

From: [Bray, Bob](#)
To: [Holmes, David <TSA-13>](#) <Assistant Administrator>; [Pistole, John](#); [Rossides, Gale](#)
Cc: [Allison, Roderick J.](#)
Subject: RE: Former FAM
Date: Thursday, May 10, 2012 3:00:33 PM

thanks

From: Holmes, David <TSA-13> <Assistant Administrator>
Sent: Thu 5/10/2012 1:54 PM
To: Pistole, John; Rossides, Gale
Cc: Bray, Bob ; Allison, Roderick J.
Subject: Former FAM

All:

Information received today in Inspection that on May 4 (and probably on prior occasions) retired (b)(6) managed to fly while armed. Investigation on-going to determine whether he received assistance from current FAMS or TSA employees, or if he is using current UFAN.

The FBI Charlotte may arrest subject when he attempts to retrieve his weapon which was confiscated by Charlotte Airport Police.

D

From: [Hearding, Peter](#)
To: [Pistole, John](#)
Subject: RE: Do you know
Date: Thursday, May 10, 2012 8:34:06 AM

Thank you, Sir -

Below is a summary from yesterday and a schedule for today's briefings.

Threat Briefings

NSS has scheduled several threat briefings today. These will be led by the FBI and NCTC with I&A and TSA support. The schedule for the briefings right now is as follows:

- 8:00 a.m. Committee on Homeland Security regular threat briefing. Chairman King, RM Thompson, Rep. Meehan, and Rep. Higgins, as well as staff. This briefing should touch on the latest plot, but will be a comprehensive threats/intel briefing, as always. Pat Neary (I&A), John Halinski (TSA), (b) (6), (b) (7)(C) (FBI), Henry Hollatz (NCTC).
- 9:30 a.m. Chairmen King and Lieberman, RM Thompson, and Senator Collins, plus a limited number of staff. This briefing will be solely focused on this latest plot. Rand Beers (NPPD), John Pistole (TSA), Pat Neary (I&A) back-benching, (b) (6), (b) (7)(C) (FBI), Henry Hollatz (NCTC).
- 1:30 p.m. House staff-level briefing for House Committees (HAC, Armed Services, Foreign Affairs, CHS). John Halinski (TSA), (b) (6), (b) (7)(C) (FBI), Jeff Welker (NCTC). Pat Neary (I&A) back-benching.
- 2:30 p.m. Senate staff-level briefing. Details pending.

Joint OGR/T&I Hearing

Yesterday afternoon, Dave Nicholson testified before a joint House Oversight & Government Reform and Transportation & Infrastructure Committee hearing on TSA's procurement, deployment, and storage of equipment. The hearing focused heavily on the Dallas warehouses, and was particularly contentious due to allegations in the attached Committee majority staff report claiming TSA misled the Committee by intentionally delaying their trip to doctor our quarterly inventory report. OLA is working with OGC and OSC now to provide a response, including written documents and correspondence with the Committee. Nelson Peacock & Sarah Dietch with DHS OLA have been engaged on this issue and are providing a readout to the DHS Front Office for further support/awareness.

Largely, about a dozen Members showed up to ask questions, many of which focused broadly on aviation security, including Rep Peter DeFazio (D-OR) asking about false alarm rates of AIT with ATR and Rep. Jason Chaffetz (R-UT) arguing for the use of canines because AIT is ineffective. Rep. Darrell Issa (R-CA) in addition to joining with Rep. John Mica (R-FL) to allege that TSA provided misleading information also asked the IG and GAO to look into dollars TSA receives from disposing of equipment.

CHS Markup

Yesterday morning the full House Committee on Homeland Security marked up several legislative measures, the most notable of which is HR 3173 by Rep. Scalise (R-LA), requiring not more than one trip to a TWIC enrollment center. The bill was voted favorably, and Chairman Peter King (R-NY) noted that he intends for these bills to go on the suspension calendar for the full House to consider at the end of the month.

Cravaack FFDO Incident

OLA received a call from Rep. Cravaack (R-MN)'s Chief of Staff raising concerns about an FFDO being removed from the program. He wants to speak to someone at TSA in the coming days on the matter, and we're coordinating with OLE-FAMS on an incident report and follow-up for the Congressman.

-----Original Message-----

From: Pistole, John

Sent: Thursday, May 10, 2012 8:27 AM
To: Hearing, Peter
Subject: Re: Do you know

He back briefed me last night, but not re his attendance...don't think he needs to go, but defer to him.
John S. Pistole
Administrator,
TSA

----- Original Message -----

From: Hearing, Peter
To: Pistole, John
Sent: Thu May 10 08:17:20 2012
Subject: Fw: Do you know

Sir -

Do you have a preference on whether Mr Beers accompanies you to this am's briefing?

----- Original Message -----

From: Peacock, Nelson <>
To: Hearing, Peter
Cc: Gillis, Ryan M
Sent: Thu May 10 07:54:54 2012
Subject: Do you know

Hey Pete - do you know If Pistole needs Rand to attend today's 9:30. They were going to talk about it personally and Rand would give the backbrief on the Intel brief.

Nelson

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Subject: Re: urgent Q - need input please
Date: Wednesday, May 09, 2012 5:56:32 AM

Good opportunity for Dave to clarify a # of issues.

Another early morning for you...

John S. Pistole
Administrator,
TSA

----- Original Message -----

From: Rossides, Gale
To: Pistole, John
Sent: Wed May 09 05:39:11 2012
Subject: Fw: urgent Q - need input please

Please read article below.
Gale

----- Original Message -----

From: Hearing, Peter <(b)(6)>
To: Nicholson, David ; Payne, Sterling; Tashiro, Susan; Castelveter, David; McLaughlin, Chris; McCarthy2, Michael
Cc: <(b)(6)>; Beck, Carol; Rosenbaum, David
Sent: Wed May 09 04:44:27 2012
Subject: RE: urgent Q - need input please

Here's the Post story...still no one willing to share the report yet which they want to "release" at the hearing. The statements about TSA delaying their trip are untrue - we actually have a letter from the committee asking to visit on Feb 14/15...and a reply from me indicating that the 15th would work.

Happy to discuss further...

http://www.washingtonpost.com/local/trafficandcommuting/tsa-equipment-gathering-dust-house-investigators-say/2012/05/08/g1QAaG9WBU_story.html?hpid=z4

TSA equipment gathering dust, House investigators say

By Ashley Halsey III,

The Transportation Security Administration has shelved \$184 million in security equipment in a Texas warehouse rather than in the airports for which it was bought, according to a report compiled by House Republican investigators.

When House investigators sought information about the stored material, the TSA "provided inaccurate, incomplete, and potentially misleading information to conceal the agency's mismanagement of warehouse operations."

TSA unveiled a new scanner in April that speeds up recognition of valid ID and shortens time spent in airport security.

TSA operations have come under repeated fire from Rep. John L. Mica (R-Fla.), chairman of the House Committee on Transportation and Infrastructure, who advocates scaling down the agency and farming out many of its duties to private contractors.

Central to Mica's criticism has been the contention that the TSA has wasted money on equipment that wasn't fully tested and did not live up to expectations. He also has questioned the speed with which new devices are deployed to airports.

The report is consistent with his belief, saying the TSA "is wasting millions of taxpayer dollars by inefficiently deploying screen equipment."

The agency, which had not been provided with a copy of the report, did not respond to a request Tuesday afternoon for comment.

The TSA, charged with protecting travelers from terrorist attacks, has become the agency that many Americans and members of Congress love to hate. Passengers have bristled at long lines at airport security checkpoints, rebelled against revealing body scanners and regularly used cellphones to record incidents that blossomed briefly into national cable network scandals.

TSA administrator John S. Pistole has responded to the criticism and sought to refine his agency's approach by moving to a more risk-based process that focuses on intelligence to identify potential threats.

The scathing report will be presented Wednesday at a joint hearing of the Committee on Oversight and Government Reform and the Committee on Transportation and Infrastructure. David R. Nicholson, chief financial officer of the TSA, and Charles K. Edwards, acting inspector general of the Department of Homeland Security, are scheduled to testify. The committees also will hear from Stephen M. Lord, homeland security director at the Government Accountability Office and past critic of TSA performance.

The report by staff investigators said the TSA was slow to supply them with an inventory of the warehoused equipment and then stalled their efforts to visit the site. The delay was a deliberate effort to get rid of 1,300 pieces of unused screening equipment before investigators arrived in February, the report said.

"When our guys went down there, the manager told them they'd been trying to move stuff out so we wouldn't see it," said a committee staff member who spoke on the condition of anonymity so that he could be candid before the report's release Wednesday.

Despite the effort to remove the equipment, the report said, the warehouse contained 5,700 pieces of equipment, at least 100 more than the number included in the inventory TSA provided to the committee.

In providing Congress with an allegedly false warehouse inventory, the report said, the TSA may have violated the law.

-----Original Message-----

From: Nicholson, David

Sent: Tue 5/8/2012 5:05 PM

To: Payne, Sterling; Tashiro, Susan; Castelveter, David; McLaughlin, Chris; Hearing, Peter; McCarthy2, Michael

Cc: [REDACTED]

Subject: RE: urgent Q - need input please

doesn't the minority have a copy?

From: Payne, Sterling

Sent: Tuesday, May 08, 2012 5:05 PM

To: Nicholson, David ; Tashiro, Susan; Castelveter, David; McLaughlin, Chris; Hearing, Peter; McCarthy2, Michael

Cc: [REDACTED]

Subject: RE: urgent Q - need input please

Several media outlets have been given an advance copy of a report about our warehouse. Pete's team is working to get a copy but not sure where we are on getting one.

From: Nicholson, David
Sent: Tuesday, May 08, 2012 4:57 PM
To: Payne, Sterling; Tashiro, Susan; Castelveter, David; McLaughlin, Chris; Hearing, Peter; McCarthy2, Michael
Cc: [REDACTED]
Subject: RE: urgent Q - need input please

What are they responding to?!!! do we have the article or report!

Who is driving this at DHS?!! Do I need to call Amy or Noah?

From: Payne, Sterling
Sent: Tuesday, May 08, 2012 4:55 PM
To: Tashiro, Susan; Nicholson, David ; Castelveter, David; McLaughlin, Chris; Hearing, Peter; McCarthy2, Michael
Subject: Re: urgent Q - need input please

[REDACTED]

Sterling Payne
TSA Office of Public Affairs
571-227-2058

From: Tashiro, Susan
To: Nicholson, David ; Payne, Sterling; Castelveter, David; McLaughlin, Chris; Hearing, Peter; McCarthy2, Michael
Sent: Tue May 08 16:53:28 2012
Subject: RE: urgent Q - need input please

[REDACTED]

From: Nicholson, David
Sent: Tuesday, May 08, 2012 4:41 PM

To: Tashiro, Susan; Payne, Sterling; Castelveter, David; McLaughlin, Chris; Hearing, Peter; McCarthy2, Michael
Subject: RE: urgent Q - need input please

(b)(5)

From: Tashiro, Susan
Sent: Tuesday, May 08, 2012 4:28 PM
To: Nicholson, David ; Payne, Sterling
Cc: Castelveter, David; McCarthy2, Michael; Hearing, Peter
Subject: RE: urgent Q - need input please

Ok.

There are 2 AITs in storage. No AITs have been in storage for more than a year.

(b)(5)

S

From: Nicholson, David
Sent: Tuesday, May 08, 2012 4:27 PM
To: Payne, Sterling; Tashiro, Susan
Cc: Castelveter, David; McCarthy2, Michael; Hearing, Peter
Subject: RE: urgent Q - need input please

(b)(5)

From: Payne, Sterling
Sent: Tuesday, May 08, 2012 4:19 PM
To: Tashiro, Susan; Nicholson, David
Cc: Castelveter, David; McCarthy2, Michael; Hearing, Peter
Subject: RE: urgent Q - need input please

(b)(5)

From: Tashiro, Susan
Sent: Tuesday, May 08, 2012 4:17 PM
To: Tashiro, Susan; Payne, Sterling; Nicholson, David
Cc: Castelveter, David; McCarthy2, Michael; Hearing, Peter
Subject: RE: urgent Q - need input please

From George: It's currently about 50% less than one year

From: Tashiro, Susan
Sent: Tuesday, May 08, 2012 4:12 PM
To: Payne, Sterling; Nicholson, David
Cc: Castelveter, David; McCarthy2, Michael; Hearing, Peter
Subject: RE: urgent Q - need input please

Only 2 AITs are in storage.

Confirming percentage in warehouse <1yr

From: Payne, Sterling
Sent: Tuesday, May 08, 2012 3:58 PM
To: Tashiro, Susan; Nicholson, David
Cc: Castelveter, David; McCarthy2, Michael; Hearing, Peter
Subject: urgent Q - need input please
Importance: High

Hello, looks like a report came out today in advance of tomorrow's hearing about the warehouse. Can someone quickly help me fill in the blanks from DHS below for press response??

From: Boogaard, Peter [mailto:(b)(5)]
Sent: Tuesday, May 08, 2012 3:52 PM
To: Payne, Sterling; Riley, J. Kawika; McCarthy2, Michael
Cc: Chandler, Matthew
Subject: tsa

Accurate? Need to find out ASAP.

(b)(5)

(b) (5)

Peter Boogaard

Deputy Press Secretary

Office of Public Affairs

U.S. Department of Homeland Security

O - (202) 447-4887

C -

(b) (5)

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#); [McLaughlin, Chris](#)
Subject: Re: OLA Update, 5/7/12
Date: Monday, May 07, 2012 5:02:19 PM

Tks Pete...
John S. Pistole
Administrator,
TSA

From: Hearing, Peter
To: Pistole, John
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#); [McLaughlin, Chris](#)
Sent: Mon May 07 16:52:10 2012
Subject: OLA Update, 5/7/12

Sir –

A couple of things today –

AP Story - US: CIA thwarts new al-Qaida underwear bomb plot

We're getting questions about the AP story that just broke – and is pasted below. DHS has the lead and we're coordinating w Nelson.

Rep. Virginia Foxx (R-NC)

This morning, Rep. Foxx was on a flight from Charlotte to DCA and was unable to bring her peanut butter through the checkpoint. After she spoke w both a supervisor and manager at the checkpoint, she called her staffers, who reached out to us. Chris McLaughlin spoke w her this afternoon, and explained TACCOM training, TSA Prev, and offered a meeting/tour w the FSD, but she continued to express strong concerns over the agency's operations.

