Gold+ 70T05026R5900N005 Questions and Answers Set 1

Question Number	RFP Section	RFP Paragraph	RFP Page Number	RFP Question	TSA Response
1	N/A	N/A	N/A	Is there any incumbent/recompete or this is a brand-new project? If yes, could you please provide us with their award number or even if the customer bought similar services in the past.	This is a brand new requirement and the potential airports currently have federal staff.
2	70T05026R5900N005.pdf	I.2.6.6 Financial Capability & Business Stability and Compliance (Volume VI)	51	Section I.2.6.6 Financial Capability & Business Stability and Compliance (Volume VI) has multiple footnote references (i.e., [1]) but there does not seem to be a footnote in the document that corresponds to that reference. The same footnote is referenced 4 times in this section. Please provide the footnote reference, or explain where it might be found.	Footnotes were included in error. Change will be reflected in an forthcoming amendment
3	RFP	I.2.5.1	45-48	Per the solicitation "All Phase 1 volumes must be submitted before the proposal due date and time indicated on the solicitation cover sheet." Will the Government confirm that only Track 1, Phase 1 is due on 7/23/26 and that Track 1, Phase 2 and Track 2 will only be due upon Offeror downselect?	Yes, only Phase 1 volumes must be submitted before the proposal due date and time indicated on the solicitated cover sheet. Individual task order RFPs will be released after Phase 1 evaluation.
4	RFP	I.2.5.1.E	49	Will the Government allow font smaller than 10 pt for graphics as long as legible?	No.
5	RFP	I.2.5.1	45	Will the Government allow Offeror's to submit an Executive Summary for Phase 1 to introduce the Offeror and overall approach to Gold+ to enable a comprehensive and focused addressing of Factor 1 and Factor 2 requirements?	No.
6	I.2.5 Proposal Format and Submission	I.2.5.1	Page 45	I.2.5.1 indicates: Proposals shall be electronically submitted via email to both POCs listed above, no later than by July 23, 2026, 1:00 pm EDT Eastern Time. Could you please confirm that only the Phase 1 response is due July 23, 2026, 1:00 pm EDT Eastern Time?	Confirmed.
7	I.2.5.1	I.2.5.1	45	The solicitation references both a two-phase and three-phase evaluation approach in different sections. Please clarify whether the evaluation will consist of two phases (Technical/Past Performance, then Price) or three distinct phases, and provide the definitive evaluation sequence.	The solicitation is a two phase process, Phase 1 provide an advisory down select followed by Phase 2 awards (IDIQ/Initial orders).
8	Section B	B.1	4	Please provide a comprehensive list of all airports and TSA facilities currently within scope of the Gold+ IDIQ, including any facilities that may be added during the ordering period.	This information will be released at the task order level.
9	Section B	B.2	4	Please clarify the anticipated mix of FFP, T&M, and Cost-Reimbursable task orders. What percentage of total contract value is expected under each contract type?	All task orders will be firm-fixed price with a cost-reimbursable CLIN for TSA directed travel.
10	PWS	1.5.2.1	8	Is there a minimum contract guarantee or minimum order quantity for IDIQ awardees? If so, what is the guaranteed minimum value per awardee?	The minimum guarantee is $5000 for all IDIQ awardees.
11	Section B	B.3	5	Please clarify how Aviation Transportation Security Act (ATSA) requirements affect pricing structures and whether separate labor categories are required for ATSA-covered positions.	Offerors must adhere to ATSA minimum compensation. Required pricing templates will be released with each individual task order RFP. There are four ATSA-covered screening labor categories.
12	Section H	H.3	27	What specific financial documentation is required to demonstrate financial capability? Please clarify acceptable forms of evidence (audited financials, bank letters, bonding capacity, etc.).	Please refer to I.2.6.6 Financial Capability & Business Stability and Compliance (Volume VI)
13	Section H	H.6	28	Is there a maximum percentage of work that may be subcontracted? Does the limitation apply at the IDIQ level or individual task order level?	Subcontracting requirements are defined in the Request for Proposal (RFP), the vendor is required to develop, submit, and adhere to the subcontracting plan requirements outlined in the RFP.
14	Section H	H.7	31	Please clarify small business subcontracting goals and whether separate goals apply to each socioeconomic category (SDVOSB, HUBZone, WOSB, 8(a)).	Subcontracting goals are in the "Small Business Subcontracting/Utilization Plan" under section I.2.6.6.
15	Section H	H.8	32	Will proposals leveraging SBA Mentor-Protégé arrangements receive evaluation credit? If so, under which factor?	No.

16	Section I	I.2	82	Please provide the complete list of Key Personnel positions required. For each position, clarify minimum qualifications, education requirements, and whether substitution is permitted post-award.	Please review PWS section 1.4.2.2 Key Personnel for this information. As specified, further detail will be shared at the task order level as applicable.
17	Section H	I.2	TBD	What is the maximum page length for Key Personnel resumes? Should resumes address specific evaluation criteria or follow a prescribed format?	Resumes do not count to overall page count. Highlighting the relevant information for the contract scope; in line with best industry practice.
18	PWS	3	21	Please describe expectations for workforce transition, including whether incumbent employees must be offered right of first refusal and applicable Service Contract Act implications.	Current federal employees must be offered first right of refusal. See FAR 52.207-3.
19	PWS	1.7.1.1	17	Please provide the current inventory of Government Furnished Equipment (GFE) that will be provided to the contractor, including equipment age, condition, and maintenance history.	The current inventory of government furnished equipment (GFE), including details on equipment age, condition, and maintenance history, will be provided at the task order level for each individual airport. TSA will provide the last 12 months of historical maintenance performance to include age, operational availability, number of relevant critical and non-critical failures, number of non relevant critical and non-critical failures and parts usage.
20	PWS	1.6.2.7	17	What Government Furnished Information (GFI) and data will be provided? Please clarify timing of GFI delivery relative to task order start dates.	The Government will provide government furnished information (GFI) and data as applicable to each task order, which may include program documentation, policies and standards, architecture and interface artifacts, performance data, tool and system access, and required templates. Core GFI will be provided as early as practicable following task order award and in any case prior to the contractor's need-by date to support performance. Task-order-specific GFI and any updates will be provided on a schedule coordinated with the contractor and documented in individual task orders, subject to availability and applicable security or access requirements..
21	PWS	1.5.2.1	9	Please describe contractor access requirements and responsibilities for the Access Control List (ACL) system, including required training and certification.	ACL is an acronym for the acceptable capabilities list, it is the official list of approved screening equipment and technologies that third-parties may donate or bail to the agency for security operations. https://www.tsa.gov/for-industry/capability-acceptance-process
22	PWS	1,4,2,3	6	What security clearance levels are required for Key Personnel at IDIQ award versus task order award? Are interim clearances acceptable?	Facility Security Secret Clearance is required at both the IDIQ and TO level. See Attachment 1 Performance Work Statement section 1.3.1.2
23	PWS	1.2	2	Please provide the current Transportation Security Equipment (TSE) inventory list, including equipment types, quantities by location, and expected refresh schedule during the contract period.	This information will be provided at the task order level for each individual airport, detailing equipment types and quantities by location. The expected refresh schedule should be proposed by industry as part of their submission, and each approach will be evaluated by TSA during the proposal review process.
24	Section H	H.10	34	Please provide the complete cybersecurity requirements, including NIST framework compliance levels, FedRAMP requirements for cloud services, and incident reporting timelines.	This information will be provided at the task order level for each individual airport, and may vary by equipment inventory. Generally, compliance with the risk management framework requires implementation of NIST security control families or FedRAMP certified cloud services.
25	Section H	H.11	35	What Controlled Unclassified Information (CUI) handling requirements apply? Please clarify marking, storage, transmission, and destruction requirements.	Controlled Unclassified Information (CUI) handling requirements—including marking, storage, transmission, and destruction—are specified in the applicable Homeland Security Acquisition Regulations (HSAR) clauses provided with the contract, as well as in the contract's terms and conditions. TSA contracts will also include a "TSA-RQMTS Sensitive Security Information" provision outlining the safeguarding of SSI, and may require SSI training within 60 days of contract execution. Offerors and contractors must follow all contract-specified requirements, complete necessary training, and ensure proper vetting and use of DHS NDAs (Form 11000-6). The types of CUI and specific handling instructions will be identified in the contract PWS or terms and conditions, and the SSI program office will serve as the primary point of contact for CUI-related questions. Additional best practices and
26	Section H	H.12	38	Do any services under this IDIQ involve ITAR-controlled technical data or defense articles? If so, please identify affected task areas and compliance requirements.	TSA does not anticipate any services under this IDIQ involving International Traffic of Arms Regulations-Controlled Technical Data or Defense Articles.
27	Section H	H.13	39	Please provide specific insurance coverage requirements, including minimum coverage amounts for general liability, professional liability, cyber liability, and workers compensation.	See page seven of the RFP. Insurance requirements defined at the Task Order level
28	Section H	H.14	TBD	The solicitation indicates certain permits and licenses are TBD. Please clarify which permits/licenses the contractor must obtain versus those provided by the Government.	Defined at the Task Order level.
29	PWS	3.1	202	For task orders where place of performance is listed as TBD, what is the anticipated geographic distribution? Will contractors be required to maintain regional presence?	Specific airport locations will be released at the Task Order level.

30	PWS	3.2	22	What percentage of work may be performed remotely versus on-site at TSA/airport facilities? Does this vary by labor category or task type?	All work will be performed on-site at the TSA/airport facility for each Task Order
31	I.2.1	I.2.1	42	The solicitation specifies a 50MB file size limit for email submissions. Given the complexity of required volumes, please confirm whether multiple emails are permitted or if an alternative submission method is available for larger files.	Multiple emails are acceptable to provide all required information/documentation required in the RFP.
32	I.2.2	I.2.2	42	The solicitation instructions reference solicitation number formatting for email subject lines. Please confirm the exact required format and whether the number shown in examples contains a typographical error.	No specific format required.
33				Will TSA offer site visits to current performance locations prior to proposal submission? If so, how should offerors request participation?	Site visits will be available at the task order solicitation phase. Offerors can request participation at that time.
34				Given the scope and complexity of this procurement, will TSA consider extending the proposal due date? If questions result in significant amendments, will additional time be provided?	No
35				Please clarify the recency requirement for past performance references. Must contracts be completed within the last 3 years, or are ongoing contracts with 12+ months of performance acceptable?	Ongoing contracts are acceptable within the stated last three years.
36				What criteria will TSA use to determine relevancy of past performance? Please clarify whether subcontract experience will be rated equally to prime contract experience.	Relevancy is determined by recenecy, scope and size. Offerors may submit information on key management personnel, and work performed as part of a team or joint venture, and other previous reincarnation of its current organization. References (or summaries) shall include work done by the applicable segment of the firm (division, group, and unit) relevant to this solicitation, and not the firm in general. The offeror shall clearly define what entity performed the work if other than the prime contractor's past performance is submitted.
37	Section B	CLIN 0002	4	Please clarify how CLIN 0002 is to be priced and structured, including the basis for pricing (e.g., fixed-price, cost-reimbursement, or hybrid) and any required cost breakdowns.	Please refer to Attachment 41 Gold Performance Metrics – Incentives tab for details. As noted in the RFP, the combined total of the FFP and incentives may not exceed the overall contract ceiling. Any required cost breakdowns should follow the instructions in the solicitation.
38	Section B	CLIN 0002A	4	Please clarify how incentive amounts under CLIN 0002A are to be reconciled and invoiced, including the timing of incentive calculations and supporting documentation requirements.	Incentive amounts under CLIN 0002A will be calculated based on the contractor's performance against specified metrics at the intervals defined in the contract (e.g., monthly or quarterly). Supporting documentation submitted with each invoice must demonstrate that all required metrics were met throughout the entire performance period being invoiced.
39	Section B	TBD	4	Please clarify how the $12.9B IDIQ ceiling is allocated across CLINs, tracks, and performance periods, and whether there are individual track or CLIN ceilings.	$12.9B is the IDIQ ordering ceiling and is not allocated to a specific CLIN.
40	I.2.7.2	2	59	How will FCE account for technology?	FCE is the contract ceiling for each task order/ BPA award for Gold+. All awards will be at or below this amount.
41	I.2.7.2	2	59	Will TSA and/or the airport also outline what technology upgrade/enhancements required within the task order?	TSA may specify certain technology upgrade or enhancement requirements within the task order based on operational needs or regulatory standards; however, contractors are also expected to propose technology modernization plans as part of their submissions, which will be evaluated for alignment with TSA objectives and airport priorities.
42	52.212-2	2	64	Will TSA require the contractor to replace existing technology at the time said technology is at end of life at both checkpoint and checked baggage screening locations?	Under the Gold+ vision to accelerate innovation and the adoption of new technology, TSA expects contractors to proactively propose and implement technology enhancements rather than waiting for equipment to reach end of life. The industry is encouraged to drive the pace of modernization, and each contractor's approach to technology refresh and upgrades will be evaluated as part of the proposal review process.
43	1.2.5.	1.2.5.1.B.	47	Track 1 & 2, Factor 1 Cost Efficiency states "Proposed prices must be entirely compatible with the technical quote and consistent with the pricing requirements listed in this solicitation." In which section are the pricing requirements listed in this solicitation? (e.g. Document, Section, Page)	Pricing requirements will be included with Phase 2.
44	1.2.5.	1.2.5.1.B.	47	No page restriction, pricing portion (excel sheet) shall be completed and submitted. Is TSA providing the excel spreadsheet or are we developing our own?	Task order excel spreadsheet will be released after the Phase 1 Evaluation.
45	PWS 1.5.2.1	Turnkey Tech Solutions	PWS Page 8-9	TSA discusses solutions that are on the ACL or have been tested and approved by TSA for use. Would this include equipment that has been certified but not qualified by TSA? An example would be EDS equipment that has been certified and deployed worldwide, but not on the EDS QPL which as not been open for a few years. Would TSA consider equipment that has been certified by ECAC and deployed operationally outside of the U.S.?	TSA will only accept equipment that has met TSA's standards and is listed on the acceptable capability list (ACL) or approved by TSA through established testing processes. Equipment that has been certified but not qualified by TSA, including systems certified by ECAC and deployed operationally outside the U.S., will not be accepted without further assessments. The baggage qualified products list (QPL) is expected to reopen in FY28, and TSA may work with Gold+ vendors on test site designation to support future qualification efforts.
46	1.2.5, 1.2.6 and 1.2.7	Proposal Format and Submission, Phase 1 and 2: General Vol Reqs	45-49	Can TSA provide a more complete definition of the Tracks and Phases? e.g. is Track 1 just to achieve the IDIQ qualification and Track 2 is focused on airport specific requirements? What is the timing for submittal of Phase 2; do any or all the volumns need to be submitted with the Phase 1 documents on July 23, 2026?	Phase 1 will result in an advisory down select and then an amendment to the solicitation with the Phase 2 airport specific RFP. Phase 2 documents are not to be submitted with Phase 1. Phase 2 Track 1 is to achieve the IDIQ qualification and Phase 2 Track 2 will be for specific airport task order awards.

