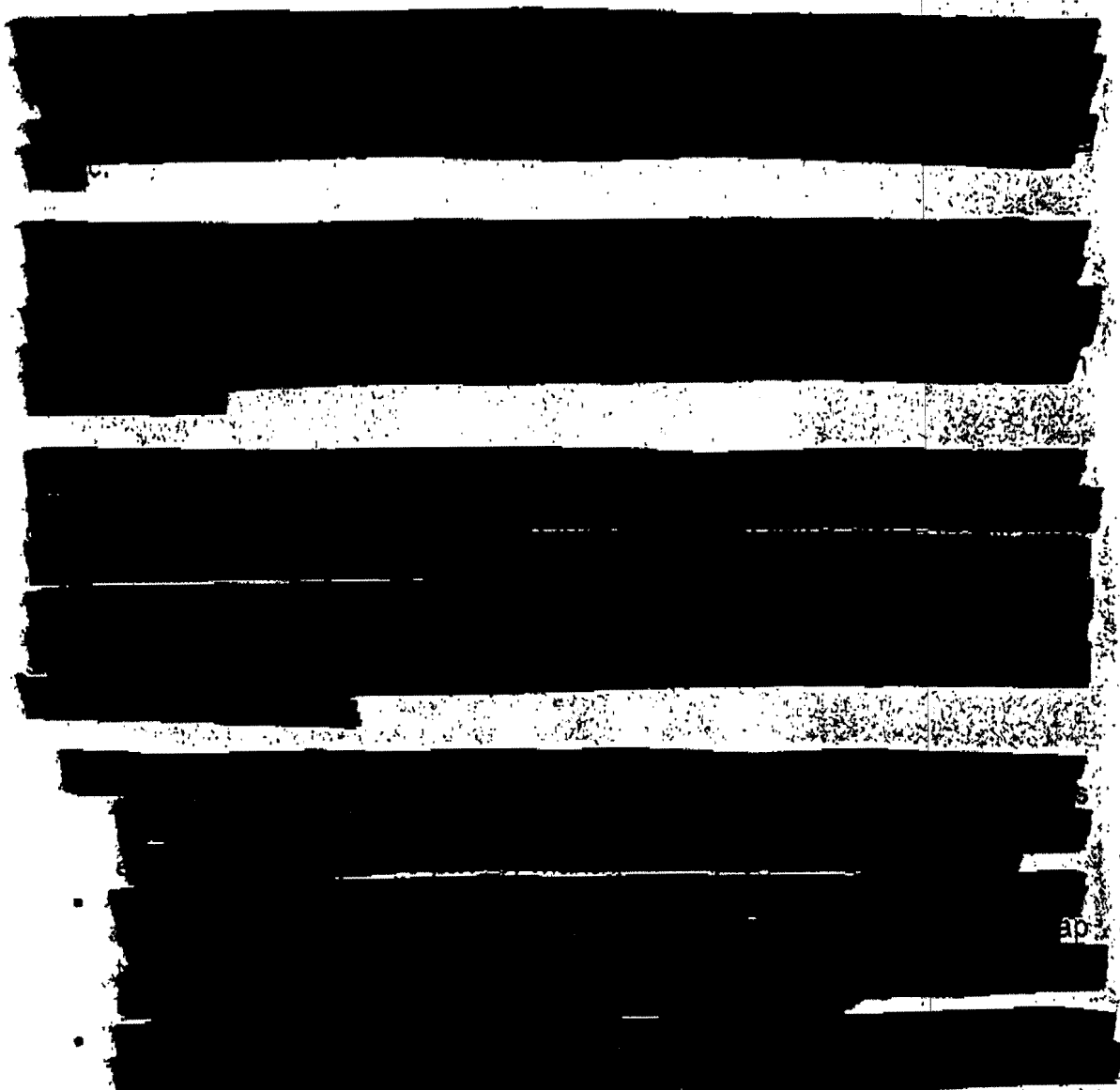
How the CAPPs II information will be secured..... 7

System of records..... 7

Overview of CAPPs II privacy management process

The Office of National Risk Assessment ("ONRA"), under the auspices of the Transportation Security Administration ("TSA"), has been charged with establishing and operating the passenger risk assessment and pre-screening system (CAPPs II) for all major airports and all commercial airlines. This program will serve as the basis for future risk assessment capabilities within TSA.