Access Controls Hearing – moving a day earlier to 5/16 at 10am

This is John Sammon's hearing, which was originally scheduled for 5/17.

So our two week hearing schedule is as follows:

Tomorrow (5/8) at 1230p – John Halinski before House Homeland on Asia

Wednesday (5/9) at 1p – Dave Nicholson before Oversight/T&I on Technology Storage and

Deployment

Wednesday (5/16) at 10a – John Sammon before House Homeland on ATL/Access Controls

Thursday (5/17) at 930a – James Duncan (along w CBP/ICE witnesses) before House Homeland (Oversight Subcommittee) on Frontline Employee Ethics

Peter Hearinging

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-b38

US: CIA thwarts new al-Qaida underwear bomb plot

By ADAM GOLDMAN, Associated Press – 2 minutes ago

WASHINGTON (AP) — The CIA thwarted an ambitious plot by al-Qaida's affiliate in Yemen to destroy a U.S.-bound airliner using a bomb with a sophisticated new design around the one-year anniversary of the killing of Osama bin Laden, The Associated Press has learned.

The plot involved an upgrade of the underwear bomb that failed to detonate aboard a jetliner over Detroit on Christmas 2009. This new bomb was also designed to be used in a passenger's underwear, but this time al-Qaida developed a more refined detonation system, U.S. officials said.

The FBI is examining the latest bomb to see whether it could have passed through airport security and brought down an airplane, officials said. They said the device did not contain metal, meaning it probably could have passed through an airport metal detector. But it was not clear whether new body scanners used in many airports would have detected it.

The would-be suicide bomber, based in Yemen, had not yet picked a target or bought his plane tickets when the CIA stepped in and seized the bomb, officials said. It's not immediately clear what happened to the alleged bomber.

The operation unfolded even as the White House and Department of Homeland Security assured the American public that they knew of no al-Qaida plots against the U.S. around the anniversary of bin Laden's death. The AP learned about the thwarted plot last week but agreed to White House and CIA requests not to publish it immediately because the sensitive intelligence operation was still under way. Once those concerns were allayed, the AP decided to disclose the plot Monday despite requests from the Obama administration to wait for an official announcement Tuesday.

From: [Nicholson, David](#)
To: [McLaughlin, Chris](#); [Dolan, Mark](#); [Hoggan, Kelly \(TSA\)](#); [Tashiro, Susan](#); [Bray, Bob](#); [Allison, Roderick](#); [Hutchinson, Kimberly](#); [Shelton Waters, Karen](#); [Henderson, Latetia](#); [Byrne, Sean](#); [Grade, Deborah C.](#)
Cc: [Pistole, John](#); [Rossides, Gale](#); [Goldman, Howard <TSA Exec Ofc>](#); [Berumen, Paul](#); [Merritt, Marianna](#)
Subject: Audit meetings of interest, coming up
Date: Tuesday, May 01, 2012 6:08:30 PM

Below are some IG and GAO engagements and meetings that are of special interest. Highlighting in the event you are not the lead and have equities such that you may want to add folks to any of these. Each week your audit liaisons should get a longer list with more details on the range of meetings.

- **Deployment and Use of Advanced Imaging Technology.** OIG is conducting this work at the request of Chairman Mica, House Committee on Transportation and Infrastructure. OIG's stated objective is to determine whether TSA effectively deploys and uses advanced imaging technology and whether TSA is effectively planning for the use of future advanced imaging technology purchases. However, OIG has recently met with Chairman Mica's staff and renegotiated the audit objectives in order to avoid any duplication of recently completed audit reports OIG 12-06 and GAO 12-142C. The revised objective involves a close examination of AIT related Life-Cycle-Costs, Budget, Staffing, and Maintenance issues. OIG will also visit the Logistics Center near Dallas as part of a review of TSA's efforts to deploy AIT technology. The Deputy Assistant Inspector General for Audits stressed repeatedly that this new audit will not duplicate past work. OIG hopes to hold an entrance conference during the third week of May.
- **TSA's SPOT Program.** At the request of Chairman Mica, House Committee on Transportation and Infrastructure, GAO is beginning a new audit of TSA's SPOT program. GAO's objective is to determine: 1) To what extent has TSA implemented the recommendations in GAO's May 2010 report and DHS's Science and Technology Directorate's April 2011 validation study? 2) To what extent has TSA modified the SPOT program to enhance effectiveness in identifying high-risk travelers? and 3) To what extent has TSA modified training for behavior detection officers? The entrance conference is scheduled for 5/10.
- **TSA's SPOT Program.** OIG is beginning this review at the request of Bennie Thompson, Chairman, House Committee on Homeland Security. OIG's objective is to determine the extent to which TSA's SPOT program is screening passengers at U.S. airports in an objective and cost-effective manner to identify potential terrorism and/or criminal activity. Note that GAO and OIG have pledged to coordinate audit activities to avoid objective overlap, duplication of efforts and minimize the burden on program officials. no date scheduled
- **Canine Meeting with GAO 5/3 --** Scheduled attendees: William Csontos, Beth Egan, Gary Rogers, Donald Deason, John Bauer, Milton Harley, Barbara Washington
- **Federal & SPP Screener Performance meeting with GAO 5/4 –** Scheduled attendees: Chris McLaughlin, Paul Berumen, Randy Webb, Kim Hutchinson, Peter Jones, Scott Houston, Milton Harley, Heather Houck, Lamont Virgil, Michele Stefanon, Tom Feltrin.

From: [McLaughlin, Chris](#)
To: [Pistole, John](#); [Rossides, Gale](#)
Cc: [Nicholson, David](#)
Subject: RE: AIT Utilization Trend Report
Date: Tuesday, May 01, 2012 12:29:50 PM

Yea, the panel isn't until this afternoon. I meet with The Phoenix Gateway airport in a few minutes. They have been concerned with some issues related to HQ responsiveness and recently sent a letter to Mica to that effect. Most of their issues are resolved at this point but I wanted to engage them and show support. Key issues for this afternoon in dogs (big surprise) and the LEO reimburse able agreement. I expect SPP might come up as well.

Weather's great. Went for a nice run this AM!

-----Original Message-----

From: Pistole, John
Sent: Tuesday, May 01, 2012 12:25 PM Eastern Standard Time
To: McLaughlin, Chris; Rossides, Gale
Cc: Nicholson, David
Subject: Re: AIT Utilization Trend Report

Sounds good Chris, tks....AAAE going ok?
John S. Pistole
Administrator,
TSA

From: McLaughlin, Chris
To: Pistole, John; Rossides, Gale
Cc: Nicholson, David
Sent: Tue May 01 12:21:34 2012
Subject: FW: AIT Utilization Trend Report

Sir, Ma'am,

Please forgive the informal format of this e-mail, but I wanted to share our continued improvement in the utilization of AIT, particularly in lit of this AM's news. Th last time that we had news like this, we were averaging under 25% utilization, exposing only about 300,000 pax a day to the technology. Our "hours open" numbers also continue to be higher than ever - in the low to mid 80 percent range. We're focused on detection as well and will be having a TRACE call in the not too distant future to re-in force again with the field. A lot of room to grow, but we're focused on it.

Chris

-----Original Message-----

From: Sears, Benjamin
Sent: Tuesday, May 01, 2012 12:08 PM Eastern Standard Time

To: McLaughlin, Chris
Cc: Scanlon, Robert; Callahan, Heather; Hutchinson, Kimberly; Houston, Scott; Dolan, Mark; Taney, Joe; Brown, Mitchell; Daly, John J. ; Maola, Marisa; Johnson, Scott T; Schear, James
Subject: RE: AIT Utilization Trend Report

We are. I already looked into it. Impressive performance starting about two weeks ago. I've been trying to find a cause (specific airport, region, etc) but it looks like the improvement has been happening everywhere. We hit an all time high in both overall passengers screened by AIT (858,713) and percentage (46.7%) on 4/26 and 4/25, respectively.

Ben Sears

Program Analyst, Performance Analysis and Strategic Planning
Performance Management

O:571-227 (b)(6)

C (b)(6)

From: McLaughlin, Chris
Sent: Tuesday, May 01, 2012 11:58 AM
To: Sears, Benjamin
Cc: Scanlon, Robert; Callahan, Heather; Hutchinson, Kimberly; Houston, Scott; Dolan, Mark; Taney, Joe; Brown, Mitchell; Daly, John J. ; Maola, Marisa; Johnson, Scott T; Schear, James
Subject: RE: AIT Utilization Trend Report

(b)(5)

-----Original Message-----

From: Sears, Benjamin
Sent: Tuesday, May 01, 2012 07:37 AM Eastern Standard Time
To: McLaughlin, Chris
Cc: Scanlon, Robert; Callahan, Heather ; Hutchinson, Kimberly; Houston, Scott; Dolan, Mark; Taney, Joe; Brown, Mitchell; Daly, John J. ; Maola, Marisa; Johnson, Scott T; Schear, James
Subject: AIT Utilization Trend Report

Sir –

See attached for the AIT Utilization Trend Report for the week ending 4/28/12. As always, let me know if you have any questions or need anything else.

Ben Sears

Program Analyst, Performance Analysis and Strategic Planning
Performance Management

O:571-227 (b)(6)

C (b)(6)

From: [Hearding, Peter](#)
To: [Payne, Sterling](#); [Nicholson, David](#); [Pistole, John](#); [Rossides, Gale](#); [Bray, Bob](#); [Halinski, John W](#)
Cc: [Dean, Lynn](#); [Gaches, Lauren](#); [LaFemina, James](#); [Riley, J. Kawika](#); [Beck, Carol](#)
Subject: RE: POLITICO story
Date: Friday, April 27, 2012 3:36:16 PM

Rockefeller's staff indicates an intent to issue a statement in support. We understand that King has not been approached for comment, but may be supportive if asked.

Will keep everyone posted as we learn more.

From: Payne, Sterling
Sent: Friday, April 27, 2012 2:45 PM
To: Nicholson, David ; Pistole, John; Rossides, Gale; Hearing, Peter; Bray, Bob ; Halinski, John W
Cc: Dean, Lynn; Gaches, Lauren; LaFemina, James; Riley, J. Kawika; Beck, Carol
Subject: RE: POLITICO story

Here is what DHS plans to provide to the outlet from "a DHS Spokesperson" - also below the DHS quote is the quote the reporter plans to use from Paul Broun.

DHS QUOTE ON THE RECORD:

(b)(5)



(b)(5)



(b)(5)

From: Payne, Sterling
Sent: Friday, April 27, 2012 1:25 PM
To: Nicholson, David ; Pistole, John; Rossides, Gale; Hearing, Peter; Bray, Bob ; Halinski, John W
Cc: Dean, Lynn; Gaches, Lauren; LaFemina, James; Riley, J. Kawika; Beck, Carol
Subject: RE: POLITICO story

Thanks. It looks like DHS is going to take the lead. We are working with them on the response. Will loop back with their suggestions.

From: Nicholson, David
Sent: Friday, April 27, 2012 1:24 PM
To: Payne, Sterling; Pistole, John; Rossides, Gale; Hearing, Peter; Bray, Bob ; Halinski, John W
Cc: Dean, Lynn; Gaches, Lauren; LaFemina, James; Riley, J. Kawika; Beck, Carol
Subject: RE: POLITICO story

I volunteer to respond.

From: Payne, Sterling
Sent: Friday, April 27, 2012 12:06 PM
To: Pistole, John; Rossides, Gale; Hearing, Peter; Nicholson, David ; Bray, Bob ; Halinski, John W
Cc: Dean, Lynn; Gaches, Lauren; LaFemina, James; Riley, J. Kawika; Beck, Carol
Subject: POLITICO story

We wanted to let you know POLITICO is working on a story (to be filed today and published Monday) where they've received comments from two GOP Congressmen (Reps Mica and Broun) who call for Administrator Pistole to resign. The reporter agreed to share one of the quotes, which I've pasted below. The reporter has asked for comment and we are

(b)(5)

(b)(5)

I will keep you posted.

Rep. Mica Quote

"It may be about time, because we have given him as long leash as you can."

"I think we have asked repeatedly for reforms to change it [screening] to a risk basis and he might consider doing something else. I'd agree with Paul at this stage -- how far do you go? I've been very deferential to him because he's new."

"They're not good at personnel management, personnel recruitment, personnel

training. We've got a report that would just knock your socks off. They train probably twice as many people as they've employed. More than double -- at a cost of billions."

"It may be time for him to consider doing other things."

From: [Hearding, Peter](#)
To: [Payne, Sterling](#); [Pistole, John](#); [Rossides, Gale](#); [Nicholson, David](#); [Bray, Bob](#); [Halinski, John W](#)
Cc: [Dean, Lynn](#); [Gaches, Lauren](#); [LaFemina, James](#); [Riley, J. Kawika](#); [Beck, Carol](#)
Subject: Re: POLITICO story
Date: Friday, April 27, 2012 12:29:04 PM

We're working w DHS OLA and have raised this for awareness w Rockefeller and King staffers.

From: Payne, Sterling
To: Pistole, John; Rossides, Gale; Hearing, Peter; Nicholson, David ; Bray, Bob ; Halinski, John W
Cc: Dean, Lynn; Gaches, Lauren; LaFemina, James; Riley, J. Kawika; Beck, Carol
Sent: Fri Apr 27 12:05:42 2012
Subject: POLITICO story

We wanted to let you know POLITICO is working on a story (to be filed today and published Monday) where they've received comments from two GOP Congressmen (Reps Mica and Broun) who call for Administrator Pistole to resign. The reporter agreed to share one of the quotes, which I've pasted below. The reporter has asked for comment and we are

(b)(5)

(b)(5)

I will keep you posted.

Rep. Mica Quote

"It may be about time, because we have given him as long leash as you can."

"I think we have asked repeatedly for reforms to change it [screening] to a risk basis and he might consider doing something else. I'd agree with Paul at this stage -- how far do you go? I've been very deferential to him because he's new."

"They're not good at personnel management, personnel recruitment, personnel training. We've got a report that would just knock your socks off. They train probably twice as many people as they've employed. More than double -- at a cost of billions."