47	Section B	B.1	4	Given all of the unknowns including hardware developments over 10 years that may not even exist right now (or may not currently be on the TSA's ACL), how can Offerors propose Firm Fixed Price pricing given the limitations stated in FAR 16.202-2?	TSA recognizes the challenges of proposing firm fixed price (FFP) pricing for a 10-year period given potential future developments in technology and the evolving Acceptable Capabilities List (ACL). Offerors are expected to base their pricing proposals on currently available technology, anticipated upgrades, and reasonable projections, as well as to include a technology refresh approach that addresses how future advancements will be managed.
48	Section B	B.2 CLIN 0002A Incentives	5	Is the 12% incentive payments included in each Task Order's FCE ?	Yes, Task Orders are incentive based. To achieve the maximum payment amount, the qualified screening provider must meet the performance requirements for the incentive payment.
49	Section C, Attachment 1	Attachment 1, 1.2 Overview	Attach 1, pg. 1	Offerors are proposing a solution for each airport task order with their proposal submission as part of a ten-year firm fixed price contract. From a pricing standpoint, an offeror will adhere to their solution for the task order (labor, equipment, maintenance) over that ten-year period to remain aligned with pricing assumptions and budgeting. Is this TSA's intent to lock in an offeror to the solution provided at task order proposal submission with a firm fixed price contract versus any other contract mechanism that could allow for adopting emerging technology and solutions not known at the time of proposal submission?	Task Orders will be firm fixed price.
50	Section C, Attachment 1	Attachment 1, 1.4.2.2	Attach 1, pg. 6	Is the IDIQ Operations/Program Manager to be listed by name in the IDIQ proposal? Is their resume required to be included?	Yes.
51	Section C, Attachment 1	Attachment 1, 1.4.2.3	Attach 1, pg. 6	Is there specific guidance on "TSA directed remote image review" that TSA can provide for review in advance of the submission deadline?	Remote image review is included within the overall contract scope; however, the specific requirement to execute this function will be determined by TSA based on operational needs at individual airports or as surge support under a separate future task order. The contractor should ensure the capability to support remote image review when requested in advance by TSA at the task order level.
52	Section C, Attachment 1	Attachment 1, 1.4.2.3	Attach 1, pg. 6	Will the TSA provide specific guidance on "TSA directed remote image review" with each Task Order RFP?	Remote image review is included within the overall contract scope; however, the specific requirement to execute this function will be determined by TSA based on operational needs at individual airports or as surge support under a separate future task order. The contractor should ensure the capability to support remote image review when requested in advance by TSA at the task order level.
53	Section C, Attachment 1	Attachment 1, 1.5.2.1	Attach 1, pg. 8	Regarding the statement that "The Offeror shall deliver and install the necessary infrastructure required to support security screening equipment...in accordance with the Checkpoint Requirements Planning guide (CRPG), is it correct to assume that an Offer has the same responsibility for Baggage Screening Equipment?	Yes.
54	Section C, Attachment 1	Attachment 1, 1.5.2.3	Attach 1, pg. 10	Regarding the statement that the Offeror shall conduct site surveys, prepare installation designs, and coordinate with airport and TSA stakeholders to ensure timely and effective deployment of technology solutions, such surveys (especially for larger capital projects) can be quite expensive and take some period of time to complete. Does TSA envision that this will occur prior to the award of a specific Task Order award? If so, how does TSA intend to fund such an effort?	TSA does not anticipate requiring offerors to conduct full site surveys or prepare detailed installation designs prior to the award of a specific task order. These activities are expected to occur after task order award and should be included as part of the contractor's proposed approach and pricing. If TSA determines that a preliminary site assessment is necessary prior to award, TSA will provide guidance on the scope and funding of such efforts at that time.
55	Section C, Attachment 1	Attachment 1, 1.5.2.3	Attach 1, pg. 10	Regarding the statement that the Offeror shall conduct site surveys, prepare installation designs, and coordinate with airport and TSA stakeholders to ensure timely and effective deployment of technology solutions, if TSA envisions that this will occur after the award of a specific Task Order award, how can an Offeror realistically create a fixed price proposal beforehand?	Offerors should base their fixed price proposals on the information provided in the solicitation and attachments, using reasonable assumptions and their industry expertise to estimate costs in alignment with the Gold+ vision. Detailed site surveys and installation designs are expected to occur after task order award.
56	Section C, Attachment 1	Attachment 1, 1.5.2.3	Attach 1, pg. 10	Regarding the statement that "if existing equipment is to be decommissioned, the Offeror ay be asked to provide the necessary services to decommission, replace, and/or remove, package and ship to a CONUS location determined by the TSA." Such decommissioning costs can be extensive. Will TSA be able to commit to whether a Offeror to be required to so such decommissioning efforts in the specific airport Task Order RFP over the 10 year period of performance of the TO?	TSA will specify in each airport Task Order RFP whether the offeror will be required to perform equipment decommissioning, removal, and shipping services. The scope and extent of these requirements—including any anticipated decommissioning during the 10-year period of performance—will be detailed at the task order level, allowing offerors to account for associated costs in their proposals. If additional decommissioning needs arise during the contract period that were not specified in the original task order, TSA will address funding and scope through contract modifications as appropriate.
57	Section C, Attachment 1	Attachment 1, 1.5.2.3	Attach 1, pg. 10	If TSA will not be able to commit to whether a Offeror to be required to so such decommissioning efforts in the specific airport Task Order RFP over the 10 year period of performance of the TO, will the effort be subject to the Change Clause?	If decommissioning efforts are not specified in the original task order RFP and TSA later requires the contractor to perform such services during the period of performance, the contractor can address any such change through the contract's changes clause 52.243-1 Changes-Fixed-Price.
58	Section C, Attachment 1	Attachment 1, 1.5.2.6	Attach 1, pg. 11	Regarding the issue of maintainence, will TSA add the Offeror to TSA's maintenance contracts (especially those that contain proprietary maintenance requirements or are exclusive Original Equipment Manufacturer contracts)?	No, TSA will not add the offeror to any existing TSA maintenance contracts, including those with proprietary or exclusive original equipment manufacturers. The contractor is responsible for providing all required maintenance services under this contract and must enter into any necessary agreements with equipment manufacturers or other parties to fully support the contract scope and ensure compliance with all maintenance requirements.

59	Section C, Attachment 1	Attachment 1, 1.5.2.6	Attach 1, pg. 11	Regarding the issue of maintenance, will TSA provide the maintenance corrective and preventive maintenance records for each piece of equipment at a Gold + airport site as part of the Task Order RFP?	Yes, TSA will provide available corrective and preventive maintenance records for each piece of equipment at a Gold+ airport site as part of the task order RFP or as government furnished information (GFI) during the task order proposal process. This information is intended to help offerors assess equipment condition and develop accurate maintenance plans and pricing.
60	Section C, Attachment 1	Attachment 1, 1.5.2.6	Attach 1, pg. 11	Regarding the issue of maintenance, will TSA provide the age of each piece of equipment at a Gold + airport site as part of the Task Order RFP?	Yes. TSA will provide the last 12 months of historical maintenance performance to include age, operational availability, number of relevant critical and non-critical failures, number of non relevant critical and non-critical failures and parts usage.
61	Section C, Attachment 1	Attachment 1, 1.7.1.2	Attach 1, pg. 17	Regarding Transition Out, If the Offeror is to remove their equipment, how can that be done without disrupting ongoing operations if the key checkpoint screening equipment (like Automatic Screening Lanes) and/or the key baggage screening equipment is the Offerors?	TSA will ensure that transition out plans between the outgoing and incoming parties address timing, coordination, and collaboration to prevent any disruption to ongoing operations. If key screening equipment is owned by the offeror, TSA may require a phased transition and close coordination between all parties to maintain continuous security screening services throughout the equipment removal and replacement process.
62	Section C, Attachment 1	Attachment 1, 1.7.1.2	Attach 1, pg. 18	Regarding the statement that the Offeror shall demonstrate a financial mechanism to fund continued screening services for a minimum of 180 days, will this be an allowable cost for the Offeror to include in their pricing? Will the TSA FCE reflect this additional cost?	No, the FCE will not reflect any additional cost associated with establishing or maintaining the 180-day financial reserve. The offeror must independently demonstrate this financial mechanism as a condition of contract performance, without reimbursement from TSA.
63	Section C	Responsibilities	Not stated in RFP	Who actually owns any capital equipment purchased during the course of a 10 year Gold + Task Order: the Offeror, TSA, or the airport?	The offeror.
64	Section C	Contingency and/or continuity of operations	7	Would an exercising of the surge capability that requires the "dramatic' increase in staffing requirements warrant an equitable adjustment under the Change Clause?	TSA monitors increases and decreases in throughput and makes adjustments as needed.
65	Part II Contract Clauses, Section E	E.1.(c)(2)	13	How can an Offeror ensure they have adequately addressed the required technical aspects for Phase 2 if we don't have the requisite TSA SOPs?	TSA MD's and SOPs shall be released with the task order RFPs.
66	Section H	H.3	27	Section H.3 of the Gold+ IDIQ RFP does not have the specificity of the SPP IDIQ in terms of the rules for meeting the TSA's minimum compensation requirements. How is an Offeror supposed to submit a responsive pricing for the Phase 2 without such H.3 information?	Pricing will be evaluated at the task order level in Phase 2.
67	Section H	H.13	38	What specific roles does TSA envision being accomplished by "Associate Contractors?"	Associate contractor clause is to ensure offeror understands TSA may use contractors for efforts to support Gold+. CO will coordinate expectations with Gold+ contractor if and when that is necessary per H.13 INTERRELATIONSHIP OF ASSOCIATE CONTRACTORS (JUNE 2024).
68	Proposal Format and Submission	1.2.5	45	In order to be awarded an IDIQ, does a Offeror have to submit only a Phase 1 proposal or both a Phase 1 and Phase 2 proposal?	Offerors are required to submit a Phase 1 proposal and 1 of 2 tracks in Phase 2 once released.
69	Proposal Format and Submission	1.2.5	45	If an Offeror only needs to submit a Phase 1 proposal now, how will the Offeror be deemed qualified to bid on TO after the initial airport TO?	TSA will notify offerors of their rating for Phase 1 once evaluations are complete prior to the release of Phase 2.
70	Proposal Format and Submission	1.2.5	45	Please confirm if a "Small Business Subcontracting/Utilization Plan" is required for submission in Phase 1 Financial Capability & Business Stability and Compliance (Volume VI).	No
71	Proposal Format and Submission	1.2.5.1B	47	What is the difference between the Track 1: Factor 1 - Cost Efficiency versus Track 2: Factor 1 Cost Efficiency?	Track 1 is for IDIQ only, Track 2 is for vendors interested in competing for the initial task order awards.
72	Proposal Format and Submission	1.2.5.1B, I.2.7.1 and Phase 2 Rating	47, 58, 63	If the purpose of Phase 2, Track 1: Factor 1 - Cost Efficiency is to determine whether a Offeror is qualified to be awarded an IDIQ (re: I.2.7.1) then why shouldn't it be part of Phase 1 (i.e., Phase 1, Volume VII, Cost Efficiency)?	Phase 1 will result in an advisory down select.
73	Table I.2.5.2 – VOLUME DESCRIPTIONS & REQUIREMENTS	Table I.2.5.2	46	Table I.2.5.2 has no compliance documents, reps & certs, or other attachments required to be submitted for the Phase 1 Volumes I-VI. Please confirm this is correct.	The compliance documentation is required as part of the Phase 2 Track 1 and Track 2 proposals.

74	Table I.2.5.2 – VOLUME DESCRIPTIONS & REQUIREMENTS	Table I.2.5.3	47	Table I.2.5.3 includes reference to an excel sheet that must be included for Track1: Factor1 - Cost Efficiency and Track 2: Factor 1 - Cost Efficiency. Please provide this pricing excel sheet.	Will be released in Phase 2.
75	Table I.2.5.2 – VOLUME DESCRIPTIONS & REQUIREMENTS	Table I.2.5.3	47	To properly prepare submit a proposal including pricing, will TSA be providing additional site specific information for the sample airport or be providing a site visit to gather more detailed information? This is critical to proposing airport specific solutions.	Airport information and site visits shall be offered at the task order level.
76	Proposal Format and Submission	1.2.5.1(M)	50, 42	Para (M) states that "All Phase 1 volumes must be submitted before the proposal date and time indicated on the solicitation cover sheet." Does that mean that all Phase 1 volumes are to be submitted before the July 23, 2026 1:00 PM EDT due date stated in 1.2.5.1 on page 45? If so, when specifically are the Phase 1 volumes due?	Yes. Phase 1 proposals are due by 7/23/2026 at 1PM EDT.
77	Proposal Format and Submission	1.2.7.1	58	How exactly does the Track 1 Pricing become a decision point for IDIQ award when it is not listed as part of the Volume content for Phase I?	Pricing will be evaluated in Phase 2.
78	Proposal Format and Submission	1.2.7.1	58	Please verify that the sample pricing model is based on the Hypothetical Airport Information.	Correct.
79	Proposal Format and Submission	1.2.7.1	58	Is the Offeror's sample pricing submission to be Certified?	Offerors are not to submit a response to the sample task order. Pricing will be evaluated at the task order level in Phase 2.
80	Proposal Format and Submission	1.2.7.1	58	How can the government evaluate the sample pricing model to ensure that the proposed prices are complete and reasonable when key information (such as the TSA staffing requirements/SOPs, detailed information on the expected service life of the cited checkpoint and baggage equipment, the long term capital improvement plans of the hypothetical airport, etc.) is not provided?	Offerors are not to submit a response to the sample Task Order. Pricing will be evaluated at the task order level in Phase 2.
81	52.212-2 Evaluation - Commercial Products and Commercial Services	Phase 1 Rating	62	The Phase 1 Rating does not include any information regarding the Phase 2 Track 1 Factor 1 Cost Efficiency. Give this, how can the Track 1 Pricing Information become a decision to for IDIQ award?	Phase 1 does not include pricing.
82	52.219-14, Limitations on Subcontracting	(g) joint venture	77	After the award of the IDIQs, will two or more subsequent IDIQ holders who then form a JV be allowed to propose on an airport TO as a singular prime contractor?	Only entities that hold an IDIQ contract may propose to future task orders.
83	52.219-14 Limitations of Subcontracting	(g) joint venture	77	Para g references paragraph (e), but there is not paragraph (e). Please advise.	Will correct with forthcoming amendment.
84	Attachment 42 Airport Task Order Summary - Sample	What does the 10-Year Estimated Contact Value include?	2	Attachment 1 Performance Work Statement Section 1.3.1.7 Facilities and Office Space states that, "The Offeror shall be responsible for obtaining and funding any office, administrative, warehouse or staff support space (including break rooms and locker areas) required to support Gold+ operations." Attachment 42 Airport Task Order Summary - Sample states that, "Real estate is a pass-through cost." Please confirm which is accurate and what real estate is a pass through costs versus offeror funded space.	Each individual airport has its own arrangements regarding real estate and support space. Specific requirements and whether certain real estate costs are pass-through or offeror-funded will be detailed at the task order level.
85	Attachment 42 Airport Task Order Summary - Sample	What does the 10-Year Estimated Contact Value include?	2	How does TSA expect to accommodate changes to the minimum labor rates calculated annually if the cost estimate is factoring in a 1.6% labor rate increase annually? Will requests for equitable adjustments be considered as the TSA labor rates increase as is current practice in the SPP?	TSA will update minimum compensation rates yearly and will review requests for adjustment based on those updates.