This Privacy Impact Assessment ("PIA") is based upon the current design of the CAPPs II program. The program is still under design and the PIA will be updated as necessary in order to reflect any changes in the program which may have an impact upon privacy.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

How the CAPPs II information will be shared

CAPPs II information may be disclosed to appropriate federal, state, local, international, or foreign agencies or authorities, including those concerned with

law enforcement, visas and immigration, and to agencies in the Intelligence Community, with respect to persons who may pose a risk of air piracy or terrorism or who may pose a threat to aviation, passenger safety or national security.

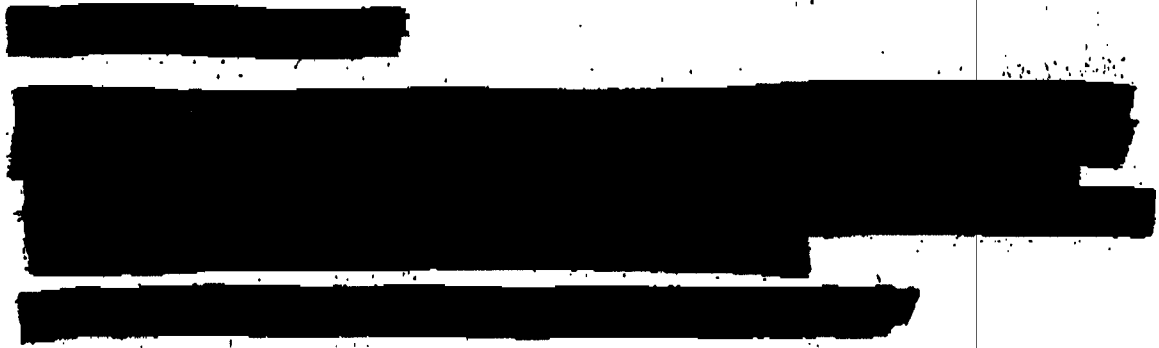
CAPPS II information may be disclosed to appropriate federal, state, local, international, or foreign agencies or authorities responsible for investigating or prosecuting the violations of, or for enforcing or implementing, a statute, rule, regulation, or order, or in accordance with law or international agreements, where DHS becomes aware of an outstanding state or federal arrest warrant for a crime of violence.

CAPPS II information may be disclosed to airports and aircraft operators, only to the extent the disclosure is deemed required for counterterrorism or passenger or aviation security purposes.

CAPPS II information may be disclosed to contractors, grantees, experts, or consultants when necessary to perform a function or service related to the CAPPS II system for which they have been engaged.

CAPPS II information may be disclosed to the Department of Justice or other Federal agencies conducting litigation, or in a proceeding before a court, adjudicative or administrative body, when: (a) TSA, or (b) any employee of TSA in his/her official capacity, or (c) any employee of TSA in his/her individual capacity where DOJ or TSA has agreed to represent the employee, or (d) the United States or any agency thereof, is a party to litigation or has an interest in such litigation, and TSA determines that the records are both relevant and necessary to the litigation and the use of such records is compatible with the purpose for which TSA collected the records.

CAPPS II information may be disclosed to the General Services Administration and the National Archives and Records Administration (NARA) in records management inspections being conducted under the authority of 44 U.S.C. 2904 and 2906.



[REDACTED]

[REDACTED]

[REDACTED]

System of records

CAPPS II will create a system of records under Section 552a of title 5, U.S.C. (i.e., the Privacy Act). Exemptions are being requested under one or more provisions of the Privacy Act. This system contains information regarding TSA's conduct of risk assessments required by 49 U.S.C. §§ 114 and 44903. [REDACTED]

[REDACTED]