"It may be time for him to consider doing other things."

From: [Kerner, Francine](#)
To: [Pistole, John](#); [\(b\) \(5\)](#); [Fletcher, Kenneth](#)
Subject: Mica's perspective on removing TSOs
Date: Wednesday, April 25, 2012 10:07:19 AM

CQ NEWSMAKER TRANSCRIPTS

TV Programs / April 24, 2012 - Final

Rep. Mica Interviewed on Fox News Radio. Brief mention of TSA below in an interview with Rep. John Mica, re: GSA.

"MICA: That's what I'm - well again, it's very difficult to fire any federal employee -- but the Civil Service System and you know I've tried to reform it a number of times. The only - one of the few exceptions when we wrote the TSA law, I made sure that they were not - that TSA employees are not protected under Title Five so that's why more of them get fired than anyone. They can be fired."

From: [Goldman, Howard <TSA Exec Ofc>](#)
To: [Hearding, Peter](#); [Pistole, John](#); [Rossides, Gale](#); [Nicholson, David](#)
Cc: [Beck, Carol](#)
Subject: RE: Letter: Opt-Out TSA Screening Model
Date: Tuesday, April 24, 2012 5:02:03 PM

(b)(5)

Howard

Howard Goldman
Senior Counselor and Director,
Office of Policy Coordination and Intergovernmental Affairs
Office of the Administrator
Transportation Security Administration
571-227-(b)(6) (O)
(b)(6) (C)
571-227-1398 (Fax)

From: Hearing, Pete (b)(6)
Sent: Tuesday, April 24, 2012 4:18 PM
To: Pistole, John; Rossides, Gale; Nicholson, David ; (b)(6)
Cc: Beck, Carol
Subject: Fw: Letter: Opt-Out TSA Screening Model

FYA

From: Ahlstrom, Patrick
To: Hearing, Peter; 'LeGrys, LaVita'
Sent: Tue Apr 24 15:33:28 2012
Subject: FW: Letter: Opt-Out TSA Screening Model

Hello Peter and LaVita:

The attached is a letter that the Phoenix-Mesa Gateway (IWA) airport director, Mr. Lynn Kusy has recently sent to Congressman Mica. The letter is in response to Congressman Mica's March 13 letter inviting airports to opt out of TSA screening function and into the SPP. Mr. Kusy's letter praises local TSA but complains about TSA HQ, primarily the timing of responses, new equipment and the policy concerning Exit guarding. We are in close communication with the IWA airport management, a very fast growing airport in Mesa, AZ with obvious growing pains.

Regards,
Pat

Patrick Ahlstrom
Federal Security Director (Interim)
U.S. Dept of Homeland Security
Transportation Security Administration
Phoenix TSA (PHX,IWA,IFP,PRC,FLG,GCN,PGA,IGM,SOW)
410 N. 44th Street, Suite 300

Phoenix, AZ 85008
303-919-(b)(6) Cell
(b)(6) Office
602-231-0160 Fax

From: Maria Gonzalez (b)(6)
Sent: Tuesday, April 24, 2012 7:53 AM
To: (b)(6)
Cc:
Subject: Letter: Opt-Out TSA Screening Model

Congressman Mica,

On behalf of Lynn F. Kusy, C.M., C.A.E., Executive Director of Phoenix-Mesa Gateway Airport in Arizona, I have attached a response to your March 13, 2012 letter.

Thank you,
Maria E. Gonzalez
Executive Assistant to Lynn Kusy, C.M., C.A.E.
Phoenix-Mesa Gateway Airport
5835 S. Sossaman Road
Mesa, Arizona 85212-6014
Phone: 480-988-(b)(6)
Fax: 480-988-2315
E-mail: (b)(6)
Web site: www.phxmesagateway.org

just plane easy.

Please note: Airport Administrative office hours are Monday-Thursday 7am to 6pm. We are closed on Fridays.

From: [Pistole, John](#)
To: [Haught, Mark](#)
Cc: [McLaughlin, Chris](#); [Rossides, Gale](#)
Subject: Re: THANK YOU
Date: Friday, April 20, 2012 12:33:22 PM

Mark, thanks for hosting my visit...you've done a remarkable job in a short amount of time. Kudos to you and your SLT for engaging stakeholders so effectively, coupled w/ the CP efficiencies achieved compared to last year. Keep engaging the workforce as you noted to address their issues raised in the town halls.

Be well....

John
John S. Pistole
Administrator,
TSA

From: Haught, Mark
To: Pistole, John
Sent: Fri Apr 20 12:00:48 2012
Subject: THANK YOU

Mr. Pistole:

Just wanted to pass on to you our appreciation for taking time out of your busy schedule to visit us here in Charlotte. There is a lot of buzz among the workforce this morning about how interactive and sincere you were. Your visit meant a great deal to my leadership team as well. Both Jerry Orr and Terri Pope made a point to call me and thank me for including them in your visit. Have a great weekend sir, and again, thank you.

Very Respectfully,

Mark

Mark K. Haught
Federal Security Director, Charlotte
Department of Homeland Security (DHS)
Transportation Security Administration (TSA)
Office: 704-916-(b)(6)
Cell: (b)(6)

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Cc: (b)(6); [Booker, Jerry](#); [Newhouse, Victoria](#)
Subject: Re: Test Phone Call--Update
Date: Thursday, April 19, 2012 6:28:51 AM

I'll try it at the SSI level and if that doesn't work, ask you to call secure. Tks for all the efforts....
John S. Pistole
Administrator,
TSA

From: Rossides, Gale
To: Pistole, John
Sent: Thu Apr 19 06:16:25 2012
Subject: Fw: Test Phone Call--Update

John- the secure tests failed from both FBI site and FAM site w/ UK. They DID work from TSA Hqs scif location. Our options: you make call but speak at SSI level only; I make the call on your behalf from Hqs; or we get you to a military facility there in the area OR Tim S gets to US embassy and we try from that location to you at FBI.... I think you could probably do the call at SSI or I can followup w/ Tim on secure phone. Pls advise your preference.
Gale

From: Newhouse, Victoria <(b)(6)>
To: Booker, Jerry; (b)(6); Sadler, Stephen; Smith, Rebecca A.
Sent: Thu Apr 19 05:48:29 2012
Subject: Re: Test Phone Call--Update

Thank you Jerry.

Ma'am: we have 3 other options. 1 is to find the closest military base with a SCIF and test their STE Key (Rod Allison can get that info); 2) Mr Pistole makes the call on an open line and talks at the SSI level or 3) you make the call on his behalf from our STE which is properly keyed. We are standing by to further assist. V/R Victoria

From: Booker, Jerry
To: 'Rossides, Gale' <(b)(6)>; Sadler, Stephen; Newhouse, Victoria; Smith, Rebecca A.
Sent: Thu Apr 19 05:38:40 2012
Subject: RE: Test Phone Call--Update

Everyone,

The test calls with the UK DfT STE and the Charlotte FAMS/FBI STEs ***failed to connect when going SECURE***. This is likely due to crypto key incompatibility (I was able to connect SECURE with all of the STEs using my phone in my office).

The only option I can recommend for now is **Mr. Symington** may be able to access a compatible STE located at the U.S. Embassy in London. I await further guidance—thank you.

Regards,

JERRY C. BOOKER

Director, Classified Technology | TSA HQ | E6-002B

Office of Intelligence & Analysis | Transportation Security Administration | DHS

Office: 703.601 (b)(6) | Pager: (b)(6) | BB: (b)(6) | Mobile: (b)(6)

(b)(6)

From: Booker, Jerry

Sent: Thursday, April 19, 2012 4:40 AM

To: Rossides, Gale; Sadler, Stephen; Newhouse, Victoria; Smith, Rebecca A.

Subject: Test Phone Call

Good morning,

I just contacted the **UK Department for Transport** to inform them of the imminent test phone calls and **Mr. Pistole's** call to **Mr. Symington** at 9:00 a.m. this morning. I plan to have the test calls completed before 5:30 a.m. and will provide you the results as quickly as possible.

Just FYI—I performed a successful test call with them using my STE with no issues.

Regards,

JERRY C. BOOKER

Director, Classified Technology | TSA HQ | E6-002B

Office of Intelligence & Analysis | Transportation Security Administration | DHS

Office: 703.601 (b)(6) | Pager: (b)(6) | BB: (b)(6) | Mobile: (b)(6)

(b)(6)

From: [Smith, Rebecca A.](#)
To: [Pistole, John](#)
Cc: [LeBoeuf, Jon](#)
Subject: Fw: Test Phone Call--Update
Date: Thursday, April 19, 2012 6:05:05 AM

Sir, wanted to let you know about STE tests this AM. Would you like GDR to make the call or should we reach out to see if we could do A call with them when you land this evening?

From: Newhouse, Victoria
To: Booker, Jerry; (b)(6) Sadler, Stephen; Smith, Rebecca A.
Sent: Thu Apr 19 05:48:29 2012
Subject: Re: Test Phone Call--Update

Thank you Jerry.

Ma'am: we have 3 other options. 1 is to find the closest military base with a SCIF and test their STE Key (Rod Allison can get that info);;2) Mr Pistole makes the call on an open line and talks at the SSI level or 3) you make the call on his behalf from our STE which is properly keyed. We are standing by to further assist. V/R Victoria

From: Booker, Jerry
To: (b)(6) Sadler, Stephen; Newhouse, Victoria; Smith, Rebecca A.
Sent: Thu Apr 19 05:38:40 2012
Subject: RE: Test Phone Call--Update

Everyone,

The test calls with the UK DfT STE and the Charlotte FAMS/FBI STEs ***failed to connect when going SECURE***. This is likely due to crypto key incompatibility (I was able to connect SECURE with all of the STEs using my phone in my office).

The only option I can recommend for now is ***Mr. Symington*** may be able to access a compatible STE located at the U.S. Embassy in London. I await further guidance—thank you.

Regards,

JERRY C. BOOKER

Director, Classified Technology | TSA HQ | E6-002B

Office of Intelligence & Analysis | Transportation Security Administration | DHS

Office: 703.601 (b)(6) | Pager: (b)(6) | BB: (b)(6) | Mobile: (b)(6)

(b)(6)

From: Booker, Jerry
Sent: Thursday, April 19, 2012 4:40 AM
To: Rossides, Gale; Sadler, Stephen; Newhouse, Victoria; Smith, Rebecca A.
Subject: Test Phone Call

Good morning,

I just contacted the ***UK Department for Transport*** to inform them of the imminent test phone calls and

Mr. Pistole's call to **Mr. Symington** at 9:00 a.m. this morning. I plan to have the test calls completed before 5:30 a.m. and will provide you the results as quickly as possible.

Just FYI—I performed a successful test call with them using my STE with no issues.

Regards,

JERRY C. BOOKER

Director, Classified Technology | TSA HQ | E6-002B

Office of Intelligence & Analysis | Transportation Security Administration | DHS

Office: 703.601 (b)(6) | Pager: (b)(6) | BB: (b)(6) | Mobile: (b)(6)

(b)(6)

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6) [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Subject: Re: OLA Update, 4/18/12
Date: Wednesday, April 18, 2012 4:16:04 PM

Ok, I'll need prep/TPs for the call tomorrow...tks.
John S. Pistole
Administrator,
TSA

From: Hearinging, Peter
To: Pistole, John
Cc: (b)(6) (b)(6) [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Sent: Wed Apr 18 16:00:21 2012
Subject: OLA Update, 4/18/12

Sir –

SIDA Badge Vetting

As you'll see in the string below, we've been getting questions from all over the Hill on this issue. We've talked w Senate Commerce folks and their temperature is low – they're mostly curious about our plans for temporary relief. We've also gotten calls from a number of personal offices (Rep. John Kline (R-MN), Sen. Lisa Murkowski, (R-AL), Sen. Bill Nelson (D-FL)) who are starting to hear constituent/casework questions from individuals who can't start work while they wait for SIDA badge approval. We're working w OPSIE on keeping these folks up to date and will continue to do so. Finally, Chairman Mike Rogers (R-AL) has asked to speak w you for "5 minutes" on this issue some time tomorrow; we'll check w Jon and Rebecca to see what your schedule might accommodate.

Transportation and Infrastructure Committee Hearing on TWIC

The T&I subcommittee on the Coast Guard and Maritime Transportation is having a hearing next Thursday, April 26th entitled "**Regulation of the Maritime Industry: Ensuring U.S. Job Growth While Improving Environmental and Worker Safety.**" They've invited both USCG and TSA to testify on the forthcoming USCG reader rule. We are coordinating w DHS OLA but are planning to handle this as we have other requests from this committee.

Courtesy visits in advance of AIT Hearing

We're working on scheduling short pre-hearing meetings w Rogers and RM Sheila Jackson Lee on Tuesday afternoon. We have a hearing prep session scheduled for Friday afternoon.

Best,
Pete

From: Leyh, Paul
Sent: Wednesday, April 18, 2012 2:29 PM

To: Hearinging, Peter; Sammon, John; Nicholson, David (b)(6) Naugle, Kip; Ralls, Jose; (b)(6)
Cc: Beck, Carol; Payne, Sterling; Reichert, Kate C.
Subject: RE: Badging

Pete,

Short answer is for years TSA has had only one Channeling Service Provider – AAAE. Some in industry had wanted competition which was awarded last year and as a result there were three authorized service providers selected: AAAE, Telos ID, and L-1 Identity Solutions. Two of the three service providers (AAAE and Telos) completed testing and were granted authority to operate as a channeling services provider. As of 4/2, AAAE began sending records to TSA under the new requirements however, interpreted requirements incorrectly which caused an issue with records being accepted in a timely manner. These inconsistencies were brought to our attention late last week, we met with AAAE and communicated with ACI and A4A, and as a result, the issues were resolved and AAAE has started transmitting the records again. The total number of records received by AAAE since 4/2 is over 6,300 records, of which over 4,500 have been processed by TSA and should be available to the airports/airlines for viewing. However, the airlines/airports advised the vetting results were delayed or not available. Our systems teams continue to conduct further analysis to isolate any and all anomalies. In addition, AAAE has another 2000 records that they are awaiting information or action from airports to complete the records before forwarding them to TSA which we understand should be by close of business tomorrow.