86	Attachment 42 Airport Task Order Summary - Sample	Checkpoint Equipment Summary:	3	Please confirm if TSA will provide any additional information related to the screening location size for equipment configuration consideration. This will advise proposers what solutions are possible for the airport.	A complete list of Airport specific information will be released at the task order level.
87	Section I	I.2.5.1 / I.2.5 Tables I.2.5.2 & I.2.5.3	45-50	Section I.2.5.1 gives a single due date of July 23, 2026, 1:00 PM EDT, and lists both the Phase 1 and Phase 2 volume tables under it. The note at the end of the section then says only that Phase 1 volumes must be submitted by that date. Phase 2 Track 2 is tied to Airport 1, which is listed as TBD with no FCE released. Can the Government confirm Phase 2 Track 1 and Track 2 volumes are submitted at a later date, after TSA evaluates Phase 1 and identifies Airport 1 with its FCE? If Phase 2 Track 1 and/or Track 2 are due July, 23 can the Government afford vendors an extension? Can the Government confirm Phase 2 Track 1 (IDIQ) price materials, FCE, and government assumption file will be provided at a later date, or are vendors to use File 42- Airport Task Order Summary-Sample to price an IDIQ price.	Phase 2 will have a different due date and will be established at release of the task order RFPs.
88	Section I	52.212-2(a) Phase 1 / Phase 2	61	Phase 1 proposals receive a rating of High, Some, or Low Confidence. The RFP does not say whether a minimum rating is needed to move to Phase 2 or whether every Phase 1 offeror proceeds. Will there be a down-select after Phase 1, advisory or formal, and if so what rating is required to continue?	There will be an advisory down-select in Phase 1 notifying offerors of their confidence rating. There is no minimum rating. It will be up to the offerors to make the decision to move forward or not.
89	Section I	52.212-2(a) / I.2.7.1-I.2.7.2	58-59,62-63	The RFP says Track 1 pricing is the decision point for IDIQ award and describes Track 2 as not mandatory but the only way to win the first order. Is an IDIQ award based on Phase 1 confidence and Track 1 pricing alone, with Track 2 competed only by offerors pursuing the first task order? Are offerors that receive an IDIQ position required to submit to Track 2 opportunities?	After phase 1 down select notifications a pricing element will be provided for Track 1 IDIQ level award and optional track 2 task awards for airport(s).
90	Section I	I.2.5.2 / I.2.5.3 Tables	46-49	Every technical factor in both phases says "Part 1: Provide up to 5 pages," but no Part 2 is described anywhere. Can the Government confirm technical volumes are capped at 5 pages, or are additional parts intended? Several Track 2 entries read only "pages" with no number. Can the Government state/confirm the exact page limit for each Track 2 technical factor volumes, or will these vary by opportunity?	All technical volumes are capped at 5 pages. Instructions will be provided for Phase 2.
91	Section I	52.212-2 Phase 1 Factor 1 / I.2.6.1	50,61	Factor 1 assigns lower ratings to speculative or undeveloped technologies that lack a realistic transition path. PWS 1.5.2.1 allows phased deployment of emerging technologies through agreements such as CRADAs. Will a capability that is not yet on the ACL be evaluated and scored accordingly under Factor 1, or does Factor 1 credit only ACL-listed and TSA-approved capabilities?	A capability that is not yet on the ACL will be evaluated and scored under Factor 1 based on the realism and credibility of its proposed transition path, including its maturity, likelihood of achieving TSA approval, and the clarity of its phased deployment plan. While Factor 1 gives the strongest credit to ACL-listed and TSA-approved capabilities, emerging technologies may still receive consideration if the proposal demonstrates a realistic, well-supported plan for achieving approval and operational deployment. Speculative or undeveloped technologies without a clear transition path will receive lower ratings.
92	Attachment 1 (PWS)	1.5.2.2	10	The PWS calls for future interoperability with TSA's Threat Recognition System (TRS). Is TRS interoperability required at the start of performance or treated as a later milestone? Will TSA provide a current TRS specification or roadmap as GFI so offerors can scope the work? Where TSA has not yet finalized the TRS specification, will an inability to interoperate be treated as a performance deficiency?	additional functionalities under the construct of open architecture. Thus providing a platform for engagement with industry to develop a capability once and implement across the fleet. The intent for TRS interoperability is to ensure solutions are being developed and deployed with open architecture principles in place (leveraging open standards and ensuring interoperability), connectivity of equipment is through a high-speed network, and where modifications to infrastructure are being made the necessary power and server space are available. At the equipment level the focus is on 1) implementation of common data formats with the use of Digital Imaging and Communication in Security (DICOS) v03 as outlined in the TSA DICOS v03 Specification for Computed Tomography-based Systems or applicable requirements for other technologies; 2) implementation of the open interface protocols outlined in a TSA provided Interface Control Documents (ICDs), for those technologies where an ICD has been provided, or applicable open interface protocol where a TSA ICD has not been provided; and 3) highspeed network connectivity (e.g. minimum of 10GbE).
93	Attachment 1 (PWS)	1.5.2.2	10	The Screening Reference Architecture, Enterprise Architecture artifacts, and TechSP are listed as GFI to be provided on request or with the solicitation package. Will TSA release these during the Phase 1 question and proposal period, under SSI or CUI handling as needed, so offerors can build a sound technical approach? If not, will they be provided only after award or at the task order stage?	This information will be provided at the Task Order level for each individual airport, detailed by equipment types and by location.
94	Attachment 1 (PWS)	1.3.1.6 Data Rights	5-Apr	The PWS gives the Government rights in data generated under the contract and applies FAR 52.227-17 to algorithm software produced under the contract. Does this reach pre-existing proprietary AI or ML algorithms that are incorporated into the solution, or only algorithms first developed under the contract? Will TSA consider a limited-use license for pre-existing proprietary algorithm IP in place of standard government-purpose rights?	Pre-existing data may be provided as limited rights data or restricted rights software with the permission of the Government.
95	Attachment 1 (PWS)	1.6.2 / Performance Requirements Summary	14-Dec	Specific thresholds, AQLs, and detection standards are SSI and are not in the IDIQ package. Offerors cannot build sound staffing and financial models in Phase 1 without some sense of these numbers. Will TSA release non-SSI ranges, risk bands, or order-of-magnitude figures for the key performance and disincentive metrics, or a non-SSI throughput and staffing planning reference?	Please refer to Attachment 41 Gold Performance Metrics for the information requested. Offerors are also encouraged to review all attachments included in the solicitation for additional relevant details. Any further information regarding specific thresholds or detection standards is considered sensitive and/or classified and will be shared at a later time, as appropriate.

96	Attachment 1 (PWS)	Incentive/Disincentive vs FCE ceiling	14-Dec	Phase 2 evaluates total proposed price, including performance incentive, against the FCE, and a price above the FCE is unacceptable. If incentives have to fit under that ceiling, the incentive pool may be illusory. How does the FCE ceiling and the incentive pool interact, and can earned incentives push total contract value above the FCE?	Vendors must propose a total firm fixed price (FFP) and performance incentive pool such that, when combined, do not exceed the total federal cost estimate (FCE) ceiling. Earned incentives cannot push the total contract value above the FCE; both the base price and any incentives paid must fit within the established FCE ceiling.
97	Attachment 1 (PWS)	1.7.1.1 Transition In / SF1449	16	The Industry Day Q&A put transition-in at four to six months, with larger airports near the top of that range. Period of performance begins September 28, 2026, and Airport 1 is still TBD. What interval between IDIQ award and first task order start should offerors plan for? Please confirm that airport-specific transition timelines covering technology installation, vetting, training, and ATO will be set in each task order rather than fixed at the IDIQ level.	The transition timelines are flexible based on the upcoming needs. As the requirements are more defined, timelines will be communicated.
98	Section I	I.2.4(c) Offer Validity (240 days)	45	Proposals must stay valid for 240 calendar days from the due date, which runs to roughly mid-March 2027. If Phase 2 Track 2 pricing against Airport 1's FCE happens later in that window, will TSA allow pricing updates for wage-determination or market changes between Phase 1 and Phase 2, or must the Track 1 sample-task-order pricing checked for the full 240 days?	Proposals must stay valid for 240 calendar days. Adjustments will be made by TSA as needed. It is required to review price economic adjustments and apply them to applicable labor categories based on the Department of Labor. According to the clause, this should be done yearly.
99	Section I	52.212-2 / PWS 1.3.1.4	61,4	Gold+ calls for a single prime delivering technology, personnel, and operations as one turnkey solution. Where an offeror self-performs the screening workforce and operations through its own operating entity and existing workforce, will that receive evaluation credit under Factors 2 through 4 above an offeror that subcontracts the operator role? Is the prime's own operator experience scored separately from capability brought in by technology teaming partners?	The goal of the evaluation is based on the entirety of the proposal to meet the requirements of Gold+.
100	Section I	52.212-2 Track 2 Factor 3 / PWS 1.4.2.3, 1.6.2.1	63,6-7,11-12	The PWS treats remote image review as a TSA-directed surge obligation, while Phase 2 Track 2 Factor 3 lists off-premise screening among the innovations TSA will evaluate. If an offeror proposes a remote or centralized image-review concept of its own will that earn innovation credit under Track 2 Factor 3, may the concept be presented at the Phase 1 with airport-specific detail held for the task order?	Offerors may present a remote or centralized image-review concept as part of their innovation approach in Phase 1, with the understanding that any proposal submitted at the IDIQ level is expected to be further detailed and tailored to specific airport requirements at the task order level, as applicable.
101	Section I	52.212-2 Phase 2 Track 1/Track 2 Factor 1 / I.2.7.1-I.2.7.2	58-60,62-63	The FCE sets the at-or-below price ceiling and is described as covering the full Gold+ scope. Once provided, is the IDIQ FCE a fully loaded figure that includes contractor technology capital and refresh, maintenance of both TSA-owned and contractor equipment, transition, overhead, G&A, and profit, so that a technology-heavy solution can still price at or below it? Or is it built mainly on a Federal labor-equivalent basis? Will vendors be held to ceiling rates provided at the IDIQ level for Task Order competition, or is this a hypothetical scenario for evaluation purposes only?	The $12.9B is the Gold+ IDIQ ceiling and reflects the Gold+ IDIQ maximum award amount for the contract over the next 10 years.
102	Files 1-9 CM Req/CDRLs; file 13 TSE Database; PWS §1.5.2.4; Checkpoint R&R files 021	General	General	Does the Configuration Management Plan (L001) and full CDRL suite activate at IDIQ award, or only at task order award for a specific airport?	2 L001 - Configuration Management Plan and the full CDRL suite are activated at the task order award for a specific airport, not at the IDIQ award. These requirements become applicable when a task order is issued and tailored to the needs of the individual airport.
103	File 33 RTWT Requirements; file 27 OD Throughput/Wait Times; file 41; Crowd Movement Tech (file 041_Crowd); ReadySeeGo (file 041_ReadySeeGo)	General	General	Must vendor provide Real Time Wait Time measurement hardware and software, or does TSA provide this infrastructure?	Vendors are responsible for providing real time wait time (RTWT) measurement hardware and software as part of their proposed solution, unless otherwise specified in the task order. If TSA or the airport authority provides any portion of this infrastructure, it will be detailed in the task order requirements.
104	TO labor rates; RFP pp.58-59 ATSA; file 37	General	General	Will TSA share the official Federal pay benchmark used in FCE construction? How is ATSA compliance verified?	The minimum compensation rates will be included in the task order request for proposal, ATSA compliance is verified via affirmative statement from offeror and comparison of compensation rates in proposal to minimums in the task order request for proposal.

105	Checkpoint Financial R&Rs files 021 (Jun 2026); PWS §§1.5.2.3-1.5.2.4; PGDS v8.0; T&E Guidebook Rev 6 (file 24)	General	General	The Airport-Sponsored Checkpoint Financial R&R requires hiring a TSA-approved CDC for equipment movement. Is the Gold+ contractor required to hire and fund a CDC, or may it self-perform checkpoint deployment as a licensed TSE contractor?	If self performing equipment movement or deployment, the Gold+ contractor must use original equipment manufacturer (OEM) certified technicians. They are also responsible for contracting a third party tester as stated in Checkpoint Financial R&R referenced.
106	Checkpoint Branding (file 032); Machine Branding Guidelines (file 032_machine); FF&E Guide (file 033); TSA PreCheck TWE (file 032_precheck)	General	General	The Checkpoint Branding file and Machine Branding Guidelines define specific TSA brand requirements (DHS Blue/Grey colors, approved insignia placements, branding panels, signage). In a Gold+ turnkey contract, is the contractor responsible for procuring and funding all branded checkpoint assets or does TSA fund them?	The contractor is responsible for ensuring all branded assets comply with TSA's branding guidelines and specifications. Details will be provided at the task order level.
107	TSA Workplace Standards (file 022_workplace); Checkpoint R&R Airport-Sponsored (file 021); PWS §1.3.1.1; HSAR 3052.236-70	General	General	The TSA Workplace Standards file defines detailed space requirements for TSA field operations (breakrooms 90-210 sf, conference rooms, file rooms, workstations). In a Gold+ turnkey contract, who is responsible for providing, fitting out, and maintaining the contractor's administrative and employee welfare spaces at the airport?	The requirement will be stated in the specific TO. This is an airport-by-airport issue, and depends on TSA's current status at the airport, the space TSA will continue to need at the airport, and whether the airport can or will rent the same or similar space to TSA or the contractor.
108	I.2.2	Request for Clarifications	42	`70T05025R5900N005_INSERT COMPANY NAME HERE_CLARIFICATION`. However, the solicitation number on SF1449 Block 2 and throughout the document is `70T05026R5900N005`. Please confirm the correct	This is a typographical error and will be corrected. Correct solicitation number is 70T05026R5900N005.
109	I.2.5 and I.2.6.6	I.2.5 Proposal Format and Submission (Tables I.2.5.2 and I.2.5.3) and I.2.6.6 Financial Capability & Business Stability and Compliance (Volume VI)	45-48; 51-54	If TSA confirms that all proposal compliance information shall be submitted with Phase 2 (not in Phase 1), we recommend updating I.2.6.6, which currently addresses Phase 1, Volume VI submission requirements, to move all compliance requirements, including the Small Business Subcontracting/Utilization Plan, to I.2.7.7, "Price and Compliance for Airport-Specific Solution (Factor 6)," under I.2.7, "Phase 2: General Volume Requirements."	TSA concurs with this recommendation and it will be reflected in Amendment 0001.
110	I.2.5.1	General	45	Please confirm that only the Phase 1: Factors 1-5 and the Financial Capability and Business Stability Volume are due on July 23, 2026.	Confirmed, that is correct.
111	I.2.6.5; 52.212-2	Volume V: Factor 5 – Prior Experience	50 – 51; 61	In light of the combination of technological solutions and traditional screening, TSA will likely be best served by offerors who bring together teaming partners with specialized expertise in each area. Accordingly, can TSA confirm that when evaluating prior experience it will consider the experience of both the prime offeror and its subcontractors?	Yes, the Government will consider information on key management personnel, and work performed as part of a team or joint venture, and other previous incarnation of its current organization. References (or summaries) shall include work done by the applicable segment of the firm (division, group, and unit) relevant to this solicitation, and not the firm in general. The offeror shall clearly define what entity performed the work if other than the prime contractor's past performance is submitted. Amendment 0001 will reflect this change.
112	I.2.6.5;	Volume V: Factor 5 – Prior Experience	50 - 51	If TSA confirms that the prior experience of subcontractors or other partners will be considered, the following language is provided for TSA's consideration at Section I.2.6.5, "The Offeror shall describe its own or its subcontractors' specific recent (within last 5 years) prior experience conducting work of the same and/or similar scope/magnitude/complexity to each of the areas of support identified in PWS."	Amendment 0001 will contain a change to Section I.2.6.5 to reflect the above response.
				To maximize competition and airport choice across the ten-year ordering period, please confirm the following three points:	1. Yes, a successful Phase 2 Track 1 submission is sufficient to receive an IDIQ award.
				1.Will TSA confirm that a successful Track 1 (Cost Efficiency) submission is sufficient to receive an IDIQ award?	2. Yes, participation in Phase 2 Track 2 is optional.

113	I.2.7; 52.212-2	Track 1 / Track 2	58 – 64	2.Will TSA confirm that participation in Track 2, the first airport task order, is optional? 3.Will TSA confirm that an offeror that elects not to bid Track 2 remains fully eligible to compete for all future task orders?	3. Yes, if an offeror has submitted a successful Phase 2 Track 1 submission and received an IDIQ award and elects to not participate in Phase 2 Track 2, they will remain fully eligible to compete on future task orders solicitations.
114	PWS 1.4.2.2	Key Personnel	6-May	Given the integrated nature of Gold+, the operational leadership best qualified to manage a given program may reside with a teaming partner specializing in screening operations. Consistent with the treatment of prior experience, will TSA confirm that the Program Manager and Deputy Program Manager and the experience qualifying them may be drawn from either the prime offeror or its subcontractors?	Yes, program manager and deputy program manager of prime offeror or major subcontractors experience may be used as part of the prior experience proposal.
115	PWS 1.5.2.6	Para 2	11	This section states, "Effective immediately upon commencement of contract performance, the Offeror shall assume full responsibility for operating, managing, and maintaining all TSA-owned equipment" Will TSA provide a pre-award condition assessment, maintenance history, and service life data for existing TSA equipment at turnover so the contractor is not assuming latent defects?	Yes, TSA will provide the last 12 months of historical maintenance performance to include age, operational availability, number relevant critical and non-critical failures, # non relevant critical and non-critical failures and parts usage.
116	I.2.6.6	Financial Capability & Business Stability and Compliance (Volume VI)	51	Please confirm the Government will accept alternative documentation to sufficiently demonstrate financial viability from offerors that are not publicly-traded corporations and do not have Balance Sheets, and/or Profit and Loss Statements, and Cash Flow Statements available to provide.	Yes, alternative documentation will be accepted from offerors that are not publicly-traded corporations.
117	I.2.6.6	Financial Capability & Business Stability and Compliance (Volume VI)	51	Please confirm this narrative is not required if the vendor has no negative trends, net losses, or liabilities that could negatively impact performance to report.	All offerors are required to complete this section of Phase 1 to be considered for award.
118	I.2.7.1; I.2.7.2; I.2.7.7	Track 1 Volume I Cost Efficiency (Factor 1) (mandatory); Track 2, Volume I: Cost Efficiency (Factor 1);Track 2, Volume VI: Price and Compliance for Airport-Specific Solution (Factor 6)	58; 64	Can the government please provide a draft pricing model/excel sheet submission template for Phase 2, Track 1 (Factor 1) and Track 2 (Factor 1 and Factor 6) to allow vendors to review and ask questions upon receipt of the materials.	All pricing sheets for Phase 2 will be released with Phase 2 after Phase 1 down select has been completed.
119	Track 2 First Task Order	Track 2 Factor 1 – Cost Efficiency	63	Please confirm on Page 63 in the Track 2 Factor 1 section that the statement "Track 1 pricing will be decision point for IDIQ award" was inadvertently added in the Track 2 section as it was already stated in the Track 1 Factor 1 section above.	Pricing element for IDIQ award will be evaluated in Phase 2.
120	I.2.6.3; 52.212-2	Volume III: Hiring & Transitioning Approach (Factor 3); Factor 3 Hiring and Transitioning	50; 62	Will the government please confirm that quoter's responses to Volume III: Hiring & Transitioning Approach will be evaluated for "the quoter's ability to adequately recruit, train and retain highly qualified talent, including innovative methods for rapid onboarding and workforce transition, and their plan for continuity of operations" and that a Transition In/Out Plan is not required with the Phase 1 submission but will be required 15 business days after kickoff as stated in the Deliverables table (PWS page 19).	Yes, the Transition In/Out Plan is not required with the Phase 1 submission. The plan will be required 15 business days after kickoff as annotated in the deliverables table.
121	Section I; FAR 52.225-1; FAR 52.225-3; FAR/HSAR domestic-preference and supply-chain requirements	Buy American—Supplies; Buy American—Free Trade Agreements—Israeli Trade Act; applicability to equipment, ancillary items, spares, replacement parts, and subcontractor purchases	80	Please confirm whether all checkpoint screening equipment, ancillary equipment, installation materials, spare parts, replacement parts, hardware, software-enabled equipment, and related deliverables purchased under this RFP must comply with all applicable Buy American, Buy America, domestic-preference, Trade Agreements Act, FAR/HSAR, and supply-chain requirements, including any currently effective Executive Orders, implementing guidance, or agency policies issued by the Trump Administration or the Executive Branch relating to the purchase of American-made goods, products, materials, and manufactured equipment. Please identify the specific clauses, domestic-content thresholds, certification requirements, waiver procedures, and whether these requirements apply at the prime contractor, subcontractor, component, and lifecycle replacement-part levels.	Yes, 52.225-1 and 52.225-3 are included in the award and will flow down (apply) to all subcontracts.

122	I.2.6.5(c); Track 2 Factor 6; FAR 52.222-4	Retaining contractor FTE to support BPA orders; Price and Compliance for airport-specific solution; Contract Work Hours and Safety Standards—Overtime Compensation	51; 64; 79	Will FTE and overtime remain interchangeable as currently practiced? For example, if an airport requires 100 FTE and 5% overtime coverage, may the Contractor use any combination of FTE and OT as long as total expenditure does not exceed the equivalent of 105 FTE?	The offeror may propose their solution as they see fit to ensure mission success is being achieved.
123	Attachment 42 Airport Task Order Summary - Sample; Attachment 1 PWS	Equipment list / airport-specific task-order requirements	84	The airport equipment list identifies the Pendar Chemical Analysis Device (CAD). Will the Contractor be responsible for staffing and training Transportation Security Specialists – Explosives (TSS-E), or will TSA provide/retain TSS-E staffing and training responsibility?	Per PWS 1.3.2 Excluded Services, the offeror is not responsible for providing, training or managing Transportation Security Specialist-Explosives (TSSE) personnel.
124	Attachment 36 Estimated Consumables List; FAR 52.208-9 / 52.208-90	Estimated consumables; Contractor Use of Mandatory Sources of Supply or Services / Government Supply Sources	78; 84	Will the Contractor be required to purchase consumables, including commodity items such as nitrile gloves, from a GSA-approved vendor list or other mandatory government source, or may the Contractor procure consumables from best-value commercial sources when compliant with requirements?	The contractor provides all consumables necessary for preventive maintenance (PM) and other contract requirements. Section 1.9 (maintenance requirement attachment) states: "The MSP shall order TSA-approved Level I PM consumables from a TSA-approved supplier. The MSP shall establish a consumable ordering process for local staff to submit orders via email or web-based ordering system. Consumable orders shall be processed and shipped in no more than seven (7) calendar days of receipt of the order and delivered to airports using standard commercial shipping." There is no explicit requirement in the contract that consumables must be purchased from a GSA-approved vendor list or other mandatory government source; however, all consumables must be TSA-approved. The contractor is permitted to evaluate and consider cost-effective alternatives to OEM-provided consumables where appropriate but must notify TSA prior to providing alternative consumables. Therefore, unless otherwise directed by the contracting officer (CO), the contractor may procure consumables from best-value commercial sources, provided those consumables are TSA-approved and compliant with all contract requirements.
125	I.2.6.4 Volume IV: Operations Management Plan; Attachment 1 PWS §1.4.2.3	Operations Management Plan; governance/communications; airport-specific operations	50; 62; 63	Will the Contractor be expected to staff a coordination center? If so, please clarify the required hours of coverage, minimum staffing, functions, and whether it must be on-airport or may be operated remotely/centrally.	TSA Coordination Center will remain staffed by federal employees.
126	Attachment 1 Performance Work Statement Section 1.3.1.5	All data retention, handling, and disposition by the Offeror must be in full compliance with all applicable TSA	3; 4	Can TSA expand on examples of what live system data would be retained for the contract? Does that include DICOS images, meta data etc.?	This information will be provided at the Task Order level for each individual airport, and may vary by equipment inventory. Generally, compliance with the field data reporting system (FDRS), and open architecture data standards will be required.
127	Attachment 41 Gold Performace Metrics.xlsx	2e, Officer Image Interpretation	Line 18	To our knowledge, the TSA has not approved TIP systems for carry-on CPSS equipment. What does the TSA envision when referring to "Contractor Self-reported (for CT)"?	TSA is seeking vendors to provide a capability that can attest to and document image interpretation performance for CT systems, ensuring that system effectiveness can be measured and validated in the absence of an approved TIP solution.
128	Attachment 41 Gold Performace Metrics.xlsx	4d, Annual Customer Satisfaction Score (CSAT)	Line 36	Is this information collected by the TSA or the contractor?	TSA is planning to support the collection of the Annual Customer Satisfaction Score (CSAT), but is also open to contractor-provided solutions. Depending on the approach specified in the task order, CSAT data may be collected by TSA, the contractor, or through a combination of both.

129	Attachment 41 Gold Performace Metrics.xlsx	4d, Annual Customer Satisfaction Score (CSAT)	Line 36	Does the TSA anticipate this information to be gathered throughout the year?	No, the Transportation Security Administration does not gather this information continuously throughout the year. Starting in 2027, the Transportation Security Administration will conduct the Passenger Experience Survey (PES) annually in May over a two-week period. This effort is led by the Customer Experience Branch (CXB) with support from several headquarters offices and the Federal Security Directors (FSD) at each participating airport. The PES has been completed three times previously (2019, 2023, and 2025). Survey results are publicly posted on the Transportation Security Administration website at https://www.tsa.gov/contact/customer-service.
130	Attachment 41 Gold Performace Metrics.xlsx	4d, Annual Customer Satisfaction Score (CSAT)	Line 36	How many customers (by percent?) is a sufficient quantity to determine the annual score?	For the 2025 Passenger Experience Survey, the target for responses per airport was set at 474. This target is independently determined by the Customer Experience Branch (CXB) for each PES iteration, based on various factors, with the goal of ensuring that a statistically significant sample is collected. While this number serves as a baseline, airports are encouraged to strive to exceed this target to further strengthen the reliability of the results.
131	Attachment 41 Gold Performace Metrics.xlsx	4d, Annual Customer Satisfaction Score (CSAT)	Line 36	Who designs the Passenger Experience Survey?	The Passenger Experience Survey is designed in-house by the Transportation Security Administration, with the effort led by the Customer Experience Branch (CXB). CXB is supported by its customer experience support contractors, including two industrial-organizational (IO) psychologists. Industrial-organizational psychologists bring significant value to the process by ensuring that the survey instrument accurately measures the intended outcomes, rather than simply what is easy to quantify. Their expertise helps avoid poorly framed questions that could lead to misleading data and flawed decision-making. By grounding the survey in behavioral science, CXB ensures the results are defensible to leadership, the Office of Management and Budget (OMB), and the field. The survey was designed to comply with all Paperwork Reduction Act (PRA) guidelines, and the methodology was approved by the Transportation Security Administration, the Department of Homeland Security (DHS), and OMB.
132	Attachment 41 Gold Performace Metrics.xlsx	4d, Annual Customer Satisfaction Score (CSAT)	Line 36	How are the results of the survey digested down to a single Annual number for comparison against the 85% threshold?	Although the Passenger Experience Survey (PES) consists of 15 questions, only question 1, which measures Customer Satisfaction (CSAT), is included in the contract performance requirements for the Transportation Security Administration Gold+ program. Each survey response is tagged with the airport where it was collected, allowing the Customer Experience Branch (CXB) to calculate results for each survey question at TSA-wide, regional, and airport-specific levels. For contract purposes, the annual Customer Satisfaction score is aggregated from these responses and used as the single metric for comparison against the 85% threshold established in the contract requirements.
133	Attachment 1 Performance Work Statement Section 1.5.2.6	Maintenance, preventive and corrective maintenance, cybersecurity updates, warranties, radiation	11	Must the contractor assume the existing maintenance contract and terms?	No, the contractor is not required to assume any existing maintenance contracts or terms previously established by TSA. The contractor is responsible for providing all required maintenance services under this contract and should establish its own agreements as necessary to fulfill the contract requirements.
134	Attachment 1 Performance Work Statement §§1.5.2.8 and 1.7.1.2; Attachment 1 PWS §1.5.2.1 as applicable to purchased TSE/technology	Property and Asset Management / Transition Out; track equipment/property inventory and lifecycle; Government-owned equipment/property transferred to TSA or as directed; Offeror-owned/leased equipment/property removed unless TSA approves transfer/leave-in-place in writing.	12; 17; 18	How is the disposition of equipment purchased during the contract (CTs, walkthroughs, etc.) handled at the end of the contract?	The disposition of equipment purchased by the contractor during the contract—such as CTs, walkthrough metal detectors, and similar items—will be handled in accordance with the terms specified in the contract and individual task orders. Typically, unless otherwise directed by TSA, contractor-purchased equipment remains the property of the contractor and must be removed at the end of the contract period. All details regarding equipment disposition must be addressed in the Transition Out Plan to ensure there is no impact to ongoing operations during the transition period.

135	Attachment 1 Performance Work Statement §§1.5.2.8 and 1.7.1.2; Attachment 1 PWS §1.5.2.1 as applicable to purchased TSE/technology	Property and Asset Management / Transition Out; distinguish Government-owned versus Offeror-owned or leased equipment/property; annual inventory and pre-end-of-term inventory; TSA written approval required for any property proposed to remain in place or transfer.	12; 17; 18	Is such equipment considered government owned, or contractor owned?	Unless otherwise specified in the contract or task order, equipment purchased by the contractor during the contract period is considered contractor owned. It does not become government property unless TSA elects to purchase, retain, or assume ownership through a negotiated agreement.
136	I.2.1	b	42	Can TSA kindly consider extending the deadline for submission of questions by an additional two (2) weeks? Given the release of approximately 42 solicitation documents and attachments on June 24, 2026, additional time would allow offerors to conduct a thorough and in-depth review of the materials and submit more informed and meaningful questions regarding the requirement.	No, the question submission period will not be extended.
137	I.2.5.1		45	Can TSA kindly consider extending the proposal submission deadline by an additional three (3) weeks? Given the breadth and complexity of the TSA Gold+ procurement, additional time would enable offerors to identify, evaluate, qualify, and establish teaming arrangements with the most capable partners across security operations, technology, maintenance, and program management disciplines.	No, the proposal submission deadline will not be extended.
138				Can TSA confirm whether offerors may propose screening technologies that are not currently on a TSA Qualified Products List (QPL), provided they have successfully completed relevant testing, pilots, certifications (in the European Union), or other validation activities, such as TSA pilots?	TSA will collaborate with the offeror on specific solutions proposed and determine a suitable timeline based on the type of solution. Screening equipment require detection certification, functional qualification, and cybersecurity assessment; while technology solutions may only require cybersecurity and architecture approvals.
139	I.2.6.1			For innovative screening solutions requiring TSA approval, what is the expected validation and approval process, timeline, and responsible approval authority?	TSA will collaborate with the offeror on specific solutions proposed and determine a suitable timeline based on the type of solution. Screening equipment require detection certification, functional qualification, and cybersecurity assessment; while technology solutions may only require cybersecurity and architecture approvals.
140				Does TSA anticipate that screening technology will be Government-furnished, contractor-furnished, or either depending on the task order? How will lifecycle replacement costs be treated?	During transition in and the early stages of contract execution, vendors may operate existing TSA-owned equipment. However, in line with the Gold+ vision, vendors are expected to modernize checkpoint and checked baggage technology, with their proposed approach and timeline for technology upgrades forming a key part of the contract evaluation. Lifecycle replacement costs for contractor-furnished equipment should be included in the vendor's proposal.
141	I.2.7.1			Will offerors receive any visibility into the methodology, assumptions, or range used to develop the Federal Cost Estimate for task-order competitions?	No.
142	52.212-2	a		The solicitation references future on-ramp opportunities. Can TSA provide anticipated timing, evaluation process, and frequency of future on-ramp events?	The on-ramp opportunity will be at the discretion of TSA.
143	I.2.7 Phase 2: General Volume Requirements	I.2.7 (Track 2 First Task Order: Airport 1)	59	For the Phase 2 Track 2 first airport task order, when will TSA identify the specific airport and when will proposals are due? Airport identity is material to Volumes 1-6 of Phase 2 Track 2 .	The specific airport(s) information will be identified in the Phase 2 following the advisory down-select.
144	I.2.7 Phase 2: General Volume Requirements	I.2.7.1 (Track 1)	58	Please confirm Attachement 42 is to be used for Phase 2 Track 1 pricing determination and the $190M identified is the FCE for Phase 2 Track 1.	No, Phase 2 Track 1 pricing determination will be based upon Phase 2 solicitation amendment containing Phase 2 Track 1 specific information.
145	Section B.2 Contract Line Item Structure	B.2 Contract Line Item Structure (CLIN 0002A)		The incentive structure allows up to 12% above FFP. Does the FCE ceiling include the potential incentive payments, or is the base FFP compared to the FCE with incentives treated as above-ceiling?	Yes, vendors must propose a total firm-fixed-price (FFP) and performance incentive pool such that, when combined, they do not exceed the total federal cost estimate (FCE) ceiling. Earned incentives cannot push the total contract value above the FCE; both the base price and any incentives paid must fit within the established FCE ceiling.