That as background, in order to provide temporary relief while the systems teams are researching and fixing the issue, we have developed an exemption policy waiver that would allow the airport the ability to issue a temporary badge for two weeks with the caveat that the airport validate their identity and complete watch list matching.

We're coordinating internally and expect to review with the front office later today and/or tomorrow morning.

Thanks,

Paul

From: Hearinging, Peter [mailto:(b)(6)]
Sent: Wednesday, April 18, 2012 1:26 PM
To: Sammon, John; Nicholson, David ; (b)(6) Naugle, Kip; Ralls, Jose; (b)(6)
Cc: Beck, Carol; Payne, Sterling; Reichert, Kate C.
Subject: Fw: Badging

John et al -

Need some help on the questions below. Getting inquiries now from all over.

Thanks-
Pete

From: [REDACTED] (Commerce) <[REDACTED]>
To: Hearing, Peter; [REDACTED] (Commerce) <[REDACTED]>; Pete Hearinging <[REDACTED]>
Sent: Wed Apr 18 13:18:21 2012
Subject: RE: Badging

This is AAAEs take – G

AAAE Seeks Regulatory Relief from TSA in Wake of CHRC and STA Delay

April 18, 2012

On behalf of our airport members, AAAE has requested regulatory relief to allow temporary badge issuance in the wake of extended delays of CHRC and STA processing for aviation workers resulting from the transition to TSA's Designated Aviation Channeler (DAC) Program. We have asked TSA to allow airports to temporarily issue badges for applicants whose data has been successfully submitted to the Transportation Security Clearinghouse. Any temporary badges issued would need to be replaced with regular issue airport identification media after results are received by the airport operator.

Based on your feedback, we are aware that many airports have requested regulatory relief at the local level but have been denied to date. We are also aware that the extended delay in CHRC and STA results has directly impacted operations at airports around the country, including delays of long-planned construction projects.

AAAE is working with all levels of TSA senior leadership to provide regulatory relief for all airport operators as soon as possible. In addition, the Transportation Security Clearinghouse continues to do all it can on its end to work with TSA's technical team to get systems functioning at the volume and frequency in place three weeks ago before the implementation of the federally imposed changes created by TSA's DAC program.

We will keep you updated as we continue to work aggressively with TSA to address the significant technical and policy challenges that have arisen with this transition. In the meantime, as always, please do not hesitate to contact us with any questions or concerns. Your feedback to date has been invaluable as we continue to stress with TSA leadership the tremendous and negative impact this transition has had on the airport operators, their employees, tenants and contractors.

From: Hearing, Peter [mailto:[REDACTED]]
Sent: Wednesday, April 18, 2012 1:16 PM
To: [REDACTED] (Commerce); Pete Hearinging
Cc: [REDACTED] (Commerce)
Subject: RE: Badging

Checking...

From: (b)(6)
Sent: Wednesday, April 18, 2012 1:15 PM
To: Pete Hearing
Cc: (b)(6) (Commerce)
Subject: FW: Badging

Pete,

We're hearing there are significant hold-ups at a number of airports regarding badging, including Orlando and Detroit. (b)(5) Can you provide TSA's take on this as quickly as possible? We need to understand what's going on.

I can be reached at (b)(6) or (b)(6)

Thanks,

(b)(6)

From: [Pistole, John](#)
To: [Beers, Rand](#)
Cc: [Kroloff, Noah](#)
Subject: Call
Date: Wednesday, April 18, 2012 12:51:06 PM

Rand, once again I'll be calling in from out of town (Charlotte this time, to assess readiness for the DNC). I think Steve S is sending Patrick info I'll be briefing, other than specifics of my call yesterday. I leave IAD at 1:40, but let me know if you need anything.

John

John S. Pistole
Administrator,
TSA

From: [Pistole, John](#)
To: [Allison, Roderick J.](#)
Cc: [Rossides, Gale](#)
Subject: Re: Charlotte
Date: Wednesday, April 18, 2012 10:09:04 AM

Tks Rod, very helpful...
John S. Pistole
Administrator,
TSA

From: Allison, Roderick J. (b)(6)
To: Pistole, John
Cc: Rossides, Gale
Sent: Wed Apr 18 10:01:54 2012
Subject: Charlotte

Mr Pistole, I apologize for the long email, but these are some Items of interest for your Charlotte FAMS Field Office visit. Several of these were items of concern that were highlighted in the recent IG report and really move towards more consistency among the offices.

We recently amended policy on the Senior FAM Program, there was a percentage cap per office. The change eliminated the cap, mandated the eligibility and selection criteria, and reiterated the intent of the program which is to recognize personnel for their service.

We recently drafted/instituted a national Ground Based assignment (GBAs) policy which mandates limits for the various GBAs (VIPRS, Field Office Support, and HQ), selection criteria, and managerial oversight/approval for successive ground based assignments.

We had the AD of Field send out an operational directive limiting international restrictions of personnel to no more than 6 months without HQ approval. Given that Intl missions are work assignments, personnel not exhibiting the satisfactory performance criteria cannot be held off these assignments indefinitely. We saw cases of inconsistency among the offices.

Field Office communication efforts are still ongoing, many offices including the Charlotte are finding that the frank, open discussions are illuminating, CLT is no exception. We have a Family Day planned for CLT on MAY 17, the office will be stood down and Bob and or I will attend. Public Affairs is also coordinating a media event to provide an opportunity to publicly thank the office. You may recall that CLT was one of the offices highlighted in the Secretary's note to you regarding the Margo Schlanger analysis.

V/R

Rod

From: [Pistole, John](#)
To: [Holmes, David <TSA-13>](#) <Assistant Administrator>
Subject: Re: GAO - CLOSE HOLD
Date: Wednesday, April 18, 2012 9:34:30 AM

Thanks....
John S. Pistole
Administrator,
TSA

From: Holmes, David <TSA-13> <Assistant Administrator>
To: Pistole, John
Sent: Wed Apr 18 09:30:40 2012
Subject: GAO - CLOSE HOLD

Mr. P:

GAO recently completed another round of AIT covert testing at Mica's request at 14 a/ps.
Gale has additional details.

D

From: [Pistole, John](#)
To: [Nicholson, David](#) (b)(6)
Subject: Re: Cfo & Cos
Date: Friday, April 13, 2012 5:25:06 PM

Tks Dave, good weekend...
John S. Pistole
Administrator,
TSA

From: Nicholson, David
To: Pistole, John; (b)(6)
Sent: Fri Apr 13 17:20:40 2012
Subject: Cfo & Cos

Received an invite to be on a panel in San Diego in late July. Gov CFO rep, on efficiencies and managing resources. Deloitte is the host with (b)(6) the lead for them.

We received notice of the DHS USM plans for portfolio reviews of acquisitions and major systems. This is similar to last year. ACQ is leading and will work with programs, with strong participation by CIO and CFO office.

Met with CIO to review working capital fund issues and CIO Council strategy. And discussed with Mark Rider (ACQ) approach for serving front office in meeting responsibilities for acquisition oversight.

Incoming IG Audit re AIT was addressed to OSC. Initiated by Mr. Mica. Will kick off in the next 2 weeks or so.

Will be in NYC this weekend and avail

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Subject: Re: New OIG Audit of AIT Procurement Requested by Chairman Mica
Date: Friday, April 13, 2012 12:34:16 PM

Tks...
John S. Pistole
Administrator,
TSA

From: Rossides, Gale
To: Nicholson, David ; Pistole, John
Sent: Fri Apr 13 12:32:57 2012
Subject: FW: New OIG Audit of AIT Procurement Requested by Chairman Mica

For your awareness.

From: Fletcher, Kenneth
Sent: Friday, April 13, 2012 10:54 AM
To: Rossides, Gale
Cc: Pringle, Veronica
Subject: New OIG Audit of AIT Procurement Requested by Chairman Mica

<<Rep Mica - Request - AIT procurement audit.pdf>>

Gale,

FYI... Attached letter from Chairman Mica to OIG requests a new audit of AIT. TSA and DHS audit liaison staff are (b)(5)

(b)(5)

(b)(5)

(b)(5) Note that Chairman Mica was briefed on the GAO report, and is asking OIG to concentrate on TSA processes between 2009 and 2011 related to AIT testing, approval and procurement.

At my request, Tom Feltrin is arranging a meeting for next Friday with OSC, OSO, TWE and ACQ to review status of actions needed to close out the previous OIG and GAO AIT report recommendations. Our response to GAO was submitted to DHS on time at the beginning of March, but DHS has not yet forwarded the response to GAO.

Ken

From: Bell, Mark (b)(6)
Sent: Thursday, April 12, 2012 4:21 PM
To: Feltrin, Thomas

Cc: Howard, Linda; Haynes, Christine
Subject: FW: response to Mica on AIT

Tom

Per your request, attached is the letter from Chairman Mica requesting additional work. You should be aware that we met with Chairman Mica's staff to scope the current project as not to be duplicative of work we previously conducted and/or work that is being conducted by the Government Accountability Office. Please see the audit initiation memorandum for the scope that was agreed to for the current audit. Chairman Mica's staff did receive and was briefed on the report # 12-06. Please let me know if I can be of further assistance.

Mark

From: (b)(6)
To: [Pistole, John](#)
Subject: FW: Announcement of Administrator Pistole's Visit to CLT 04/19/2012
Date: Thursday, April 12, 2012 10:44:34 AM

Administrator Pistole,

I am looking forward to your upcoming visit to Charlotte Douglas International Airport on April 19. In addition to the scheduled town-hall and meeting with Charlotte Airport staff, I would like to request a few minutes of your time to speak with you (b)(6)

(b)(6)

(b)(6)

Respectfully,

(b)(6)

TSA/CLT/DHS
704-972-(b)(6) office)

From: Stanton, Terry
Sent: Monday, April 02, 2012 2:53 PM
To: CLTAirport; CLTSTAFF

Subject: FW: Announcement of Administrator Pistole's Visit to CLT
04/19/2012

Note the date change

TSA Administrator John S. Pistole has rescheduled his visit to Charlotte Airport to

Thursday, April 19, 2012. Mr. Pistole will tour the Airport, visit with the Charlotte Airport

staff, visit the Old Terminal Training Center, and conduct two town-hall meetings (times

and location to be determined) for our TSA team. We are excited about the opportunity

to share with Mr. Pistole our accomplishments and preparedness for the many upcoming

initiatives and events. Our best welcome is our demonstration of professionalism, hardwork

and integrity. I am confident we will successfully deliver.

Terry Stanton

Acting AFSD Screening

704-916-(b)(6) Office

(b)(6) Cell

From: [Pistole, John](#)
To: [Kroloff, Noah](#)
Subject: Re: LTE
Date: Thursday, April 12, 2012 8:19:28 AM

Appreciate it Noah....
John S. Pistole
Administrator,
TSA

From: Kroloff, Noah (b)(6)
To: Pistole, John
Sent: Thu Apr 12 08:02:10 2012
Subject: RE: LTE

JP—Let me check. Not sure I know what OLA's Objection might be. Understand your strong feelings

From: Pistole, John
Sent: Wednesday, April 11, 2012 7:47 PM
To: Kroloff, Noah
Subject: Fw: LTE

Noah, nice job today resolving the QS issue...thanks.
Wanted to touch base on this letter to the WSJ after yesterday's misleading piece w/ 3 critical factual errors. (b)(5)

(b)(5)

As always, thanks...
John S. Pistole
Administrator,
TSA

From: Payne, Sterling
To: Pistole, John
Cc: Nicholson, David ; Rossides, Gale
Sent: Wed Apr 11 18:41:09 2012
Subject: LTE

(b)(5)

(b)(5)

Sterling Payne

Transportation Security Administration

Office of Public Affairs

O: 571-227 (b)(6)

From: [Payne, Sterling](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Nicholson, David](#)
Cc: [Soule, Greg](#); [Gaches, Lauren](#); [Hearding, Peter](#); [Dean, Lynn](#)
Subject: RE: FOX Business Network CLIP - John Stossel: TSA Airport Security - Part 1
Date: Tuesday, April 10, 2012 10:22:59 AM

It looks like this report first aired Saturday night around 10:30 pm and was then rebroadcast.

From: Payne, Sterling
Sent: Tuesday, April 10, 2012 10:00 AM
To: Pistole, John; Rossides, Gale; Nicholson, David
Cc: Soule, Greg; Gaches, Lauren; Hearinging, Peter
Subject: FW: FOX Business Network CLIP - John Stossel: TSA Airport Security - Part 1

I heard someone mention they had seen the TV version of the write up in the WSJ this morning. Below is a clip of the story that ran early yesterday morning on FOX News Channel with John Stossel including an on camera interview with Mica –checking to see when else it might have ran. It is very much the same as the opinion piece that appeared in the paper. FOX did not reach out to us beforehand – we are calling them today to raise this with the producers.

From: Jones, William B.
Sent: Tuesday, April 10, 2012 9:40 AM
To: Payne, Sterling; Gaches, Lauren; Soule, Greg; Riley, J. Kawika; Farbstein, Lisa
Cc: Culmer, Jonella; McCarthy2, Michael; Hawkins, Tess
Subject: FOX Business Network CLIP - John Stossel: TSA Airport Security - Part 1

Critical Mention News Flash



FOX Business Network - John Stossel: TSA Airport Security

FNC

No They Can't! Why Government Fails but Individuals Succeed (Special Politics)

National Programming

Mon 09 Apr 2012 03:33 AM EDT

Est. Audience: 433,991



[Play Clip](#)

From: [Dean, Lynn](#)
To: [Pistole, John](#); [Rossides, Gale](#)
Subject: Stossel Interview with Cong. Mica
Date: Tuesday, April 10, 2012 10:13:54 AM

Here's a link to the Stossel interview with Mica that Steve Sadler mentioned this morning.