146	Section B / Section M	B.2 (CLIN 0002A); FAR 52.212-2	4, 59	Section M states the price evaluated against the FCE is the 'total proposed price (including performance incentive).' Is the CLIN 0002A incentive (up to 12 percent) counted against the FCE ceiling at proposal evaluation, or is it earned post-award within the established period ceiling? Please clarify how the incentive is treated in the price evaluation for Phase 2 Track 1.	Yes, vendors must propose a total firm-fixed-price (FFP) and performance incentive pool such that, when combined, they do not exceed the total federal cost estimate (FCE) ceiling. Earned incentives cannot push the total contract value above the FCE; both the base price and any incentives paid must fit within the established FCE ceiling.
147	I.2.7.1 Track 1 Volume I Cost Efficiency (Factor 1) (mandatory)	I.2.7.1 (Track 1 - Cost Efficiency)	58	Will the RFP be updated to include a template to submit pricing?	Yes, pricing templates will be provided via solicitation amendment after the Phase 1 evaluations have been completed.
148	H.3 Compensation and Labor Standards / Section I.2.7.2 Volume I: Cost Efficiency (Factor 1)	H.3 (Compensation and Labor Standards); FAR 52.222-41	27, 59	To price the Phase 2 Track 2 Airport Task Order consistent with ATSA (compensation not less than federal screeners) and the Service Contract Labor Standards, when will the Government provide the federal screener compensation and benefits schedule and the governing DOL wage determination / locality for the priced airport?	The airport specific minimum compensation rates and wage determinations will be provided after the Phase 1 evaluations have been completed.
149	Section I / Section H	I.2.6.5; H.6	51, 30-31	The RFP references timely onboarding of replacement employees and notes that failure to timely substitute personnel who fail background investigation may be grounds for termination. Please define the expected vetting timeline.	The expected vetting timeline for replacement employees typically ranges from 30 to 60 days, but this can vary based on the completeness and accuracy of the information submitted by the vendor and the specifics of each individual case. Delays in providing required documentation or background information may extend the process.
150	Section I	I.2.6.3; I.2.7.6	50, 63-64	Will TSA provide incumbent workforce data at the task-order level, such as current headcount by role, shift schedules, labor categories, certification/training status, attrition, compensation assumptions, and current badging/suitability status, to support transition, retention, and pricing assumptions?	This will be provided to the awardees as part of their transition not at the RFP level.
151	Attachment 1 (PWS)	1.5.2.1 (Turnkey Technology Solutions)	8	Section 1.5.2.1 references TSA's Acceptable Capabilities List (ACL) for approved equipment. How will TSA evaluate proposals that include technology not currently on the ACL? Please define the TSA approval pathway and timeline ?	TSA will collaborate with the offeror on specific solutions proposed and determine a suitable timeline based on the type of solution. Screening equipment require detection certification, functional qualification, and cybersecurity assessment; while technology solutions may only require cybersecurity and architecture approvals.
152	Attachment E / 20.1 (ACL); Attachment 1 (PWS)	PWS 1.5.2 (Screening Technology Solutions)	8 (PWS 1.5.2)	The Acceptable Capability List designates sole-source OEMs for certain end items (DESKO for boarding pass scanners, CEIA for the Bottle Liquid Scanner and Walk-Through Metal Detector, Idemia for Credential Authentication Technology). How will TSA evaluate the risk of offerers ability to provide OEM support?	TSA expects offerors to propose both solutions that utilize technologies on the current acceptable capability list (ACL) and innovative new solutions outside the current ACL. For ACL-designated sole-source OEM items, TSA will evaluate each offeror's ability to provide OEM support based on documented agreements or authorized service arrangements. For new or non-ACL technologies, TSA will assess the maturity and feasibility of the proposed solutions as part of the evaluation process, considering the offeror's capacity to obtain, maintain, and support all required technologies throughout the contract period.
153	Attachment 1 (PWS)	1.3.1.7 (Facilities and Office Space)	5 (PWS 1.3.1.7)	The PWS requires the contractor to fund office, administrative, and staff support space unless TSA or the airport authority provides it. When will TSA provide GFP/GFE list for Phase 2 Track 2?	Airport specifics will be provided via amendment after the Phase 1 evaluations are complete.
154	Attachment 1 (PWS) / Section H	1.5.2.6 (Maintenance)	11 (PWS 1.5.2.6)	For inherited TSA-owned equipment that becomes inoperable or fails to meet operational-availability standards, Section 1.5.2.6 makes the contractor responsible for repair or replacement "in coordination with TSA." Will replacement of Government-owned end-of-life equipment be funded as a separate CLIN or reimbursed, or is it expected within the fixed-price task-order value?	It is expected within the task order value.
155	Attachment 1 (PWS)	1.5.2.2 (IT Architecture and Technical Standards)	9	The PWS references TSA's Screening Reference Architecture and Technical Standards Profile (TechSP) for IT/OT compliance. Will these documents be provided as attachments, or must offerors independently obtain them? Some may be SSI -- what is the access process?	This information will be provided at the Task Order level for each individual airport, detailed by equipment types and by location.
156	Attachment 36 (Estimated Consumables List); cf. Attachment E (ACL)	N/A - single-page consumables list (no paragraph)	1 (Attachment 36)	The Acceptable Capability List (Attachment E) and the Estimated Consumables List (Attachment 36) have discrepancies with consumables. Will the file "36 ESTIMATED CONSUMABLES LIST" be updated to include a comprehensive list of consumables (and approved suppliers) and the estimated annual quantity required?	TSA will provide a more detailed and comprehensive list of required consumables, including approved suppliers and estimated annual quantities, for each specific airport at the Task Order level.
157	Attachment 1 (PWS)	Performance Metrics - Innovation & Continuous Improvement	22	The innovation metric requires delivery of a number of improvements "committed to in the contract." Does this mean that TSA will score offerors who propose more innovations at a higher confidence?	TSA will evaluate both the number and substance of innovations proposed and contractually committed to by each offeror. Innovations included in the vendor's proposal and accepted by TSA will become contractually enforceable projects, and offerors will be held accountable for delivering these improvements as part of contract performance. While proposing more credible and feasible innovations may increase the confidence score, TSA's evaluation will also consider the quality, practicality, and potential impact of each proposed improvement.

158	Gold+ CM Requirements Attachment (vs L002 Master Config Item List)	CDRL L002	1 (CM Req)	File "1 Gold_CM Req_Attachment_4.13.26" states first submission of L002 is due 10 DAC and subsequent submissions due quarterly; however, "3 L002 - Master Configuration Item List" states first submission is due 30 DAC and subsequent submissions due "prior to scheduled configuration audits and ASREQ".	The language in "1 Gold_CM Req_Attachment_4.13.26" is being edited to match the "3 CDRL L002 - Master Configuration Item List" and state that first submission is due 30 DAC.
159	Gold+ CM Requirements Attachment (vs L003)	CDRL L003	3 (CM Req)	File "1 Gold_CM Req_Attachment_4.13.26" states L003 is titled "Configuration Status Accounting Report" (CSAR) and is due monthly; however, "4 L003 - Engineering Change Proposal" is titled "Engineering Change Proposal" and is due as required.	Engineering change proposals are only submitted by the TSE OEMs when a change request is required therefore there are no monthly reporting requirements. It is the contractor's requirement to ensure OEMs are meeting the configuration management requirements of this contract. The CSAR is due monthly as it captures the current configuration of every TSE that the contractor is responsible for and should capture any approved configuration changes that were applied.
160	Gold+ CM Requirements Attachment (vs L004)	CDRL L004	3 (CM Req)	File "1 Gold_CM Req_Attachment_4.13.26" states L004 is titled "Configuration Audit Plan" (CAP); however, "5 L004 - Request for Deviation" is titled "Request for Deviation". NOTE: CDRL L008 is titled "Configuration Audit Plan", so assume CDRL L004 should be "Request for Deviation".	Yes, that will be corrected in the pending amendment.
161	Gold+ CM Requirements Attachment (CDRL data-item list); cf. PWS 1.5.2.4	CDRL L006 (absent from L001-L009 series)	1-3 (CM Req)	The configuration-management data-item set provided with the solicitation includes L001, L002, L003, L004 (Request for Deviation), L005 (Request for Waiver), L007, L008, and L009, but no L006 is included and the series skips from L005 to L007. Is there a CM data item L006, and if so will it be provided, or is the binding CM data-item set L001-L005 and L007-L009 as delivered?	There is no L006 as it is not a requirement for this contract. It is a requirement OEMs meet prior to TSE qualification.
162	Attachment 1 (PWS)	Section 2 - Deliverables (work products/deliverables table)	18-20	Does TSA intend to provide a CDRL and DID for each identified deliverable?	TSA will provide CDRLs and DIDs for each identified deliverable during the transition in period for each task order. Information included in the attachments and the task order package already covers key aspects of deliverable requirements and will be supplemented as needed during this period.
163	CDRL L008 (Configuration Audit Plan)	Block 13	1 (CDRL L008 form)	Block 13 of CDRL L008 is blank. Should it be "ASREQ"?	Yes, CDRL L008 Block 13 should read "ASREQ".
164	Section I / Section M	I.2.5; FAR 52.212-2	45, 60	Are all volumes for Phase 1 (Volumes I-VI) and Phase 2 (Track 1 and Track 2 'Airport 1') due together on July 23, 2026, or will Phase 2 be requested only from offerors after a Phase 1 confidence-rating downselect? Please clarify the submission sequence and any interim due dates.	No, only Phase 1 volumes are due in the initial submittal.
165	Section I / Section C	FAR 52.227-14 & 52.227-17	80	Will the Government consider amending the Data Rights Clause to read "If any solution produced and delivered under a task order subject to this contract incorporates proprietary software (other than commercial computer software as defined in FAR 2.101), the Offeror shall grant to the Government a restricted computer software license under FAR 52.227-14, Alt III for the use of the incorporated proprietary software, such that the Government may use the produced and developed software under such task order in/on an unlimited number of future production baseline (PBL) and/or upgrade of operational fielded units (without additional licensing costs) for which a license to the incorporated proprietary software has previously been obtained. For any commercial computer software incorporated into a solution delivered under a task order, the Government's rights shall be governed by the Offeror's standard commercial license or subscription agreement applicable to such software, provided that such license or agreement is consistent with FAR 12.212. The Offeror shall identify all proprietary software by version that is incorporated into deliverables under this contract. FAR 52.227-17 shall apply to algorithm software produced (including software modification to proprietary software). FAR 52.227-14 shall apply to any software produced (including software modification to proprietary software) not related to the algorithm software under this contract. The Government requires a paid-up, nonexclusive, irrevocable, worldwide license for all data for use by or on behalf of the Government. The Government defines the data first produced in the performance of the contract to include, but not be limited to, the raw and image data generated by the prototypes procured under this Contract. Specifically, raw data can include, but not limited to, the attenuation measurements from the high and low detectors that are used for determination of the effective atomic number, Zeff and density (ρ) and image data is defined as the image information generated after raw data has been processed by the system, for display to a user. For computer software first produced in the performance of the contract, the Government is requiring a paid up, nonexclusive, irrevocable worldwide license for all such computer software to reproduce, prepare derivative works, and perform publicly and display publicly (but not to distribute copies to the public), by or on behalf of the Government."	The Government may approve the application of a limited data right or restricted software right to the Government under a task order.

166	Attachment 1 (PWS)	Section 4 - Attachments (attachment list)	23	The PWS attachment list (page 23) does not match the attachments actually included with the RFP - several listed attachments appear to be missing (e.g., Attachment B Maintenance Req, Attachment I Governance, Attachment J SPP, Final DRAFT Evaluation Factors) and some file names/letters do not align. Will TSA reconcile and reissue a corrected attachment list and provide any missing attachments?	Yes, the PWS attachment list will be revised and included in a solicitation amendment.
167	Section I	I.2.6.5 a. (Volume V: Factor 5 - Prior Experience)	51	Section I.2.6.5 Volume V: Factor 5 – Prior Experience states "a. The Offeror shall describe its specific recent (within last 5 years) prior experience conducting work of the same and/or similar scope/magnitude/complexity to each of the areas of support identified in PWS." Please confirm "areas of support identified in PWS" includes all PWS Sections, not just the subsections identified in I.2.6 (Attachment 1; section 1.5.2.9, Attachment 1; section 1.6.2.1, Attachment 1; sections 1.7.1.1 & 1.7.1.2, and Attachment 1 section 1.4.2.3)	Yes, prior experience includes all PWS sections not just the subsections identified in I.2.6.
168	Attachment D (ITAR T&C)	B.13 (Data Stored/Processed at Contractor Site)	9 (Att D)	TSA included a clause regarding TSA Data Store/Processed at Contractor Site which states "Unless otherwise directed by TSA, any storage of data shall be contained within approved resources allocated by the Contractor (and approved by TSA) to support TSA and may not be on systems that are shared with other commercial or government entities or clients." This clause would indicate that Offerors may not use corporate systems for their solution, nor multi-tenant solutions such as Software as a Service or Office 365. Will TSA please confirm that a dedicated solution is required for Gold+ Task Orders and that this restriction does not apply at the IDIQ level.	TSA will collaborate with the offeror on specific solutions proposed. Generally, compliance with the risk management framework requires implementation of NIST security control families or FedRAMP certified cloud services.
169	PWS (Attachment 1), Section 1	1.2 Overview and Objectives	1	To what extent must the Contractor strictly follow existing TSA internal directives and handbooks versus proposing innovative or equivalent processes to achieve performance outcomes and qualify for innovation/continuous improvement incentives?	TSA will collaborate with the offeror on specific solutions proposed. Generally, compliance with the risk management framework requires implementation of NIST security control families or FedRAMP certified cloud services.
170	Gold Performance Metrics.xlsx	Sheet 'Performance Metrics' (e.g., rows for Threat Detection Rate, Selectee Find Rate, Officer image interpretation, Access Control per 100K Passengers)	NA	Will specific numerical targets, detection standards, baselines, and calculation methodologies be provided to offerors before the proposal due date? How should offerors develop technical/quality approaches and price performance risk without these details?	Specific numerical targets, detection standards, baselines, and calculation methodologies that are classified or Sensitive Security Information (SSI) will not be provided prior to the proposal due date. Offerors are expected to leverage the information shared in the solicitation, their industry expertise, and their understanding of current technology capabilities and regulatory requirements to develop technical and quality approaches, as well as to assess and price performance risk. Vendors should be aware of the general performance expectations for TSA screening operations and propose solutions that are robust, compliant, and capable of meeting or exceeding established standards.
171	Gold Performance Metrics.xlsx	Sheets 'Incentives' and 'Disincentives'	NA	We request that the Government confirm the specific metrics, AQL thresholds, and formulas that will apply to the IDIQ if any and indicate whether these metrics will be standardized or provided each Task Order. How will undefined baselines be finalized?	The specific metrics, AQL thresholds, and formulas will be applied at the task order level, not at the IDIQ level. At the IDIQ stage, vendors will be evaluated on their ability to support operations and demonstrate an effective approach for successful execution of future task orders. Some baselines will be finalized during the transition in period for each airport, as they must be tailored to the unique operational environment and conditions of the specific location.

172	42 Airport Task Order Summary	Sample.docx, 'Financials' section and paragraph	NPN	Is this the required pricing model and set of assumptions that must be used for task order proposals under the IDIQ, or is it purely illustrative? Must master contract proposals include sample pricing built on these exact parameters?	This was for illustrative purposes only. A Phase 2 Track 1 pricing model and set of assumptions will be provided as part of a solicitation amendment after the evaluation of Phase 1 is complete.
173	Main Solicitation (70T05026R5900N005.pdf / SF1449) and Attachment 42 introductory text	SF 1449 and 42 Airport Task Order Summary introductory text	RFP pp 1-2	We request that the Government clarify the contract vehicle (single-award IDIQ, multiple-award IDIQ, or other). Will task orders be competed among IDIQ holders or directed to the prime contractor? What level of airport-specific detail (staffing plans, equipment solutions, pricing) is expected in response to this RFP versus subsequent task order solicitations?	The contracting vehicle will be multiple-award IDIQ, Task Orders will be competed among IDIQ holders. Airport specific details are expected in response to Phase 2 Track 2 of this RFP.
174	Attachment 37 TRAINING REQUIREMENTS.pdf and Attachment 38 SUITABILITY DETERMINATIONS.pdf	Initial Training', 'Recurrent Training', 'Remedial Training' sections	NPN	Who performs suitability determinations (Contractor or TSA)? What is the pre- and post-award timeline? Will offerors receive full training curricula, suitability standards, and TSO-BTP guidance prior to proposal submission to support realistic staffing and transition planning?	TSA will conduct the final suitability determination. Suitability information is reference in the RFP Package. Information such as training curricula will be shared post award.