<http://fearlessconservative.com/2012/04/07/tsa-total-failure/>

Lynn M. Dean

Senior Advisor to the Deputy Administrator

Transportation Security Administration

571-227-(b)(6) (o)

(b)(6) (cell)

From: [Pistole, John](#)
To: [Callahan, Heather <FSD>](#)
Cc: [McLaughlin, Chris](#); [Houston, Scott](#); [Nezat, Vickie](#)
Subject: Re: Rapiscan Locations
Date: Wednesday, April 04, 2012 6:14:37 PM

Very helpful Heather, tks....
John S. Pistole
Administrator,
TSA

From: Callahan, Heather <FSD>
To: Pistole, John
Cc: McLaughlin, Chris; Houston, Scott; Nezat, Vickie
Sent: Wed Apr 04 17:25:15 2012
Subject: Rapiscan Locations

Sir,

As discussed in the meeting earlier today, below are the locations of AITs w/out ATR.

| | |
|--------------------------------|-----|
| Total Rapiscan Units Installed | 247 |
|--------------------------------|-----|

| Airport | Cat | # Units |
|---------|---------------------------|---------|
| BDL | Bradley – Hartford, CT | I 6 |
| BOI | Boise, ID | I 3 |
| BOS | Boston, MA | X 17 |
| BRO | South Padre Island, TX | III 1 |
| BUF | Buffalo, NY | I 5 |
| CLT | Charlotte, NC | X 3 |
| CMH | Port Columbus, OH | I 5 |
| CRP | Corpus Christi, TX | II 1 |
| CVG | Cincinnati, OH | X 9 |
| ELP | El Paso, TX | I 3 |
| FLL | Fort Lauderdale, FL | X 10 |
| GEG | Spokane, WA | I 1 |
| GPT | Gulfport/Biloxi, MS | II 1 |
| GRR | Grand Rapids, MI | II 2 |
| GSN | Saipan | II 1 |
| GUM | Guam | I 2 |

| | | | |
|-----|----------------------------|-----|----|
| HRL | Harlingen, TX | II | 1 |
| IAD | Dulles, VA | X | 16 |
| JFK | Queens, NY | X | 23 |
| LAX | Los Angeles, CA | X | 22 |
| LGA | LaGuardia, NY | X | 1 |
| LIH | Lihue, HI | I | 1 |
| LRD | Laredo, TX | III | 1 |
| MCI | Kansas City, KS | I | 2 |
| MCO | Orlando, FL | X | 6 |
| MEM | Memphis, TN | I | 5 |
| MFE | McAllen, TX | II | 1 |
| OAK | Oakland, CA | I | 5 |
| OMA | Omaha, NB | I | 2 |
| ORD | Chicago, IL | X | 23 |
| PHX | Phoenix, AZ | X | 16 |
| PIT | Pittsburgh, PA | I | 5 |
| PVD | Providence – Warwick RI | I | 3 |
| SAN | San Diego, CA | I | 10 |
| SAT | San Antonio, TX | I | 4 |
| SEA | Seattle, WA | X | 14 |
| SJC | San Jose, CA | I | 8 |
| SJU | San Juan, PR | X | 6 |
| STL | Saint Louis, MO | X | 4 |

Heather Callahan

Director, Field Operations Division

Transportation Security Administration

601 South 12 Street | TSA-29 (b)(6) Arlington, Virginia | 25908

☎ 571-227 (b)(6) Office (b)(6) Mobile

(b)(6)

From: [Goldman, Howard <TSA Exec Ofc>](#)
To: [Rossides, Gale](#); [Pistole, John](#); [Hearding, Peter](#); [McLaughlin, Chris](#); [Sadler, Stephen](#)
Cc: (b)(6); [Nicholson, David](#); [Beck, Carol](#)
Subject: RE: OLA Update, 3/26/12
Date: Monday, March 26, 2012 5:19:43 PM

They absolutely did.

(b)(5)

Howard

Howard Goldman
Senior Counselor and Director,
Office of Policy Coordination and Intergovernmental Affairs
Office of the Administrator
Transportation Security Administration
571-227-(b)(6) (O)
202-(b)(6) (C)
571-227-1398 (Fax)

From: Rossides, Gale
Sent: Monday, March 26, 2012 5:18 PM
To: [Pistole, John](#); [Hearding, Peter](#); [McLaughlin, Chris](#); [Sadler, Stephen](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Subject: Re: OLA Update, 3/26/12

From all accounts, Chris and Steve did a superb job and made all of us in TSA very proud to serve with them!

Gale

From: [Pistole, John](#) (b)(6)
To: [Hearding, Peter](#)
Cc: (b)(6) <TSA Exec Ofc>; [Nicholson, David](#); [Beck, Carol](#)
Sent: Mon Mar 26 16:37:38 2012
Subject: Re: OLA Update, 3/26/12

Good to hear Pete, tks.
Chris/Steve, well done. Thanks for representing TSA so well!
John S. Pistole
Administrator,
TSA

From: [Hearding, Peter](#)
To: [Pistole, John](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Sent: Mon Mar 26 16:11:18 2012
Subject: OLA Update, 3/26/12

Sir –

The Oversight/T&I hearing went well from our perspective. Chris and Steve were excellent witnesses in the face of some interesting questions. Just below I've noted some of the notable issues raised by some of the Members in attendance.

And following up on the Rep. Dave Reichert (R-WA) issue, he was re-booked on a flight through LAX and is on his way to DCA now. FSD Jim Spinden has been in touch w his staff and has a meeting scheduled for next Monday at 2:15 pm to discuss the incident further. At this point, there is not a request to speak with you or the Secretary, but we'll continue to monitor this w staff.

Oversight/T&I Hearing Summary

Darrell Issa (R-CA)

Read off some of the Facebook comments about passengers' pat-downs and passenger screening

Cited the growth of TSA staffing levels (from 16,000 to 60,000+)

Cited wait times as evidence that TSA isn't providing a security benefit

Elijah Cummings (D-MD)

Asked a number of questions about the timeline for the TWIC Reader Rule

John Mica (R-FL)

Referred to staffers visiting the Dallas technology warehouses and seeing "trucks" moving equipment to hide it from view. (Not true, per OLA staff who were on the trip)

Talked about BDO and cited the GAO report that says 17 terrorists traveling on 24 occasions past BDOs.

Blake Farenthold (R-TX)

Was chairing the hearing after Issa and Mica departed and entered a number of "negative" passenger comments into the hearing record.

Mentioned the youtube clip of the 2 yr old that attracted media attention last week (Chris did a good job setting the record straight on this)

Said SPOT would be more effective if it was more "engaging."

Rep. Marsha Blackburn (R-TN)

Mentioned VIPR operations in Tennessee and said she understood these operations were supposed to be “recruiting” participants in Highway watch, not conducting inspections. She asked about the training, scope and purpose of VIPR operations

Best,
Pete

Peter Hearing

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-

From: [Smith, Rebecca A.](#)
To: [Pistole, John](#)
Subject: RE: How did the hearing go?
Date: Monday, March 26, 2012 3:44:57 PM

Issa, Mica, Petri, Cravaack, Coble, Farenthold, Blackburn, Cohen, Connely, Cummings. I think that was it.

-----Original Message-----

From: Pistole, John
Sent: Monday, March 26, 2012 3:41 PM
To: Smith, Rebecca A.
Subject: Re: How did the hearing go?

which MCs showed up?

John S. Pistole
Administrator,
TSA

----- Original Message -----

From: Smith, Rebecca A.
To: Pistole, John
Sent: Mon Mar 26 15:39:58 2012
Subject: RE: How did the hearing go?

Chris and Steve did well, wasn't the most pleasant scene, but they did well fielding questions.

-----Original Message-----

From: Pistole, John (b)(6)
Sent: Monday, March 26, 2012 3:39 PM
To: (b)(6)
Subject: How did the hearing go?

John S. Pistole
Administrator,
TSA

From: [Rossides, Gale](#)
To: [Nicholson, David](#); [Pistole, John](#); (b)(6)
Subject: Re: From this morning's CQ on today's hearing
Date: Monday, March 26, 2012 9:25:16 AM

Yes, I did, thank you. I think this is all a shame and very upsetting for all on the SLT.
Gale

----- Original Message -----
From: Nicholson, David (b)(6)
To: Pistole, John; (b)(6)
Sent: Mon Mar 26 08:51:31 2012
Subject: Fw: From this morning's CQ on today's hearing

Sounds like this is shaping up per expectations. Am sure Chris and Steve would appreciate a few words of encouragement.

----- Original Message -----
From: Hearing, Peter
To: McLaughlin, Chris; Sadler, Stephen
Cc: Beck, Carol; Blackwell, Tomeika; Houston, Scott; Payne, Sterling; (b)(6)
(b)(6) Nicholson, David ; Soule, Greg
Sent: Mon Mar 26 07:16:30 2012
Subject: From this morning's CQ on today's hearing

FYI....

CQ HOMELAND SECURITY
March 25, 2012 – 8:59 p.m.
The Week in Homeland Security: Harsh Congressional Critique Likely for TSA
By Rob Margetta, CQ Staff

A pair of House committees is set Monday to take aim at several of their leaders' recurring targets within the Transportation Security Administration, including body scanners, suspicious behavior recognition and ID cards for port workers in security-sensitive areas.

Oversight and Government Reform Committee Chairman Darrell Issa, R-Calif., and Transportation Committee Chairman John Mica, R-Fla., are two of TSA's harshest congressional critics, and they have indicated in advance that they plan on bearing down on the agency again.

"The work of our two committees has documented a recurring pattern of mismanagement and waste at the Transportation Security Administration," Issa said in a statement. "Add to this an unending string of video clips, photographs and news reports about inappropriate, clumsy and even illogical searches and screenings by TSA agents. Americans are right to demand answers from TSA about the return on investment of their tax dollars."

He described the hearing, scheduled to begin at 1:30 p.m., as "yet another opportunity for TSA to try to explain why Americans are subjected to procedures that sometimes appear to defy logic and why the agency continues on a security system procurement binge." The session is titled "TSA Oversight Part III: Effective Security or Security Theater?" Some panelists have already said they believe they know the answer to that question.

"A lot of what we have been participating here, in my personal opinion, has been security theater and has not truly done the job to secure the airports to the degree that we need to," said Utah Republican Jason Chaffetz, chairman of the Oversight and Government Reform subcommittee that handles national security, during a hearing on the agency last year. "I think one of the personal challenges that we have as a nation is how do we become more secure and yet less invasive, that we don't give up every

personal liberty in the name of security.”

Chaffetz has derided TSA's use of pat-downs in the past, and says he wants to see the agency use more explosive-sniffing dogs for screening operations, rather than increase its number of body scanners.

Mica released a briefing for the hearing, which noted that a 2010 Government Accountability Office report questioned whether the body scanners would have detected the explosives Umar Farouk Abdulmutallab smuggled in his underwear onto a plane in the 2009 Christmas Day bombing plot. It also noted that the GAO has found persistent problems with the Transportation Security Identification Card, a multimillion dollar program intended to provide secure IDs for maritime facility workers. However, the GAO has questioned whether the cards are an improvement over previous approaches.

Witnesses include Christopher L. McLaughlin, TSA's head of security operations, Stephen Sadler, head of intelligence and analysis, Real Adm. Paul F. Zukunft, head of marine safety, security and stewardship at the Coast Guard and Stephen M. Lord, director of the GAO's Homeland Security Program.

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Subject: Re: OLA Update 3/23/12
Date: Friday, March 23, 2012 7:11:15 PM

Ok, tks Pete...
John S. Pistole
Administrator,
TSA

From: Hearinging, Peter
To: Pistole, John
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Sent: Fri Mar 23 18:15:56 2012
Subject: OLA Update 3/23/12

Sir –

Response to Chairman Issa re: SSI

I emailed your letter to Chairman Issa's staff this afternoon.

3/26 Oversight/T&I Hearing

A couple of items of note on this one – working with DHS OLA we have managed to secure a government-only panel for Chris and Steve. The private-sector witness previously invited will not be appearing at all. Additionally, the Committee has set up a webpage and Facebook account (<http://oversight.house.gov/tsa-oversight-tell-us-your-tsa-story/>) encouraging people to “share their TSA stories” so that those anecdotes can be raised as questions at the hearing. At this point, the only Members we expect to attend are Rep. John Mica (R-FL) and Rep. Elijah Cummings (D-MD).

3/28 House Homeland Hearing

We've notified committee staff that we're preparing to send Sean, Chris, Dave and James to the Wednesday hearing on TSA staffing. We're pulling together read-aheads for them now and have a prep session scheduled for Tuesday afternoon. On Monday, we'll be briefing the subcommittee staffers on HQ staffing which should give us some further insight into the direction of the hearing.

Legislation/Markups

A couple of TSA-related bills will be moved next week –

- the Port Security Bill (HR 4251) will be marked up in subcommittee. This bill

would ask TSA to consider extending TWIC expiration dates, mailing TWIC cards to applicants, and requiring only one visit to enrollment centers. It would also require that TWIC card expiration dates align with relevant immigration status dates. OCC and the TWIC program have provided input as part of DHS' comments to committee on the bill.

- USO/Checkpoint \$ bill (HR 2179) will be marked up by the full House Homeland Committee. We've shared concerns from CFO (notably that we would like the authority to retain such funds as necessary to administer the program) with majority and minority, as well as Senate counterparts.

Best,

Pete

From: [Pistole, John](#)
To: [McLaughlin, Chris](#)
Cc: [Rossides, Gale](#)
Subject: Fw: You might find this point of some value.
Date: Friday, March 16, 2012 4:28:29 AM

Fyi...
John S. Pistole
Administrator,
TSA

----- Original Message -----

From: (b)(6)
To: (b)(6)
Sent: Thu Mar 15 21:15:17 2012
Subject: You might find this point of some value.

What is Rep. John Mica really up to?
It should be more than obvious the (b)(6) has this guy in his pocket, and we would like to know how and why!

(This relates to the 16 airports that are now part of the SPP. Maybe he thought that no one would notice.)

Eight of the sixteen airports in this program are Essential Air Service airports carrying very few passengers on subsidized flights. If Mica wanted to save the government money, why has he exempted these airports from cuts to the Essential Air Service program (in the same bill he's bragging about)?

We are with you.

(b)(6)

From: [Pistole, John](#)
To: [McLaughlin, Chris](#)
Cc: [Rossides, Gale](#)
Subject: Fw: A recent posting from our blog site against Covenant Aviation at SFO
Date: Friday, March 16, 2012 4:27:37 AM

Fyi...
John S. Pistole
Administrator,
TSA

----- Original Message -----

From: (b)(6)
To: (b)(6)
Sent: Thu Mar 15 21:04:20 2012
Subject: A recent posting from our blog site against Covenant Aviation at SFO

We hope that your efforts are successful in fending off Rep. John Mica and his good buddy (b)(6)

Why Have We Come To This Point?