175	1 Gold_CM Req_Attachment_4.13.26.pdf, 17 Gold_Maintenance Req_Attachment_4.13.26.pdf, and	CDRLs L001–L009 (Configuration Management Plan, Master Configuration Item List, ECP, RMA Metrics, TSE Database, FMI Codes, etc.)	1 Gold CM - NPN. 17 Gold Maint, pp 1-13	Does the Contractor assume full OEM-level configuration management and maintenance responsibility for all existing Government-furnished TSE at airports, or only for new technology it provides under Gold+? Can these CM requirements be tailored per task order or are they mandatory and uniform?	The contractor assumes responsibility for ensuring all existing TSE and new technology they provide meet TSA configuration management requirements. These requirements are mandatory and uniform to ensure that any changes to the qualified baseline are adjudicated and approved by TSA. The contractor is also responsible for assuming full maintenance responsibility for existing Government-furnished TSE as specified in the contract.
176	Attachment 35 SAFETY ACT BLOCK DESIGNATION NOTICE.pdf (Block Designation for SPP participants)	Full Text	NPN	Do successful Gold+ contractors automatically qualify for Block Designation protections, or must the prime (and/or subcontractors) submit separate applications? What is the expected timeline relative to contract award and task order performance, and how should this affect insurance requirements and pricing in proposals?	Successful Gold+ vendors must apply for SAFETY Act protection directly through DHS.
177	42 Airport Task Order Summary -	Sample.docx ('Configuration', 'Operations - Last 30 Days', 'Historical Volumes by Month', 'Top 20 Days Throughput – 2025', and hourly throughput data)	NPN	For actual task order airports under the IDIQ, will offerors receive comparable detailed pre-proposal data (current equipment inventory with age/maintenance records, recent daily/hourly volumes, flight schedules, lane configurations, wait time history, PreCheck penetration, etc.) to develop accurate staffing models, equipment refresh/transition plans, and risk-adjusted pricing? Or will only high-level summaries be available until after award?	Airport specific information will be provided via solicitation amendment after the Phase I evaluations have been completed.

178	42 Airport Task Order Summary -	Sample.docx ('Equipment: Provision of new technology and maintenance of existing and new technology. Real estate is a pass-through cost. Utilities/IT/networking infrastructure is provided by TSA and airport.') and PWS Scope	NPN	Does the main Performance Work Statement require the Contractor to propose, furnish, install, and maintain 100% of checkpoint and checked baggage screening equipment (AIT, CT, EDS, WTMD, ETD, BLS, CAT, etc.), or does it allow/require retention and use of certain Government-furnished equipment (GFE)? What are the end-of-task-order or end-of-contract equipment ownership, transition, and residual value requirements?	The performance work statement allows the contractor to use existing Government-furnished equipment (GFE) as a ramp-off during transition; however, the expectation is for vendors to propose, furnish, install, and maintain modernized checkpoint and checked baggage screening equipment as part of their solution. At the end of the task order or contract, equipment ownership and transition requirements will be governed by the contract terms—typically, contractor-furnished equipment remains contractor property unless otherwise negotiated, while GFE must be returned or transitioned per TSA direction.
179	Gold Performance Metrics.xlsx	Sheet 'Compliance Objectives' (e.g., Access Control, COOP recall ability, claims resolution within 60 days, data/reporting accuracy) and notes on multiple metrics	NPN	How and on what timeline will these baselines and AQLs be established for each airport/task order? Will there be a structured transition period for baselining and negotiation/adjustment, and how should offerors price performance risk and incentive eligibility during the initial base period given this uncertainty?	Information on baselines and AQLs is provided in the RFP package, including relevant attachments, and is sufficient for proposal development at the IDIQ stage. For each airport/task order, these will be finalized during a structured transition period, allowing for baselining and any necessary adjustments. Offerors should use the provided information to price performance risk and incentive eligibility for the initial base period, understanding that final values will be established during transition.
180	Attachment 39 ACRONYMS AND DEFINITIONS .pdf and cross-references throughout attachments	(TSA MD 1900.8, 1900.18, 1000.15, 200.51, 200.52, OD-400-50-1-5H, Handbook 1100.73-2, etc.)	NPN	Which of these documents constitute mandatory contractual requirements that must be followed verbatim (with flow-down to subcontractors), versus non-binding guidance that permits the Contractor to propose equivalent or improved processes—particularly to enable operational agility, innovation, and qualification for continuous improvement incentives under the Gold+ model?	All requirements explicitly stated in the PWS and contract are mandatory and must be followed, while any flexibilities or opportunities for alternative approaches are specifically noted within the PWS.
181	PWS Section 1.2	Overview	pp 1-2	Can the Government please confirm that responses to this RFP should focus on corporate capabilities, high-level technical/operational approach, sample pricing methodology, teaming strategy, and IDIQ-level compliance (e.g., CM plan, performance management framework), while airport-specific staffing models, equipment solutions, and firm-fixed pricing will be developed and proposed at the individual task order level. If task orders will be competed, what is the anticipated competition structure among IDIQ holders?	Responses to Phase 1 of this RFP should focus on corporate capabilities, high-level technical/operational approach, sample pricing methodology, teaming strategy, and IDIQ-level compliance, while airport-specific staffing models, equipment solutions, and firm-fixed pricing will be developed and proposed at the individual task order level. All task orders will be solicited among all IDIQ holders.
182	RFP Sections I.2.4 'Instructions for Proposal Preparation' and I.2.5 'Proposal Format and Submission'	Proposal Instructions	pp 44-46	We request the Government to confirm that only Phase 1 Volumes I-VI arerequired to be submitted by July 23, 2026.	Yes, that is correct. Only Phase 1 Volume I-VI are due by the July 23, 2026 submission cutoff.
183	PWS	1.4.2.1	5	Since the Offeror oversees and is responsible for all aspects of the Gold+ program, do teaming partners and/or subcontractor capabilities count as Offeror background and expertise?	Relevant proposed subcontractor's prior experience will be considered.

184	PWS	1.4.2.3	vii	What does TSA expect to see in an Offeror's "approach to leverage private sector investment and expertise"? How is it applied in the evaluation for IDIQ award? How can/will TSA determine a future projection of financial viability?	TSA expects offerors to present a clear, credible approach for leveraging private sector investment and expertise to drive innovation, modernization, and operational excellence—reflecting the Gold+ vision and its paradigm shift toward outcome-driven, industry-led solutions. During the IDIQ evaluation, TSA will assess each offeror's proposed investment strategy, operational model, and financial plan to determine the likelihood of sustained performance and modernization. Financial viability will be evaluated based on the offeror's demonstrated capacity to support long-term operations, technology upgrades, and continuous improvement throughout the contract period.
185	PWS	1.5.2.1	9	What does the requirement to "support TSA's Open Architecture objective" mean with regard to Offeror's responsibilities, as this is not clearly defined, continues to evolve, and could be costly?	TSA is focused on leveraging open standards and ensuring interoperability. Key to this is implementation of common data formats with the use of Digital Imaging and Communication in Security (DICOS) v03 as outlined in the TSA DICOS v03 Specification for computed tomography-based systems or applicable requirements for other technologies. This also includes implementation of the open interface protocols outlined in a TSA provided interface control documents (ICDs), for those technologies where an ICD has been provided, or applicable open interface protocol where a TSA ICD has not been provided.
186	PWS	1.5.2.1		What will be the TSA's process for adding new technology proposed by a Gold+ Prime Contractor to the ACL?	TSA will collaborate with the offeror on specific solutions proposed and determine a suitable timeline based on the type of solution. Screening equipment require detection certification, functional qualification, and cybersecurity assessment; while technology solutions may only require cybersecurity and architecture approvals.
187	PWS	1.5.2.2	10	TSA's requirement for future interoperability with TRS creates an unknown and potentially large cost for Offeror. Will this be handled via a change order?	Vendors are expected to support the requirement for future interoperability with Threat Recognition System (TRS) and should account for any anticipated costs in their IDIQ and task order proposals. If additional, unforeseen costs arise due to changes in TSA's interoperability requirements after award, these may be addressed through a contract modification or change order, as appropriate.
188	PWS	1.5.2.6	11	If an Offeror is required to assume maintenance for existing equipment and maintain that equipment to original OEM requirements and documentation, how will the TSA ensure that all such documentation, repair manuals, training, spare parts, etc., will be made available, fairly, to all Offerors? If not, how will the TSA determine that an Offeror has capability in that technology area?	As part of the evaluation process, TSA will assess each offeror's demonstrated capability and experience in maintaining the required technologies, including their ability to secure necessary training and spare parts, to ensure effective and compliant maintenance throughout the contract period.
189	N/A	N/A	N/A	Will TSA require offerors to demonstrate relationships with all security equipment OEMs (e.g., licenses to utilize maintenance manuals) in order to receive award?	Yes, TSA will require offerors to demonstrate relationships with all applicable security equipment OEMs relevant to the equipment at each airport and as proposed in their solution. Not all OEMs may be relevant for every proposal, so offerors should ensure they address those specific to their proposed equipment and the requirements of each task order.
190	PWS	1.6.2.1	13	The Offeror shall support remote image review with staffing. How should this be costed? How will liability be handled for image control outside of the task order? How will incentives be handled?	Remote image review is included within the overall contract scope; however, the specific requirement to execute this function will be determined by TSA based on operational needs at individual airports or as surge support under a separate future task order. The contract should ensure the capability to support remote image review when requested in advance by TSA at the task order level.
191	PWS	1.6.2.7	17	Will proposed service enhancements be considered confidential to the Offeror and will TSA maintain propriety and not share with competitors?	Yes.
192	PWS	1.7.1.2	17-18	How does the TSA anticipate that the removal of TSE (potentially owned by the Offeror) be performed during Transition Out phase, to avoid disrupting ongoing operations? Does the TSA intend to purchase remaining equipment at some depreciated value? If so, what can Offerors assume regarding the process for making this estimate?	TSA anticipates that the removal of contractor-owned TSE during the transition out phase will be managed through a phased transition plan designed to ensure operational overlap with the incoming party and avoid any disruption to ongoing screening operations. While there may be some flexibility in how equipment disposition is handled, vendors should not assume that TSA will purchase their equipment at the end of the contract. Vendors should plan for equipment removal unless otherwise specified in the task order or agreed upon in writing during transition planning.
193	I.2.6.1	Volume 1: Technology Solution & Innovation (Factor 1)	50 of 84	Section 1.5.2.9 is the referenced PWS section for this volume, but it is not in the PWS. a. Could the Government provide the correct section number? b. Are the volume titles suppose to map to the PWS titles? For example: The title in I.2.6.1 in the RFP states Technology Solution & Innovation. The title in the PWSpg 8 section 1.1 says Technology Solution and Implementation. c. The volume requirement states it includes one part. Is there a second part?	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
194	I.2.6.2	Volume II: Security Screening Operations (Factor 2)	50 of 84	Section 16.2.1 is the referenced PWS section for this volume, but it is not in the PWS. a. Could the Government provide the correct section number? b. Are the volume titles suppose to map to the PWS titles? For example: The title in I.2.6.2 in the RFP states Security Screening Services in Section 1.2. Is this the section we are to use to address Security Screening Operations? Security Screening Operations i section 1.2.2.1 in the PWS. c. The volume requirement states it includes one part. Is there a second part?	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.

195	I.2.6.3	Volume III: Hiring & Transitioning Approach (Factor 3)	50 of 84	Sections 1.7.1.1 & I.7.1.2 in the RFPare the referenced PWS sections for this volume, but the section numbers are not in the PWS. a. Section 1.3 is for Transitioning. Could the Government provide the correct PWS section number for Hiring? b. Is Staffing the same as Hiring? Are the volume titles suppose to map to the PWS titles? c. The volume requirement states it includes one part. Is there a second part?	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
196	General			Does the government want an org chart for the IDIQ section? If so, where should it be placed?	Yes Volume III Factor 3
197	I.2.6.5	Phase 1 - Volume 5 Factor 5 - Prior Experience	50 of 84	Does the Government want previous experience for the teaming partners? If so, could the Government provide more direction and increase the page limit for Volume 5 Factor 5 - Prior Experience?	Yes. The RFP will be updated to reflect this information.
198	PWS 1.3 General Requirements	PWS 1.3.1.2 Security Clearance and Sensitive Security Information (SSI)	3	PWS 1.3.1.2 states, "All material marked SSI shall be handled according to TSA policy, guidance and procedures." Will TSA Gold+ contractors be required to have TSA-issued laptops to transmit and receive SSI?	Yes.
199	PWS 1.3 General Requirements	PWS 1.3.1.3 Off Hour Communication	3	PWS 1.3.3.3 states, "Any challenges with screening operations, personnel safety, maintenance, and/or equipment installations/upgrades, should be communicated within 1 hour of incident to the Contracting Officer's Representative (COR)/Technical Monitor (TM) or airport designee." How does TSA define "challenges"? Will a matrix of reportable challenges be provided?	During the transition-in period, vetted contractors will be able to access information and discuss operational matters directly with the COR, TM and FSD staff who will remain in place at the airport.
200	PWS 1.3 General Requirements	PWS 1.3.1.6 Data Rights	4	PWS 1.3.1.6 applies FAR 52.227-17 (Special rights in data) to screening data first produced under the contract, giving the Government exclusive ownership rights. Given that one of TSA Gold+ goals is to "Drive Investment" and "Attract private sector funding" (1.2) and 1.5.2.9 encourages the proposal of "innovative technology and process solutions", this restriction acts as a disincentive. Will the Government consider removing the FAR 52.227-17 language or modifying this to FAR 52.227-14 (General Data Rights) to ensure contractors proprietary innovations developed at private expense are protected? If not, will the government outline exactly which deliverables are subject to FAR 52.227-17?	All data produced/delivered under the contract are subject to FAR 52.227-17, unless such data contains pre-existing data or software (developed at private expense) delivered with limited or restricted rights under FAR 52.227-14 , Alt II or III, with the permission of the Government.
201	PWS 1.5 Technology Solution Implementation	PWS 1.5.2.6 Maintenance	11	PWS 1.5.2.6 states, "The Offeror shall maintain trained and certified technicians within reasonable proximity to each airport." How does TSA define "reasonable proximity"?"	"Reasonable proximity" is defined as the distance and response time necessary to meet operational requirements and performance metrics for each airport. Task order-level information will provide additional details to help the contractor determine what is needed, and the contractor should have a thorough understanding of the operational environment to ensure adequate technician coverage.
202	PWS 1.5 Technology Solution Implementation	PWS 1.5.2.7 Cybersecurity and Data Protection	11	PWS 1.5.2.7 states, "The Offeror shall ensure all technology solutions—regardless of whether they are TSA owned, airport owned, or vendor owned—comply with TSA cybersecurity policies and requirements." Under what authorities will TSA Gold+ approved vendors be authorized to regulate cybersecurity policies and requirements for "airport owned" technology solutions knowing airports are predominantly owned by state, regional and municipal entities?	The offeror would be responsible for systems associated with their proposal and operational concept. Further information will be provided and reviewed at the task order level for each individual airport, and may vary by equipment inventory. Generally, compliance with the risk management framework requires implementation of NIST security control families or FedRAMP certified cloud services.
203	PWS 1.6 Security Screening Services	PWS 1.6.2.1 Screening Operations	13	PWS 1.6.2.1 states, "At TSA's direction, the Offeror shall also provide qualified personnel to support remote review and other centralized screening activities" and "The Offeror shall ensure that surge staffing capacity	TSA may direct vendors to provide qualified personnel for remote review and centralized screening in response to operational surges, special events, or increased threat levels in a dynamic environment. Specific lead times and surge capacity requirements will be detailed at the task order level, and any requests for equitable adjustment will be considered in accordance with contract terms and applicable FAR provisions.
204				is availableto support these remote image review missions". Can TSA provide more specific examples of circumstances under which TSA will direct vendors to provide these qualified personnel? How much lead time will TSA provide when giving this direction? How does TSA quantify the surge staffing capacity a vendor should have on hand? For example, should a vendor be prepared to operate at 110% or 120% of normal capacity? Will TSA honor a vendor's Request for Equitable Adjustment (REA) when supporting these TSA-directed surge requests?	
205	PWS 3 Performance Requirements Summary	3	20	PWS Section 3 states that "performance objectives may change rapidly in advance of contract modifications." If TSA changes performance thresholds or AQLs that impacts contractor labor costs, tooling, or deployment schedules will TSA remimburse the vendor to cover increased costs incurred during the operating period prior to the contract modification?	If the magnitude of the change is outside the scope of reasonable TSA operational adjustments and results in increased contractor costs for labor, tooling, or deployment schedules, TSA may reimburse the vendor for those increased costs incurred during the operating period prior to the contract modification, in accordance with the contract's changes clause 52.243-1 Changes-Fixed-Price and applicable FAR provisions. Each situation will be evaluated on a case-by-case basis.
206	PWS 3 Performance Requirements Summary	3	21	PWS, Section 3, states that "some baselines will be determined at the time of transition, as they are airport-specific and reflect local conditions"' and that "TSA may adjust these thresholds over time to reflect changes in threat, technology, or operational requirements". To mitigate risk and cost volatility for the contractor, will TSA confirm that any adjustments to these thresholds after the propsal was submiitteed that increase the contractor's operational burden, resources, or labor hours will be executed via a formal contract modification with an opportunity for an Equitable Adjustment?	All data produced/delivered under the contract are subject to FAR 52.227-17, unless such data contains pre-existing data or software (developed at private expense) delivered with limited or restricted rights under FAR 52.227-14 , Alt II or III, with the permission of the Government.. Baseline information will not trigger a modification of the contract following award.
				PWS Section 3.3 establishes financial disincentives of 2%, 4%, and 6% of the total monthly invoice value when two, four, or six of the ten listed performance metrics are not met in a given month. The ten metrics include both equipment-dependent metrics and workforce-dependent metrics.	TSA holds the prime contractor accountable for all performance metrics and the application of any financial disincentives, in accordance with FAR requirements. The contract does not