Just what has made the relationship between the workforce and management so hostile?

How about some of these reasons!

Has CAS ever shown a modicum of concern about the issues that are important to us?

The petition that the baggage supervisors, signed and submitted to management had absolutely no impact. An attempt to alert management to an on going problem fell on deaf ears. Management looked into the issue and determined that there was no need for a change. Unfortunately, that was not how those sups felt. Management was once again unresponsive as always.

When they shake our hands and pat us on the back, has there ever been any sincerity? When they unfairly promote their buddies, girlfriends and boyfriends over other applicants what message do they think they are sending?

When they bend the rules to promote people who haven't been here long enough to even qualify, do they even care? It's just business as usual.

When they promote a part timer, who has been here less than a year, to a Lead position, what does that tell the rest of us?

We have families that count on us, but that is no concern of yours, is it? Do you think that no one is watching? It's your arrogance that we find so disturbing! You feel that you can do whatever you what because there is no way you are going to lose this contract.

So, what type of worker does CAS cultivate? How about someone who is here just for a paycheck and doesn't give a hoot about the "mission."

Shall we take our cues from management; should we be here just for the money?

From: [Rossides, Gale](#)
To: [Pistole, John](#)
Subject: Tuesday's Wrap
Date: Wednesday, March 14, 2012 6:08:39 AM

*S2 mtg was typical: (b)(5)

(b)(5)

(b)(5) I have fixed that; S2 gave everyone til Monday to review some that are ready for signature;

*Dave N and Howard interviewed the 2 other candidates for OLA- (b)(5)

(b)(5)

(b)(5)

*CB negotiating team reported in and they looked exhausted and sick about it all;

I gave OPA approval to hire David Castleveter as lead for external comms;

seasoned/aggressive/strategic press guy;

*gave speech last nite at Eisenhower Institute's Gettysburg College Leadership program on women and leadership- went well;

*Pete Hearing told me I am no longer witness for hearing w/ Issa/Mica because that is only day they can hold hearing (b)(6)

(b)(6)

(b)(5)

News about (b)(6) was great news we all needed- especially those in OSC.

Enjoy your day!

Gale

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [Bray, Robert S.](#); [Done, Ryan K.](#); [Wasowicz, John <TSA OCC>](#); [Sammon, John](#); [Nicholson, David](#); [Halinski, John W.](#); [Hoggan, Kelly \(TSA\)](#); [Garrison-Alexander, Emma](#); [Rice, Stephen](#); [Holmes, David <Assistant Administrator>](#); [Johns, Jeff](#); [Novak, Michael R <FAM>](#); [McLaughlin, Chris](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Castor, Stephanie L](#); [Bash, Chadwick](#); [Penn, Joy](#); [Salvator, Joseph](#); [Webb, Matthew <TSA OCC>](#); [Naugle, Kip](#); [Davis, Dianna](#); [Wheeler, Brian <TSA-CFO>](#); [Merritt, Marianna](#); [Voorhies, Gerald](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#); [Newhouse, Victoria](#); [Schmidt, Chris](#); [Fletcher, Kenneth](#); [Sanders, John P <TSA OST>](#); [Pease, Kevin](#); [TSA-OI RFI](#); [Halfacre, Christine](#); [Book, Heather <TSA OPR>](#); [Hasman, Susan](#); [King, Chas](#); [DiRocco, Marie](#)
Cc: [Pringle, Veronica](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Ross, Mark](#); [Mullen, Corie](#); [Curtis, Stephanie](#); [Williams, Stephanie](#)
Subject: Daily Incoming Mail and Tasker Report - Tuesday, March 13, 2012
Date: Tuesday, March 13, 2012 6:06:09 PM
Attachments: TSA-120313-001 - DHS.pdf
TSA-120313-001 - DHS.pdf
TSA-120313-002 Illicit Pathways from Somalia to the United States and Engaging Domestic Somali Communities 937733 .msg
FW_ White House_OMB Tasking - Proposed EO - Reducing Regulatory Burdens - (Due 03.16.12, 1700).msg
FW_1203-12-1245_C-LAN Task Austria VWP Assessment.msg
2012-3-13 DE1 Chaffetz Micca SPP letter to Pistole.pdf

Daily Incoming Mail and Tasker Report – Tuesday, March 13, 2012

We received a total of 5 new pieces of incoming correspondence; one rises to the level of needing front office attention.

- Congressmen John Mica, Darrell Issa and Jason Chaffetz wrote regarding the February 7, 2012, hearing about TSA's Screening Partnership Program (SPP) and concerns about newly enacted reforms to SPP. OSO to draft response.

In addition, we received 4 new DHS taskers.

- DHS Tasker - S1 testimony before the Senate Judiciary Committee – Assigned to OFA to prepare an issue paper on AIT. OFA to update the paper provided last time but to ensure clearance through DHS CRCL, DHS PRIV, DHS PLCY, OGC (John Wasowicz and Ines Cuneo), CT COORDINATOR (Patrick Barry and John Cohen). This is due to ExecSec by 5:00pm, April 4, 2012.
- DHS Request for Information - Illicit Pathways from Somalia to the United States and Engaging Domestic Somali Communities: Current DHS Actions and Options for Augmentation - Sent to OCRL to provide clearance/comments to ExecSec by 5:00pm, 3/13/2012. Also sent to OIA, OSO, and OGS as FYI.
- DHS Request for Information - White House/OMB Tasking - Proposed EO - Reducing Regulatory Burdens – Sent to OCC to review and provide clearance/comments to ExecSec by 5:00pm, 3/15/2012.
- DHS Request for Information - C-LAN Task Austria VWP Assessment – Assigned to OGS to reply directly to DHS I&A by COB, 3/23/2012.

Thanks and have a good evening.

Tracey St. Pierre

Director, Office of the Executive Secretariat

Transportation Security Administration

phone: 571-227-

e-mail:

From: [Nicholson, David](#)
To: [Kerner, Francine](#); [Goldman, Howard <TSA Exec Ofc>](#); [Riley, J. Kawika](#); [Webb, Randy](#); [Hutchinson, Kimberly](#); [Hearding, Peter](#); [Beck, Carol](#); [Blackwell, Tomeika](#); [Berumen, Paul](#); [Pistole, John](#); [McLaughlin, Chris](#); [Wasowicz, John <TSA OCC>](#); [Houston, Scott](#); [StPierre, Tracey](#)
Cc: [Payne, Sterling](#); [Soule, Greg](#); [Gaches, Lauren](#); [Harmon, Carrie](#); [Farbstein, Lisa](#)
Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP
Date: Tuesday, March 13, 2012 5:33:33 PM

Agree. Also think spell check may have changed 17th to 70th re Yellowstone, so pls change to seventeenth – last sentence in 2nd para.

From: Kerner, Francine
Sent: Tuesday, March 13, 2012 2:14 PM
To: Goldman, Howard <TSA Exec Ofc>; Riley, J. Kawika; Webb, Randy ; Hutchinson, Kimberly; Hearing, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa
Subject: Re: Draft Response: Mica/Issa/Chaffetz letter on SPP

Agree with Howard

From: Goldman, Howard <TSA Exec Ofc>
To: Riley, J. Kawika; Webb, Randy ; Hutchinson, Kimberly; Hearing, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Kerner, Francine; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa
Sent: Tue Mar 13 13:56:27 2012
Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP

I'd prefer the following change - TSA is currently [reviewing options] *developing procedures* to implement the Screening Partnership Program-related provisions included in the FAA Modernization and Reform Act of 2012.

Howard

Howard Goldman

Senior Counselor and Director,

Office of Policy Coordination and Intergovernmental Affairs

Office of the Administrator

Transportation Security Administration

571-227-(b)(6) O)

(b)(6) (C)

571-227-1398 (Fax)

From: Riley, J. Kawika

Sent: Tuesday, March 13, 2012 1:51 PM

To: Riley, J. Kawika; Webb, Randy ; Hutchinson, Kimberly; Harding, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Goldman, Howard <TSA Exec Ofc>; Kerner, Francine; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey

Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa

Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP

Adding others for review:

OPA has received inquiries regarding a letter (attached) from Congressmen Mica, Issa, and Chaffetz regarding SPP and the recently enacted FAA bill. Can you please review the following draft response?

(b)(5)

From: Riley, J. Kawika

Sent: Tuesday, March 13, 2012 1:16 PM

To: Webb, Randy ; Hutchinson, Kimberly; Harding, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Goldman, Howard <TSA Exec Ofc>; Kerner, Francine

Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie

Subject: Draft Response: Mica/Issa/Chaffetz letter on SPP

Good Afternoon –

OPA is receiving inquiries regarding a letter (attached) from Congressmen Mica, Issa, and Chaffetz regarding SPP and the recently enacted FAA bill. Can you please review the following draft response?

(b)(5)

(b)(5)

<< File: 2012-3-13 DEI Chaffetz Micca SPP letter to Pistole (2).pdf >>

From: [Hearding, Peter](#)
To: [Pistole, John](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#); [Fletcher, Kenneth](#)
Subject: OLA Update, 3/13/12
Date: Tuesday, March 13, 2012 5:04:55 PM
Attachments: 2012-3-13 DEI Chaffetz Micca SPP letter to Pistole.pdf
MDM12279.pdf

Sir –

A few things for today -

Rep. Bill Young (R-FL)

Rep. Young was travelling thru JFK on his way to Tampa this afternoon, with his wife and a staffer. He's in a wheelchair and had a snow globe in his accessible property. When the TSO discovered it, he/she said something to the effect to "you're a member of Congress and should know better." A manager was called over and at that point, we got a call from his staffer. We connected them immediately w FSD Scott, who resolved the situation immediately and provided the summary below. In following up with his staffers, Mr Young may still request a followup meeting/call w you. Young is 81 years old and serving his 21st term in Congress. He is the chair of the Defense Appropriations subcommittee.

OGR Hearing

The committee is intent on proceeding w the hearing on Monday, 3/26. Since the requested witness, Ms Rossides, is unavailable on that date, and the committee doesn't want to consider other dates for the hearing, they've asked for Chris McLaughlin to testify, as well as someone to answer questions about the TWIC program. More to follow on this.

Reno Airport

The Reno airport folks are coming into TSA HQ this Friday to meet with OSC re: the checkpoint modification OTA, which was discussed briefly at this week's Direct Reports meeting. The Reno folks have asked Harry Reid's (D-NV) staff to sit in on the meeting.

AIT language

The first attachment is the latest draft of the AIT radiation study language, which contains a number of helpful modifications, including limiting the study to only backscatter AIT, eases the S&T reporting requirements and makes the signage requirement much less prescriptive:

(c) SIGNAGE REQUIREMENT.—The Administrator of the Transportation Security Administration shall ensure that easily readable signs or equivalent electronic displays are placed at the front of airline passenger check point queues where backscatter x-ray advanced imaging technology is used to alert passengers to the use of such technology and the screening options for passengers.

We continue to make the case that the legislation is unnecessary and Dave Rosenbaum continues to do great work with HSGAC and Commerce the language itself.

SPP letter

The second attachment is the letter we received from Reps. John Mica (R-FL), Jason Chaffetz (R-UT), and Darrell Issa (R-CA) regarding SPP. The letter asks for a “time table and outline” for how TSA will implement the law.

Peter Hearing
Deputy Assistant Administrator
Office of Legislative Affairs
Transportation Security Administration
(571) 227-(b)(6)

Heather/Peter,

I spoke to both Mr. Glenn and Congressman Young.

The issue with the snow globe was resolved and it will be transported in his checked baggage—the Congressman indicated that this was more of an airline mistake in telling him it was okay to go in carry-on.

However, the comment by one of our officers was inappropriate and we are reviewing our CCTV to determine which officer(s) may have been involved.

I apologized for any comments that may have been made and the Congressman indicated he travels from JFK to Tampa almost weekly and he always has had a good experience with TSA.

I told him I would address this matter and he was pleased for the call and the interaction he had with my Security Manager who went to the Gate to express our concern and commitment to provide excellent security service.

Respectfully,

Michael A. Scott
Federal Security Director

From: [Payne, Sterling](#)
To: [Rossides, Gale](#); [Pistole, John](#)
Cc: [Nicholson, David](#); [Hearding, Peter](#); [Riley, J. Kawika](#); [Allen, Jonathan](#)
Subject: Draft Response: Mica/Issa/Chaffetz letter on SPP
Date: Tuesday, March 13, 2012 3:20:55 PM

Good afternoon, OPA has received inquiries regarding the letter from Congressmen Mica, Issa, and Chaffetz regarding SPP and the recently enacted FAA bill. We worked with others in TSA (Howard, Dave, Francine, OLA, etc.) to draft the following statement and background info. Please let us know if you have any concerns or edits. Thanks.

TSA Statement:

TSA will respond directly to the Members of Congress regarding their letter. TSA is currently developing procedures to implement the Screening Partnership Program-related provisions included in the FAA Modernization and Reform Act of 2012.

Administrator Pistole is committed to ensuring that TSA is a counter terrorism agency that provides the most effective security, in the most efficient manner possible. Currently, sixteen airports are participating in the Screening Partnership Program. An application from a seventieth airport, West Yellowstone in Montana was approved in January and TSA is moving forward with the contracting process.

Background on West Yellowstone Airport: This airport operates a small number of flights, four months of the year. TSA believes the use of a private screening company at West Yellowstone could allow the agency to reassign federal resources to other airports, which would be advantageous to the comprehensive security network.

Additional Background: The FAA Modernization and Reform Act of 2012 requires the TSA Administrator to approve applications submitted by an airport operator if the Administrator determines four conditions are met:

- 1) Security would not be compromised
- 2) Cost efficiency would not be detrimentally affected
- 3) Effectiveness of the screening of passengers would not be detrimentally affected
- 4) Effectiveness of the screening of property would not be detrimentally affected

As part of the application process, the statute also requires the airport operator to provide the Administrator with a recommendation as to which company would best serve the security screening and passenger needs of the airport and the basis of that recommendation.

In addition to this statute, TSA must follow other requirements such as federal acquisition regulations.

From: [Wasowicz, John <TSA OCC>](#)
To: [Harmon, Carrie](#); [Riley, J. Kawika](#); [Kerner, Francine](#); [Goldman, Howard <TSA Exec Ofc>](#); [Webb, Randy](#); [Hutchinson, Kimberly](#); [Hearding, Peter](#); [Beck, Carol](#); [Blackwell, Tomeika](#); [Berumen, Paul](#); [Nicholson, David](#); [Pistole, John](#); [McLaughlin, Chris](#); [Houston, Scott](#); [StPierre, Tracey](#)
Cc: [Payne, Sterling](#); [Soule, Greg](#); [Gaches, Lauren](#); [Farbstein, Lisa](#)
Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP
Date: Tuesday, March 13, 2012 2:56:50 PM

Second paragraph....'seventeenth' not 'seventieth.'

From: Harmon, Carrie
Sent: Tuesday, March 13, 2012 2:56 PM
To: Riley, J. Kawika; Kerner, Francine; Goldman, Howard <TSA Exec Ofc>; Webb, Randy ; Hutchinson, Kimberly; Harding, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Farbstein, Lisa
Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP

(b)(5),(b)(6)

From: Riley, J. Kawika
Sent: Tuesday, March 13, 2012 12:45 PM
To: Kerner, Francine; Goldman, Howard <TSA Exec Ofc>; Webb, Randy ; Hutchinson, Kimberly; Harding, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa
Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP

Thank you to everyone for your edits. Here is a new draft incorporating all of those changes. If there are no additional changes, we can start providing this to inquiring media.

Kawika

(b)(5)

(b)(5)

From: Kerner, Francine
Sent: Tuesday, March 13, 2012 2:14 PM
To: Goldman, Howard <TSA Exec Ofc>; Riley, J. Kawika; Webb, Randy ; Hutchinson, Kimberly; Hearing, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa
Subject: Re: Draft Response: Mica/Issa/Chaffetz letter on SPP

Agree with Howard

From: Goldman, Howard <TSA Exec Ofc>
To: Riley, J. Kawika; Webb, Randy ; Hutchinson, Kimberly; Hearing, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Kerner, Francine; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa
Sent: Tue Mar 13 13:56:27 2012
Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP

(b)(5)

Howard

Howard Goldman

Senior Counselor and Director,

Office of Policy Coordination and Intergovernmental Affairs

Office of the Administrator

Transportation Security Administration

571-227-(b)(6) (O)

(b)(6) (C)

571-227-1398 (Fax)

From: Riley, J. Kawika

Sent: Tuesday, March 13, 2012 1:51 PM

To: Riley, J. Kawika; Webb, Randy ; Hutchinson, Kimberly; Hearing, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Goldman, Howard <TSA Exec Ofc>; Kerner, Francine; Nicholson, David ; Pistole, John; McLaughlin, Chris; Wasowicz, John <TSA OCC>; Houston, Scott; StPierre, Tracey

Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie; Farbstein, Lisa

Subject: RE: Draft Response: Mica/Issa/Chaffetz letter on SPP

Adding others for review:

OPA has received inquiries regarding a letter (attached) from Congressmen Mica, Issa, and Chaffetz regarding SPP and the recently enacted FAA bill. Can you please review the following draft response?

(b)(5)

<< File: 2012-3-13 DEI Chaffetz Micca SPP letter to Pistole (2).pdf >>

From: Riley, J. Kawika

Sent: Tuesday, March 13, 2012 1:16 PM

To: Webb, Randy ; Hutchinson, Kimberly; Hearing, Peter; Beck, Carol; Blackwell, Tomeika; Berumen, Paul; Goldman, Howard <TSA Exec Ofc>; Kerner, Francine

Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; Harmon, Carrie

Subject: Draft Response: Mica/Issa/Chaffetz letter on SPP

Good Afternoon –

OPA is receiving inquiries regarding a letter (attached) from Congressmen Mica, Issa, and Chaffetz regarding SPP and the recently enacted FAA bill. Can you please review the

following draft response?



<< File: 2012-3-13 DEI Chaffetz Micca SPP letter to Pistole (2).pdf >>

From: [Hearding, Peter](#)
To: [Rossides, Gale](#); [Fletcher, Kenneth](#)
Cc: [Pistole, John](#)
Subject: RE: Joint House Committee Hearing
Date: Friday, March 09, 2012 3:14:32 PM
Attachments: 2012-03-06 DEI Chaffetz Mica to Pistole-TSA - Dallas Docs due 3-20.pdf
2012-03-06 DEI Chaffetz Mica to Pistole-TSA - VIPR due 3-20.pdf

The invitation references AIT, TWIC and SPOT as the primary topics. While certainly not ideal, it has been standard practice for this committee to not provide any advance notice on hearings before sending the formal invitations.

The dozen or so investigations they have started (on topics from AIT to perimeter security to SSI to various personnel issues) have been silent for the past few months.

However, this week we've received several requests, including the trip for some oversight staffers to LAX and SFO next week, as well as the attached incomings on VIPR teams and the technology warehouses in Texas.

We're working on the best way forward and have made House Homeland aware of this hearing.

Best,
Pete

From: Rossides, Gale
Sent: Friday, March 09, 2012 1:50 PM
To: Fletcher, Kenneth; Hearing, Peter
Cc: Pistole, John
Subject: Re: Joint House Committee Hearing

I did not know anything about this (b)(6)
(b)(6) What is the subject and why did I have no advance notice about this?
Gale

From: Fletcher, Kenneth
To: Rossides, Gale
Sent: Fri Mar 09 11:29:15 2012
Subject: Joint House Committee Hearing

Gale,

FYSA... Pete just dropped by with a letter from Chairman Issa and Chairman Mica requesting your testimony on Monday, March 26th, for joint hearing of Oversight and Government Reform and Transportation and Infrastructure committees. Topics are broad ranging and include TWIC, AIT, SPOT and "other security initiatives administered by the TSA." Pete is working through DHS to get hearing delayed until later that week so we have time to get testimony cleared, but does not feel we will be able to push outside that week because of planned 2 week recess over Easter. I'll send you the incoming letter when I

receive it electronically. OCC and OLA will start pulling together opening testimony comments.

Ken

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [Bray, Robert S.](#); [Done, Ryan K.](#); [Wasowicz, John <TSA OCC>](#); [Sammon, John](#); [Nicholson, David](#); [Halinski, John W.](#); [Hoggan, Kelly \(TSA\)](#); [Garrison-Alexander, Emma](#); [Rice, Stephen](#); [Holmes, David <Assistant Administrator>](#); [Johns, Jeff](#); [Novak, Michael R <FAM>](#); [McLaughlin, Chris](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Castor, Stephanie L](#); [Bash, Chadwick](#); [Penn, Joy](#); [Salvator, Joseph](#); [Webb, Matthew <TSA OCC>](#); [Nagle, Kip](#); [Davis, Dianna](#); [Wheeler, Brian <TSA-CFO>](#); [Merritt, Marianna](#); [Voorhies, Gerald](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#); [Newhouse, Victoria](#); [Schmidt, Chris](#); [Fletcher, Kenneth](#); [Sanders, John P <TSA OST>](#); [Pease, Kevin](#); [TSA-OI RFI](#); [Halfacre, Christine](#); [Book, Heather <TSA OPR>](#); [Hasman, Susan](#); [King, Chas](#); [DiRocco, Marie](#)
Cc: [Pringle, Veronica](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Ross, Mark](#); [Mullen, Corie](#); [Curtis, Stephanie](#); [Williams, Stephanie](#)
Subject: Daily Incoming Mail and Tasker Report - Wednesday, March 7, 2012
Date: Wednesday, March 07, 2012 5:34:43 PM
Attachments: TSA-120306-026_I.pdf
TSA-120306-027_I.pdf
TSA-120307-001 FW__Component Tasker_ Provide Information on Brazil Engagement for NSS IPC (Due 03.08.2012).msg
Illicit Pathways from Somalia to the United States and Engaging Domestic Somali Communities CLEARANCE NEEDED for ESEC Workflow 937733 .msg
TSA-120307-006 - DHS.pdf

Daily Incoming Mail and Tasker Report – Wednesday, March 7, 2012

We received 9 new pieces of incoming correspondence today; two rise to the level of needing front office attention.

1. The Committee on Oversight and Government Reform (Reps. Issa, Chaffetz and Mica) requested a briefing on TSA's Visible Intermodal Prevention and Response program (VIPR). OLE-FAMS to draft response.
2. The Committee on Oversight and Government Reform (Reps. Issa, Chaffetz and Mica) requested information relating to the Warehousing of aviation security equipment. OSC to draft response.

In addition, we received 3 new DHS taskers today.

1. DHS Request for Information - Provide Information on Brazil Engagement for NSS IPC – Assigned to OGS to provide requested information to PLCY by 12:00pm, 3/8/2012.
2. DHS Request for Information - Illicit Pathways from Somalia to the United States and Engaging Domestic Somali Communities - Sent to OIA, OGS, and OCRL to provide clearance/comments on updated documents to ExecSec by 2:00pm, 3/8/2012.
3. DHS Request for Information - Sent Document via B-Lan to OIA, OGS, OSPIE, and OLE to provide clearance/comments to ExecSec by 12:00pm, 3/12/2012.

Thanks and have a good evening.

Tracey St. Pierre
Director, Office of the Executive Secretariat

Transportation Security Administration

phone: 571-227-(b)(6)

e-mail: (b)(6)

From: [Pistole, John](#)
To: [Nicholson, David](#); [Rossides, Gale](#)
Subject: Re: Mica
Date: Wednesday, March 07, 2012 9:31:21 AM

Agreed...
John S. Pistole
Administrator,
TSA

From: Nicholson, David
To: Pistole, John; Rossides, Gale
Sent: Wed Mar 07 09:24:15 2012
Subject: Fw: Mica

Interesting read.

From: Wheeler, Brian <TSA-CFO>
To: Nicholson, David ; Hearing, Peter
Sent: Wed Mar 07 09:17:04 2012
Subject: Mica

Interesting politics here...

CQ TODAY ONLINE NEWS
March 5, 2012 – 10:34 p.m.

Boehner Takes Mica Off Transportation Bill

By Richard E. Cohen and Nathan Hurst, CQ Staff

House Speaker John A. Boehner has sidelined Transportation and Infrastructure Chairman John L. Mica after his panel produced a reauthorization of highway programs that stirred strong objections from House conservatives and forced Republican leaders to regroup.

Republican leaders are now relying on Rep. Bill Shuster, R-Pa., who also serves on the transportation panel, and have given him a pivotal role in working with committee

staff and leaders in an effort to write a new bill that bridges differences among House Republicans.

Boehner's effort to salvage the bill (HR 7) — a measure he embraced as his signature legislation — is intended to quickly find the right policy prescriptions needed to secure a House majority in order to pass the reauthorization before a short-term extension (PL 112-30) of the funding for infrastructure programs expires March 31.

The Speaker's move shows uncharacteristic willingness by Boehner to publicly rebuke a chairman and turn to other leaders on a panel when that chairman does not draft a bill that can gain the support of a majority of Republicans.

Even before becoming Speaker, Boehner warned he would have little patience for committee chairmen who do not do their homework. "Chairmen shouldn't be content to churn out flawed bills and then rely on their leadership to bail them out," he said in a speech to the American Enterprise Institute in fall 2010.

Shuster's go-between role is unusual in part because he ranks 10th in the party seniority on the panel. But GOP leaders needed someone to help tap the panel's technical expertise, and Shuster has unusual cachet for a junior lawmaker because his father, Bud Shuster, R-Pa., reigned as the panel's powerful chairman from 1995 to 2000.

The maneuvering also betrays a drive by Republican

leaders to pass the transportation measure, which has been combined with expanded energy production at Boehner's direction.

House Republicans are expected to discuss the measure Tuesday during a gathering of the conference at the Capitol Hill Club, and it is slated to be the sole topic of discussion Wednesday at another closed-door meeting of all House Republicans. During that meeting, party leaders are expected to lay out options for getting the bill passed.

Mica's Misstep

The delay has caused embarrassment for Boehner, who first outlined his vision for infrastructure spending last September in the hopes of securing conservative support. But he has been blocked by many of the very same conservatives who view Mica's proposal as too costly and business-as-usual.

The leadership's handling of the transportation bill is a sharp contrast to that of the fiscal 2013 budget proposal, which also has sparked sharp internal divisions among Republicans.

But a big difference is that Budget Chairman Paul D. Ryan, R-Wis., has been working closely with party leaders to find common ground and rally support from often-rebellious conservatives.

Boehner and his leadership team have moved quickly to resurrect the transportation measure after an 18-month

alternative failed to gain the support of conservatives. “The leadership is trying to find the votes. I have been trying to find the best policy,” Mica said last week.

Mica’s rhetorical misstep has thrust the transportation measure further into limbo and forced Boehner and other GOP leaders to quickly immerse themselves in the often arcane details of highway, rail and infrastructure projects and the formulas that fund them.

Shuster’s responsibility for the rail title of the transportation bill as chairman of the panel’s Railroads, Pipelines and Hazardous Materials Subcommittee opened the door to his role as go-between. Shuster also is a deputy to Majority Whip Kevin McCarthy, R-Calif., and has been a political ally of Boehner.

Shuster has been recruited to remedy Mica’s mistake as he seeks to build support for a revised measure, GOP leadership aides said. With McCarthy, Shuster has participated in at least a half-dozen meetings in the whip’s office to educate lawmakers, especially Republican freshmen, on the often technical intricacies of transportation policy and explain the consequences if Congress does not act.

One infrastructure lobbyist said the discord between Mica and House GOP leaders has made for a particularly hard restart for the transportation bill.

“You’re just getting the feeling that it’s the FAA bill all over again, and you see where that went,” the lobbyist said.

Indeed, getting the Federal Aviation Administration back under a full reauthorization (PL 112-95) was a four-and-a-half year struggle, one that started as a partisan battle under former House Transportation and Infrastructure Chairman James L. Oberstar, D-Minn., but whose denouement was an intraparty battle between Boehner and Mica.