207	PWS 3 Performance Requirements Summary	PWS 3 Performance Metrics Table; PWS 3.3 Financial Disincentives	21-23	(1) When a financial disincentive is triggered by a metric failure that is directly attributable to equipment malfunction or maintenance failure, rather than to workforce performance, does TSA hold only the prime contractor accountable, or does the contract provide any mechanism for the prime to dispute or reallocate the credit based on root cause?	provide a mechanism for TSA to reallocate or dispute credits based on whether a metric failure is attributable to equipment or workforce issues, nor does TSA become involved in subcontractor relationships or internal allocations; it is the responsibility of the prime contractor to manage and address such matters within their own team and agreements.
208	RFP Section I - Instructions to Offerors	RFP 1.2.6.5 - Prior Experience; 52.212-2 Phase 1 Factor 5 Prior Experience	50-51; 62	RFP Section I.2.6.5 (Prior Experience) requires the Offeror to describe "specific recent (within last 5 years) prior experience conducting work of the same and/or similar scope/magnitude/complexity to each of the areas of support identified in PWS." Phase 1 Factor 5 states the Government will evaluate "prior experience conducting work of the same and/or similar scope/magnitude/complexity to each of the areas of support identified in PWS." The PWS covers both technology implementation and security screening workforce operations, which are distinct disciplines that may be contributed by different team members in a teaming arrangement. (1) May an Offeror cite the prior experience of proposed subcontractors or teaming members — particularly for discrete PWS disciplines such as security screening workforce operations — to satisfy the Factor 5 Prior Experience requirement, or is only the prime contractor's own direct experience evaluated? (2) If subcontractor or teaming member experience is creditable, what documentation or commitment level is required to establish that the teaming member will actually perform the relevant work under the resulting contract? (3) For airports where an existing SPP contractor currently operates, will that contractor's demonstrated performance record at that specific airport be considered as relevant prior experience if they are proposed as a key subcontractor on a Gold+ team?	Yes. Prior experience of proposed subcontractors or teaming members is acceptable.
209	RFP Section 52.212-2 Evaluation (Deviation 25-21)	Section 1 Phase 2, Track 2	63	RFP Section 52.212-2, pg 63, Phase 2, Track 2 states that Track 2 is the "only way to win first order" and identifies "Airport 1" as "TBD." The Track 2 evaluation criteria — particularly Factor 2 (Airport-Specific Solution & Operational Readiness) and Factor 4 (Stakeholder Engagement & Alignment) — require offerors to demonstrate detailed, site-specific knowledge of the target airport's unique layout, traffic patterns, operational needs, and local stakeholder relationships. (1) How far in advance of the Track 2 task order proposal due date will TSA identify and disclose the specific airport(s) to be included in the first task order competition? (2) Will IDIQ holders be afforded a formal site survey opportunity or access period prior to submitting their Track 2 proposal? (3) Will TSA provide Government Furnished Information, for example, current staffing levels, passenger volume data, checkpoint configuration, and existing equipment inventory for the identified airport(s) as part of the task order solicitation package?	TSA will allow ample time to respond to Phase 2 when the task orders are released which will include detailed airport information. A site visit will be conducted for each task order.
210	PWS 1.1.2.5	PWS 1.1.2.5	11	Pass/fail decisions remain solely with TSA. What does the timing/process look like for that decision to be made?	TSA will maintain its regulatory and transportation security oversight role and will be the sole decision maker for pass/fail determinations. The agency is committed to supporting the success of the program with timely decisions; however, specific timelines for these decisions will depend on the nature and complexity of each system or solution being assessed.
211	PWS 1.1.2.6	PWS 1.1.2.6	11	What is "reasonable proximity"?	"Reasonable proximity" is defined as the distance and response time necessary to meet operational requirements and performance metrics for each airport. Task order-level information will provide additional details to help the contractor determine what is needed, and the contractor should have a thorough understanding of the operational environment to ensure adequate technician coverage.
212	PWS 1.3.1.2	PWS 1.3.1.2 Transition Out	17	Any equipment that the Offeror proposes to leave in place… Wouldn't it be the TSA or the incoming Offeror that would make this proposal?	Please refer to the RFP and PWS for guidance. While the question is unclear, all relevant details regarding equipment disposition and responsibilities are provided in the performance work statement.
213	I.2.7.4	Volume III: Innovative Concepts (Factor 3)	60	The Volume title is Volume III, but the description lists, Volume II. Please clarify if the description is for Volume II or III.	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
214	I.2.7.5	Volume IV: Stakeholder Engagement & Alignment (Factor 4)	60	The Volume title is Volume IV, but the description lists, Volume III. Please clarify if the description is for Volume III or IV.	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
215	I.2.7.6	Volume V: Program Management – Implementation Plan, Milestones, Risk (Factor 5)	60	The Volume title is Volume V, but the description lists, Volume II. Please clarify if the description is for Volume IV or V.	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.

216	I.2.7.7	Volume VI: Price and Compliance for Airport-Specific Solution (Factor 6)	60	The Volume title is Volume VI, but the description lists, Volume II. Please clarify if the description is for Volume V or VI.	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
217	I.2.5.3	RFP Table I.2.5.3	47	There is no pricing or task order template provided for Phase 2 Track 1 Volume I or Phase 2 Track 2 First Task order: Airport 1 Volume I. Would the CO prefer company's use a template provided by TSA or create our own Pricing breakdown compliant with proposal format and submission guidelines?	TSA will release a template when the RFP's for the task orders are released.
218	I.2.5.3; I.2.7.7	Volume VI: Price and Compliance for Airport-Specific Solution (Factor 6)	60	Volume VI is titled, Volume VI Price and Compliance for Airport-Specific Solution (Factor 6). Of the required documents listed in Table I.2.5.3 – VOLUME DESCRIPTIONS & REQUIREMENTS for Volume VI pricing documents are not listed. Within the description on page 60, there are no price items listed either. Is there a pricing document required for this volume, or should we attach a previous pricing document provided. If so, which pricing document is required for this volume?	Pricing will be evaluated in Phase 2 and all pricing information will be released at the task order level.
219	Attachment 17 TSE Maintenance Requirements	1.1 Dispatch Contact Process or Facility	10	Are Offerors required to use the ILS incumbent's TSA Response Center (TSRC) as their call center for maintenance requests?	Offerors are not required to use the ILS incumbent's TSA Response Center (TSRC) as their call center for maintenance requests; however, use of the TSRC is permitted and may be advantageous as it allows TSA to monitor open work orders. Offerors may propose their own solution if it creates efficiencies, as long as it meets TSA's monitoring and reporting requirements.
220	Performance Work Statement	1.5.2.6 Maintenance	11	For TSE currently under OEM warranty for maintenance, will TSA transfer that warranty to the Gold + provider at that airport including any remaining warranty option years?	There will be no transfer of the OEM warranty; maintenance responsibilities for each piece of equipment will begin when the current warranty expires. This information will be provided in the task order RFP attachment.
221	Attachment 42 Airport Task Order Summary - Sample	All	All	Will TSA provide checked baggage data for the airport Task Order solicitations, similar to the passenger data in the sample TO summary?	Yes.
222	Attachment 42 Airport Task Order Summary - Sample	All	All	Will TSA provide details on the Real Time Wait Time tools/system are currently in use for the airport Task Order solicitations?	TSA will provide information on any real time wait time (RTWT) tools or systems currently in use at the airport as part of the Task Order solicitation, if such a system is in place.
223	Attachment 33 TSA-RTWT-Requirements	All	All	Does the Gold+ Contractor have responsibility for the TSA Real Time Wait Time tool/system?	Yes.
224	RFP; 42 Airport Task Order Summary - Sample.docx	RFP Evaluation Track 2, Factor 6	64	Can the Government please confirm whether the Phase 2 "42 Airport Task Order Summary - Sample" with the "Representative Hypothetical Airport Data" is actually an awardable Task Order under the TSA Gold+ program? If the Task Order is awardable, will it be awarded at the time of the TSA Gold+ IDIQ Award?	The hypothetical task order is for informational purposes only. Official task orders will be released in Phase 2.
225	Performance Work Statement	3 Performance Requirements Summary	21	Will the Government add performance metrics for checked baggage screening and EDS maintenance, as currently the metrics are focused on Checkpoint Management?	Performance metrics apply to all transportation security equipment (TSE), including checked baggage screening and EDS maintenance, as specified in section 1.13. Metrics and requirements are not limited to checkpoint management but cover each technology at each airport.
226	Performance Work Statement	1.6.2.1 Screening Operations	13	What is the scope to "provide qualified personnel to support remote review and other centralized screening actives", is this intended to perform remote reviews of screening operations at other non-Gold+ airports, or is this a mandate that the Gold+ Contractor must supply remote screening for their screening lanes? If this is a requirement to provide supplemental remote review staff, please provide enough details so that Offerors may adequately price this requirement.	Remote image review is included within the overall contract scope; however, the specific requirement to execute this function will be determined by TSA based on operational needs at individual airports or as surge support under a separate future task order. The contractor should ensure the capability to support remote image review when requested in advance by TSA at the task order level.
227	Attachment D-TSE Database	All	All	Is an ATO required for operating the maintenance ticketing system/TSE database since the data is considered SSI?	TSA will collaborate with the offeror on specific solutions proposed. Generally, compliance with the risk management framework requires implementation of NIST security control families or FedRAMP certified cloud services.
228	52.212-2 Evaluation—Commercial Products and Commercial Services (Aug 2025)	Track 2 First Task order: Airport 1 (not mandatory but only way to win first order, airport			

229	(DEVIATION 25-21)	TBD) Track 2 Factor 1 – Cost Efficiency	63	At the end of section "Track 2 Factor 1 – Cost Efficiency" the RFP states that "Track 1 pricing will be decision point for IDIQ award". Did the Government intend for this line to indicate that Track 2 pricing will be a decision point for the IDIQ award?	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
230	Performance Work Statement	1.7.1.2 Transition Out	18	Section 1.7.1.2 Transition Out states, "To ensure continuity of operations in the event of financial distress, default, or other circumstances requiring rapid transition back to TSA, the Offeror shall demonstrate a financial mechanism, as approved by TSA, sufficient to fund continued screening services for a minimum of 180-days. This mechanism shall cover operational costs during the transition period until TSA, or a successor provider can assume full responsibility. The Offeror shall provide evidence of this account and update TSA on its status as part of regular contract administration. An escrow account, Irrevocable Letter of Credit (ILOC), Performance Bond, or Corporate Guarantee are acceptable mechanisms to satisfy the 180-day financial security requirement." Please provide Offerors an acceptable target value to satisfy the 180-day financial security requirement so that all Offerors are evaluated against the same requirement, and then each Offeror can select their own mechanism to meet this requirement.	This information will be provided at the task order level.
231	Performance Work Statement	52.212-2 Evaluation—Commercial Products and Commercial Services (Aug 2025)(DEVIATION 25-21)	62	The Evaluation Criteria for Phase 1, Financial Capability & Business Stability and Compliance (Volume VI), states, "Non-Factor - Financial Capability & Business Stability The Government will evaluate the quoter's financial strength and risk management to ensure long-term stability and the ability to support a 10-year contract." Can the Government please provide details on how it will measure and determine the quoter's financial strength and risk management to ensure long-term stability and the ability to support a 10-year contract? What are the actual evaluation criteria that will be used to support this assessment?	In alignment with the Gold+ vision, TSA will assess each offeror's financial strength and risk management by reviewing submitted financial statements, evidence of sufficient capitalization, creditworthiness, and the ability to support long-term investment and operations. The evaluation will consider factors such as liquidity, solvency, access to capital, and demonstrated risk management practices to ensure the offeror can sustain performance and modernization over a 10-year contract period. Specific evaluation criteria are outlined in the solicitation instructions and may include analysis of financial ratios, credit history, and the robustness of the offeror's financial and risk management plans.
232	42 Airport Task Order Sample	Labor Pay Rates	3	Page 3 of the Sample Task Order states that TSO pay rates shown "include locality pay, benefits, and premium pay." Staffing Cost Assumptions on page 2 states "base pay, premium pay, benefits, retirement, locality adjustment, hiring, training, attrition...and pay rate inflation of 1.6% per year...". Please confirm that the $41.42 TSO rate shown is a minimum pay rate inclusive of all the items listed for the base year and should then be escalated by 1.6% for OY1, and each year thereafter.	Pricing template will be provided at the task order.
233	RFP Section I	I.2.1	42	Will Offerors have another opportunity to ask questions for Phase 2 upon down select?	Yes.
234	RFP Section I	I.2.5.1.E	49	In order to provide a comprehensive response on the Offeror's approach, will the Government allow 11x17 graphics to demonstrate solutions? Will the Government count them as one page?	Yes, the Government will allow 11x17 graphics to be submitted to clearly demonstrate solutions, and such graphics will not count against the page limit as long as all required information is clearly presented.
235	Maintenance	1.5.2.6	11	Will existing TSA equipment maintenance contracts remain in place during the TSA Gold + transition, or does the TSA Gold + prime assume all maintenance responsibility immediately?	TSA maintenance contracts remain in place until transition in is completed.
236	Maintenance	1.5.2.6	11	If the TSA Gold + prime assumes responsibility for TSA-owned equipment from multiple OEMs, how will TSA address access to proprietary diagnostics, parts, configuration control, software updates, and OEM warranty limitations?	The contractor is responsible for coordinating with the TSE original equipment manufacturer to ensure they are meeting these requirements with TSA and developing a method to monitor and provide the required contract deliverables.
237	Performance Requirements Summary	3	21	How will operational availability be assessed when failures are caused by aging TSE, airport infrastructure, network constraints, or third-party systems outside the contractor's control?	Operational availability definition is defined in Maintenance Attachment B - TSE Metrics Terms and Definitions and RMA Metrics. How operational availability calculations are calculated is defined in Maintenance Attachment E - ILS SLA Performance Metrics.
238	Finanical Incentives	3.2	22	Are performance incentives included in the Federal Cost Estimate comparison, and how will the 12% incentive ceiling interact with the monthly and annual incentive structure?	See Attachment 41 Gold+ Performance Metrics - Incentives Tab for further information.
239	Ordering Period	N/A	N/A	What are the expected on-ramp/re-opener timing and criteria for vendors not awarded in the initial IDIQ round?	On-ramp opportunities will be determined at TSA's discretion based on program needs, including potential interest from airport authorities or changes in demand, and any timing and criteria will be communicated through formal government channels (e.g., new solicitations or amendments).
240	I.2.6.3; 52.212-2	Volume III: Hiring & Transitioning Approach (Factor 3); Factor 3 Hiring and Transitioning	50; 62	Will the government please confirm that quoter's responses to Volume III: Hiring & Transitioning Approach will be evaluated for "the quoter's ability to adequately recruit, train and retain highly qualified talent, including innovative methods for rapid onboarding and workforce transition, and their plan for continuity of operations" and that a Transition In/Out Plan is not required with the Phase 1 submission but will be required 15 business days after kickoff as stated in the Deliverables table (PWS page 19).	Correct. The actual transition in/out plans are not required with the Phase 1 submission.
241	I.2.6.4, Factor 4	Volume IV: Operations Management Plan (Factor 4); Factor 4 Operations Management Plan	50, 62	Will the government please confirm that quoter's responses to Volume IV: Operations Management Plan will be evaluated for "the extent the vendor demonstrates an understanding of the PWS" and "the overall capability of providing a comprehensive approach to meet the entire PWS" and that a Operations Management Plan is not required with the Phase 1 submission but will be required 15 business days after kickoff as stated in the Deliverables table (PWS page 19).	The contractor should provide all information required for evaluation as stated in the RFP; full plans will be submitted as deliverables during contract execution and are separate from evaluation requirements.
242	52.212-2 Evaluation	Phase 1 evaluation factors, Factors 2-5	61-62	To what extent will the experience and qualifications of proposed subcontractors and teaming partners be considered during the Phase 1 evaluation, particularly under Factors 2, 3, 4, and 5?	The experience and qualifications of proposed subcontractors and teaming partners will be considered as part of the overall proposal package during the Phase 1 evaluation.

243	I.2.6.5	I.2.6.5(a)	51	Will TSA consider airport operational support experience, including queue management, passenger flow, lane management, divesting support, wayfinding, employee screening support, and customer experience performed at TSA checkpoints, as relevant experience for subcontractors supporting Gold+ operations?	TSA will not specify which support functions must be performed by the prime contractor versus a subcontractor; these details should be addressed in the contractor's plan. Each task order will outline the required functions, it is the contractor responsibility to determine how to allocate responsibilities among their team.
244	I.2.5.1	Proposal Format and Submission	45	Should offerors identify proposed subcontractors at the IDIQ proposal stage, or may subcontractors be selected and added for individual airport task orders after IDIQ award?	Offeror's may identify subcontractors at their IDIQ and/or task order level proposal submissions.
245	52.212-2 Evaluation	Phase 2 Track 2 factors and best value language	61-64	Beyond subcontracting plan requirements, will the Government evaluate the qualifications, experience, and proposed roles of subcontractors as part of the best value determination?	Yes.
246	I.2.6.2 and I.2.6.4	PWS 1.6.2.1 and PWS 1.4.2.3 references	50	Can TSA clarify which operational support functions may be performed by subcontractors under Gold+, including staffing support, passenger assistance, queue management, operational readiness, customer service, workforce management, and training support?	Subcontractors can support as the discretion of prime vendor.
247	I.2.6.3	PWS 1.7.1.1 and PWS 1.7.1.2 references	50	May subcontractors perform transition planning, workforce onboarding, mobilization, and airport operational readiness activities under the Transition requirements?	Subcontractors can support as the discretion of prime vendor.
248	B.2 and 52.212-2 Evaluation	CLIN 0002A and Track 2 Factor 3	5, 63	The RFP references incentives for customer service and innovation. Does TSA anticipate customer service, wait time management, and passenger experience functions may be provided by specialized subcontractors supporting the prime contractor?	TSA will not specify which support functions must be performed by the prime contractor versus a subcontractor; these details should be addressed in the contractor's plan. Each task order will outline the required functions, and it is up to the contractor to determine how to allocate responsibilities among their team.
249	I.2.6.3 and 52.212-2 Evaluation	Hiring and Transitioning, Factor 3	50, 62	May subcontractors provide recruiting, scheduling, training support, surge staffing, workforce management, and operational support services in support of the prime contractor's Operations Management Plan?	Yes.
250	B.2	Additional CLINs tailored at task order level	5	Following IDIQ award, may prime contractors modify or expand their subcontracting teams at the task order level to address airport-specific operational requirements?	Yes.
251	F.2	F.2(a)	15	Can TSA identify the airports anticipated to participate in the initial Gold+ implementation following IDIQ award?	Airports information will released at the task order level.
252	F.2	F.2(a)-(b)	15	Will TSA identify the airport categories, such as Large Hub, Medium Hub, Small Hub, or Non-Hub, anticipated to participate during the initial rollout?	Airports information will released at the task order level.
253	F.1	F.1(b)-(d)	15	Approximately how many airports does TSA anticipate transitioning into Gold+ during Years 1, 2, and 3 of the IDIQ ordering period?	TSA has not set specific targets for the number of airports transitioning into Gold+ each year; the $12.9B IDIQ ceiling is based on a forecast that assumes up to approximately 190 airports of various sizes could participate over the 10-year period, with actual transitions depending on airport applications and approvals. Task order rates will be tailored to each airport, reflecting local cost factors.
254	52.212-2 Evaluation	Phase 2 Track 2, First Task Order: Airport 1	63	Will airport participation remain voluntary under the Screening Partnership Program, or has TSA identified airports that have already expressed interest in participating?	Airport participation in the Screening Partnership Program will remain voluntary. TSA has identified airports that have already expressed interest in participating, but enrollment in the program is based on each airport's voluntary application and approval.
255	52.212-2 Evaluation	Track 2 Factor 2	63	Will TSA publish estimated staffing levels, screening lanes, operating hours, checkpoint volumes, airport layout information, traffic, and growth assumptions as part of each airport task order solicitation?	Airport information will be released at the task order level.
256	52.212-2 Evaluation	Track 2 Factor 2 and Factor 6	63-64	Will TSA provide historical passenger volumes, peak hour throughput, checkpoint operating hours, wait time data, current staffing models, and screening workforce levels for each airport to support pricing and transition planning?	Yes.
257	B.2	Additional CLINs at task order level	5	Will each task order identify which support functions may be subcontracted, including passenger assistance, queue management, customer experience, workforce management, recruiting, training, and operational readiness?	TSA will not specify which support functions must be performed by the prime contractor versus a subcontractor; these details should be addressed in the contractor's plan. Each task order will outline the required functions, and it is up to the contractor to determine how to allocate responsibilities among their team.
258	B.2	CLIN 0002 Airport Screening Services	4	Does the Gold+ scope include airport employee screening operations in addition to passenger and baggage screening operations?	Details will be provided at the task order level. The contractor is expected to staff all TSA checkpoints and checked baggage areas as specified in each task order.
259	E.1 and E.2	E.1(c) and Performance Monitoring	13-14	How will passenger experience, customer service, checkpoint wait time management, and throughput metrics be incorporated into task order evaluations and contractor performance monitoring?	The performance metrics shared at the IDIQ level—including passenger experience, customer service, checkpoint wait time management—will be incorporated into each task order and enforced as part of contractor performance monitoring and evaluation at the airport level. Contractors will be held accountable for meeting these metrics throughout the period of performance.

260	B.2 and 52.212-2 Evaluation	CLIN 0002A and Track 2 Factors 2-5	5, 63-64	Can TSA clarify whether the Government anticipates prime contractors utilizing specialized subcontractors for non-screening operational support functions, including passenger experience, queue management, staffing support, operational readiness, workforce management, and airport hospitality services, to improve security effectiveness and overall checkpoint performance?	Offerors shall provide a complete solution to the Gold+ requirement
261	52.212-2 Evaluation	On-ramp/re-opener and Phase 2 task order structure	61, 63	Will TSA publish an anticipated schedule or roadmap identifying when airports are expected to compete for Gold+ task orders during the IDIQ ordering period?	Phase 2 will provide airport-specific information that is currently available regarding anticipated Gold+ task order competitions.
262	I.2.7.1 and 52.212-2 Evaluation	Track 1 sample task order pricing and Track 2 Airport 1	58-59, 63	Can TSA provide the anticipated screening workforce size, estimated FTEs, number of checkpoints, number of screening lanes, operating hours, and annual passenger volume for the sample airport, and confirm whether similar operational data will be included in future airport task order solicitations?	Airport specific information will be released with the task order RFPs
263	I.2.7.3	Track 2 Factor 2 Airport-Specific Solution and Operational Readiness	60	Will airport task order solicitations include enough airport-specific operational information for prime contractors and subcontractors to develop staffing, passenger flow, queue management, and operational readiness plans?	Yes.
264	I.2.6.5 and 52.212-2 Evaluation	Factor 5 Prior Experience	51, 62	May a prime contractor rely on subcontractor prior experience and past performance to demonstrate relevant operational capability under Factor 5?	A prime contractor may rely on subcontractor prior experience and past performance to demonstrate relevant operational capability under Factor 5.
265	I.2.6.6	Small Business Subcontracting/Utilization Plan	52	Will TSA evaluate meaningful participation by specialized small business subcontractors as part of the best value determination, beyond submission of the required Small Business Subcontracting Plan?	Yes.
266	F.3	F.3(a)-(c)	15-16	Will task order CDRLs identify deliverables for operational support functions, such as staffing plans, transition plans, queue management plans, customer service plans, training support plans, and passenger experience reports?	Yes.
267	RFP 1.2.5 Proposal Format and Submission	1.2.5.1	50	The RFP Proposal Format and Submission instructions list two phases (Phase 1 and Phase 2). On the top of page 50, the RFP states "All Phase 1 volumes must be submitted before the proposal due date and time indicated on the solicitation cover sheet." The RFP makes no mention of when Phase 2 is to be submitted. Can the government please elaborate on if this procurement has a phased submission and evaluation approach and when each Phase is to be submitted to the government?	Phase 2 submission date will be provided after evaluation of Phase 1 has occurred.
268	RFP 1.2.5 Proposal Format and Submission	1.2.5.1	47	Table 1.2.5.3 states that a "pricing portion (excel sheet) shall be completed and submitted" for both Track 1 and Track 2 Cost Efficiency. The solicitation package did not include any pricing spreadsheets. Will the government be providing these excel sheets at a later date, and if so, when?	Pricing templates will be released in Phase 2 for track 1 and track 2.
269	RFP 1.2.7 Phase 2: General Volume Requirments	1.2.7.1 and 1.2.7.2	58 & 59	The instructions for Track 1 Volume 1 Cost Efficiency state "the Offeror must complete the pricing portion of the Sample Task Order" and Track 2 Volume 1 Cost Efficiency states "the offeror must complete the pricing portion of the task order solicitation." Will the government release the Sample Task Order pricing portion and the Task Order Solicitation pricing portion documents so that offerors may complete them, and if so, when?	Pricing templates will be released in Phase 2 for track 1 and track 2. No pricing information will be released for the sample task order.
270	RFP 1.2.7 Phase 2: General Volume Requirments	1.2.7	58	Are offerors supposed to use document "42 Airport Task Order Summary - Sample" to respond to Phase 2, or is the government providing an airport-specific Task Order Summary and airport-specific Task Order PWS for the Phase 2 submission?	Phase 2 will have individual task orders for offerors to respond to.
271	RFP 1.2.5 Proposal Format and Submission	1.2.7	58	Will the government update document "42 Airport Task Order Summary - Sample.docx" with airport-specific requirements and objectives to allow for tailoring of the innovation enhancements to be proposed?	Only a sample. Task order RFPs will be issued after completion of Phase 1 evaluation.
272	RFP 1.2.7 Phase 2: General Volume Requirments	1.2.7	58	Will the government provide insights for the sample airport in document "42 Airport Task Order Summary - Sample.docx" regarding the need for replacement of the Checked Baggage CTs? If replacement of the CTs are desired, is the associated baggage handling system (BHS) recapitalization and upgrade within the scope of Gold+?	For the sample airport in "42 Airport Task Order Summary - Sample.docx," TSA will provide airport-specific insights regarding the need for replacement of Checked Baggage CTs (EDSs) as part of the task order package. Replacement or recapitalization of the EDS/CT units is within the scope of Gold+, but recapitalization or upgrade of the broader baggage handling system (BHS) is generally not included—except for modifications directly required to accommodate new EDS installation. TSA may reimburse for BHS work only to the extent necessary for EDS integration; full BHS replacements or end-of-life upgrades remain the responsibility of the airport. Detailed requirements and any site-specific considerations will be addressed at the individual task order level.

273	RFP 1.2.7 Phase 2: General Volume Requirments	1.2.7.4, 1.2.7.5, 1.2.7.6, 1.2.7.7	60	The instructions for Volumes III-VI under Phase 2 have the wrong volume listed under each heading. For example, Volume III instructions (1.2.7.4) reference Volume II, Volume IV instructions (1.2.7.5) reference Volume III, etc. Will the government correct this?	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
274	RFP 52.212-2 Evaluation	Phase 2	63	Phase 2, Track 2 Factor 1 - Cost Efficiency instructions state "Track 1 pricing will be decision point for IDIQ award." Is this a typo? Should this say "Track 2 pricing will be the decision point for TO award"?	Phase 2 has track 1 and track 2 that will be used for pricing only after the task orders RFPs are released. Pricing is not required in Phase 1.
275	RFP 1.2.5 Proposal Format and Submission	Table 1.2.5.2, Table 1.2.5.3, 1.2.6.6	47, 48, 51-58	Table 1.2.5.2 lists Phase 1 Volume VI as "Financial Capability and Business Stability" and Table 1.2.5.3 lists Phase 2 Volume VI as "Price and Compliance for Airport-Specific Solution," including several compliance documents and a Small Business Subcontracting Plan. However, the General Volume Requirements for Phase 1 Volume VI (1.2.6.6) provide the volume title as "Financial Capability & Business Stability and Compliance" and include Financial Capability and Responsibility Data, Small Business Subcontracting/Utilization Plan, and compliance requirements and documentation samples. Will the government confirm that the Small Business Subcontracting/Utilization Plan and compliance documentation currently listed under RFP 1.2.6.6 are to be submitted as part of Phase 2 Volume VI, and that Phase 1 Volume VI should only include Financial Capability and Responsibility Data? Will the government also update the RFP to reflect this accurately?	The government will review the requirements and clarify which documents are required for each phase. The RFP will be updated to reflect the correct submission requirements.
276	PWS	1.4.2.3	7	At the end of section 1.4.2.3 the RFP states "The Offeror may propose expanding on key elements of the OMP in additional documents as appropriate. The OMP shall be submitted for TSA approval and updated as directed." Does this mean the offeror can provide additional documentation beyond the 5 page limit for Volume IV Operations Management Plan?	Supplemental attachments (such as graphs, charts, or pictures) may be included to support the operations management plan and will not count against the 5-page limit for Volume IV, provided they are reasonable in number and length and used only to clarify or illustrate key points.
277	RFP 1.2.6 Phase 1: General Volume Requirments	1.2.6.1	50	The RFP states "Volume I is the offeror's technical approach in response to the technical requirements in the PWS (Attachment 1; section 1.5.2.9) of this RFP." Does this mean offerors only need to address section 1.5.2.9 of the PWS in our Phase 1 Volume 1 response, or should we also address the other Technology Solution Implementation Performance Requirements (PWS 1.5.2.1-1.5.2.8)?	Offerors are required to address the entire PWS, including all technology solution implementation performance requirements, as the evaluation factors encompass the full scope of technical requirements.