After an embarrassing setback last summer resulted in a two-week partial shutdown of the FAA, the House passed a measure to renew the program (PL 112-30). In that battle, Boehner also took control from Mica and his staff of one of the most troublesome issues — a debate over a unionizing election rule change — leaving the panel to deal with lesser issues.

When asked about negotiations over the labor issue at the time, Mica threw up his hands and said it had been taken up “above my pay grade.” In December 2011, the chairman offered a stand-alone bill (HR 3538) to try to prod leaders into a swifter resolution with Senate Majority Leader Harry Reid, D-Nev.

When the issue was resolved in January, it was Boehner and Reid who announced the deal, not Mica. Aides and lobbyists say there is lingering resentment and contend that it may have spilled over onto their work with the transportation bill.

Different Approaches

For Mica’s part, the chairman made clear last week he felt slighted by what he characterized as the

leadership's moving goalposts for what was supposed to be his committee's signature long-term reauthorization.

Republican leaders floated reducing the timeline of Mica's five-year bill to just 18 months, prompting Mica to tell a gathering of the American Association of Highway and Transportation Officials that he preferred longer-term legislation. By late last week, Mica managed to gather enough support from rank-and-file Republicans to sink Boehner's latest trial balloon.

Ryan's handling of the demands of conservatives — in his case their insistence that total discretionary spending for fiscal 2013 be set below the level prescribed by last summer's debt limit law (PL 112-25) — could not be more different than Mica's.

As Budget chairman, Ryan in many ways has been the most high-profile chairman in the House GOP majority and, like Mica, he has demonstrated an autonomous streak. Last year's budget resolution, which he wrote, became a lightning rod for Democratic attacks on its call to overhaul Medicare.

But Ryan appears to have learned some lessons. As GOP leaders work this week to prepare for possible House action this month on a fiscal 2013 budget resolution, Ryan has kept in close contact with party leaders and has taken steps to educate rank-and-file lawmakers on budget issues in an effort to build unity among factions.

McCarthy has organized "listening sessions" with House

Republicans to review options for the budget resolution. Aides said that Ryan has joined at least eight of those meetings, and nearly half of the GOP conference has attended at least one of them.

Top of Form

Bottom of Form

A version of this article appeared in the *March 6, 2012 print issue of CQ Today*

Source: **CQ Today Online News**

Round-the-clock coverage of news from Capitol Hill.

© 2012 CQ Roll Call All Rights Reserved.

Brian Wheeler

Senior Appropriations Advisor

Office of the Chief Financial Officer

Transportation Security Administration

571-227-(b)(6) office

(b)(6) cell

From: McLaughlin, Chris

Sent: Friday, March 02, 2012 4:52 PM

To: Lee, Kristin; Goldman, Howard <TSA Exec Ofc>; Naugle, Kip; (b)(6) Dolan, Mark; Callahan, Heather <FSD>; Sammon, John; (b)(6) Glasgow, Karin; (b)(6) Bray, Bob ; Chamberlain, Colleen; (b)(6) Duffy, Michael; Lucini, Dawn; Hearing, Peter

Cc: Payne, Sterling; Pistole, John; (b)(6) Bajwa, Neeta; Done, Ryan K.; Davis, Ann; McCarthy2, Michael

Subject: Re: proposed response to ABC/NBC question re: GAO findings

Typo second sentence, (b)(5)

From: Lee, Kristin (b)(6)

To: Goldman, Howard <TSA Exec Ofc> (b)(6)

(b)(6) Sammon, John;

(b)(6)

(b)(6) Duffy, Michael; Lucini, Dawn; Hearing, Peter

Cc: Payne, Sterling; Pistole, John; (b)(6) Bajwa, Neeta; Done, Ryan K.; Davis, Ann; McCarthy2, Michael

Sent: Fri Mar 02 16:48:55 2012

Subject: RE: proposed response to ABC/NBC question re: GAO findings

Thanks. Updated below. This should be similar to Charlotte. Calling OSO now. Need to send to ABC/NBC momentarily.

(b)(5)

(b)(5)

From: Goldman, Howard <TSA Exec Ofc>

Sent: Friday, March 02, 2012 4:45 PM

To: Lee, Kristin; Naugle, Kip (b)(6); Dolan, Mark; Callahan, Heather <FSD>; Sammon, John; (b)(6); Glasgow, Karin;

(b)(6) Bray, Bob ; Chamberlain, Colleen;

(b)(6); Duffy, Michael; Lucini, Dawn; Hearing, Peter

Cc: Payne, Sterling; Pistole, John (b)(6) Bajwa, Neeta; Done, Ryan K.; Davis, Ann; McCarthy2, Michael

Subject: Re: proposed response to ABC/NBC question re: GAO findings

Kristin - given time constraints I think this is ok. (b)(5)

(b)(5)

(b)(5) Again, for a quick & dirty think this is ok. Obviously defer to OSO if they have heartburn.
Thx.

Howard

Howard Goldman
Senior Counselor, TSA
571-227 (b)(6)

From: Lee, Kristin

To: Naugle, Kip; Goldman, Howard <TSA Exec Ofc> (b)(6)

(b)(6); Dolan, Mark; Callahan, Heather <FSD>; Sammon, John;

(b)(6)

(b)(6) Bray, Bob ; Chamberlain, Colleen; Jenkins, Steve P

(b)(6) Duffy, Michael; Lucini, Dawn; Hearing, Peter

Cc: Payne, Sterling; Pistole, John; (b)(6) Bajwa, Neeta; Done, Ryan K.; Davis, Ann; McCarthy2, Michael

Sent: Fri Mar 02 16:36:18 2012

Subject: proposed response to ABC/NBC question re: GAO findings

Here is what we propose. Please let us know if you have edits and please keep Lauren Gaches looped on any replies. Thank you.

(b)(5)

(b) (5)

From: Naugle, Kip
Sent: Friday, March 02, 2012 2:18 PM
To: Goldman, Howard <TSA Exec. Ofc>; Lee, Kristin; [REDACTED] Dolan, Mark; Callahan, Heather <FSD>; Sammon, John; [REDACTED] Glasgow, Karin;
[REDACTED]
Cc: Payne, Sterling; Pistole, John; [REDACTED] Bajwa, Neeta; Done, Ryan K.
Subject: RE: NBC question re: GAO findings

This is the most recent update that was provided. Numbers 4 and 5 below relate to perimeter security.

Note also that meetings with GAO occurred last week and this week with a view to closing out these recommendations.

Not all we closed out.

Kip

Status of Airport Security (GAO-09-399) Recommendations

(1/30/12)

1. Develop a comprehensive risk assessment for airport perimeter and access control security, along with milestones (i.e., time frames) for completing the assessment, that (1) uses existing threat and vulnerability assessment activities, (2) includes consequence analysis, and (3) integrates all three elements of risk—threat, vulnerability, and consequence.

Status: Open. TSA has yet to develop a comprehensive risk assessment that includes an assessment of the insider threat. In July 2011 TSA officials said that the next iteration of the Transportation Sector Security Risk Assessment (TSSRA), scheduled to be released at the end of calendar year 2011, would include an assessment of the insider threat. TSA has yet to release an updated version of the TSSRA, which we would need for analysis and documentation purposes. **If taken, this action would address the recommendation.**

- a. As part of this effort, evaluate whether the current approach to conducting JVAs appropriately and reasonably assesses systems vulnerabilities, and whether an assessment of security vulnerabilities at airports nationwide should be conducted.
- b. If the evaluation demonstrates that a nationwide assessment should be

conducted, develop a plan that includes milestones for completing the nationwide assessment. As part of this effort, leverage existing assessment information from industry stakeholders, to the extent feasible and appropriate, to inform its assessment.

Status: Open. In Sept. 2011 testimony, we stated that TSA could not tell us to what extent it has studied the need to conduct JVAs of security vulnerabilities at airports nationwide. In August 2011 TSA reported that its national inspection program requires that transportation security inspectors conduct vulnerability assessments at all commercial airports, which are based on the joint vulnerability assessment model. According to TSA, every commercial airport in the United States receives a security assessment each year, including an evaluation of perimeter security and access controls. We have not assessed the extent to which transportation security inspectors consistently conduct vulnerability assessments based on the joint vulnerability model. **Providing additional information on how and to what extent such security assessments have been performed would more fully address our recommendation.**

2. Insure that future airport security pilot program evaluation and implementation efforts include a well-developed and well-documented evaluation plan (including measurable objectives, criteria, clear methodology, data collection plan, and data analysis plan).

Status: Open. TSA has not conducted an airport security pilot program since the issuance of the report in Sept. 2009 and, as of 10/30/11, did not have plans to conduct such a program in the future. It is not clear how the development of a framework to assist airport operators in conducting risk assessments, and the best practices of airports in developing security measures, addresses this recommendation. **Providing a clearer link between the recommendation and the supporting actions would help us in assessing the status of this recommendation.**

3. Develop milestones for meeting statutory requirements, in consultation with appropriate aviation industry stakeholders, for establishing system requirements and performance standards for the use of biometric airport access control systems.

Status: Open. In June 2011 the Radio Technical Commission for Aeronautics (RTCA) published Document 230C—*Integrated Security System for Airport Access Control*. The document contains information regarding aviation credentialing initiatives—the introduction of new Personal Identity Verification (PIV) Interoperable (I) and Compatible (C) specifications. We have yet to assess the extent to which Document 230-C provides system requirements and performance standards for the use of biometric airport access control systems. **Providing additional information on how and to what extent Document 230-C provides system requirements and performance standards for the use of biometric airport access control systems would more fully address our recommendation.**

4. Develop milestones for establishing agency procedures for reviewing airport perimeter and access control requirements imposed through security directives.

Status: Open. TSA has taken steps to address this recommendation through its participation in a joint-industry/government working group established to review airport perimeter and access control requirements imposed through security

directives. However, establishing and documenting agency procedures that ensure airport perimeter and access control requirements imposed through security directives are reviewed on a regular basis would fully address the intent of the recommendation.

5. To better ensure a unified approach among airport security stakeholders for developing, implementing, and assessing actions for securing airport perimeters and access to controlled areas, develop a national strategy for airport security that incorporates key characteristics of effective security strategies.

Status: Open. According to TSA, it addressed this recommendation through its updated *Transportation Systems-Sector Specific Plan* (TS-SSP), provided to us in August 2011. We reviewed this plan and its accompanying aviation model annex and found that while the plan provided a high-level summary of program activities for addressing airport security such as the screening of workers, the extent to which these efforts would be guided by measurable goals and priorities, among other things, was not clear. Providing such additional information, through updates to the TS-SSP, would better address the intent of our recommendation.

Kip
7-1243

From: Goldman, Howard <TSA Exec Ofc>
Sent: Friday, March 02, 2012 2:06 PM
To: Lee, Kristin; (b)(6); Dolan, Mark; Callahan, Heather <FSD>; Sammon, John; (b)(6); Glasgow, Karin; (b)(6); (b)(6); Naugle, Kip
Cc: Payne, Sterling; Pistole, John; (b)(6); Bajwa, Neeta; Done, Ryan K.
Subject: Re: NBC question re: GAO findings

We provided pushback / context to GAO on this when they repeated this finding in the 10 year post 9/11 report they issued in Sept. I'm cc'ing Neeta and Ryan to see if they can pull up what we provided to GAO.

Howard

Howard Goldman
Senior Counselor, TSA
571-227 (b)(6)

From: Lee, Kristin
To: (b)(6); Dolan, Mark; Callahan, Heather <FSD>; Sammon, John; (b)(6); (b)(6); Glasgow, Karin; (b)(6); (b)(6); Goldman, Howard <TSA Exec Ofc>; Naugle, Kip
Cc: Payne, Sterling; Pistole, John; (b)(6)

Sent: Fri Mar 02 13:59:34 2012
Subject: Re: NBC question re: GAO findings

Looping Kip as well.

From: Lee, Kristin
To: (b)(6); Dolan, Mark; Callahan, Heather <FSD>;
Sammon, John; (b)(6);
(b)(6); Glasgow, Karin; (b)(6);
(b)(6); Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Pistole, John; (b)(6)
Sent: Fri Mar 02 13:55:37 2012
Subject: NBC question re: GAO findings

Good Afternoon - Can you please help us connect with the right people on your staff to answer this question?

From: Soule, Greg
To: Payne, Sterling; Gaches, Lauren; Lee, Kristin
Sent: Fri Mar 02 13:33:57 2012
Subject: Fw: GAO findings

I might ask some folks here but do you know?

Greg Soule
TSA Public Affairs
(b)(6)
Cell: (b)(6)

From: Costello, Tom (NBC NEWS) (b)(6)
To: Soule, Greg
Sent: Fri Mar 02 13:28:39 2012
Subject: GAO findings

Here's what the GAO said last summer:

"The TSA has taken actions to strengthen airport perimeter and access control security, but has not conducted a comprehensive risk assessment or developed a national strategy for airport security."

So, my question is – has the TSA since conducted a comprehensive risk assessment or developed a national strategy on PERIMETERS?

Thanks

Tom

From: Nicholson, David
To: Soule, Greg; Pistole, John; (b)(6) Goldman, Howard <TSA Exec Ofc>; Callahan, Heather <FSD>; Houston, Scott; Dolan, Mark; Kittel, Ed; Dean, Lynn; Fletcher, Kenneth; Kane, Robin E; Goll, Keith
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Burns, Curtis (Bob); Threatt, Martha; Koshetz, Sari
Subject: RE: TSA exaggerates claims about 2008 incident at OIA
Date: Thursday, February 23, 2012 5:57:53 PM

Yes we do. We have a report that that also overcomes the earlier assessments of value – completed under S&T and briefed to congress last year in advance of congress supporting an FY12 increase in this program.

From: Soule, Greg
Sent: Thursday, February 23, 2012 5:39 PM
To: Pistole, John; (b)(6) Nicholson, David ; (b)(6) Goldman, Howard <TSA Exec Ofc>; Callahan, Heather <FSD>; Houston, Scott; Dolan, Mark; Kittel, Ed; Dean, Lynn; Fletcher, Kenneth
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Burns, Curtis (Bob); Threatt, Martha; Koshetz, Sari
Subject: TSA exaggerates claims about 2008 incident at OIA

Please see below. Do we have info that (b)(5)

(b)(5)

<http://www.clickorlando.com/news/TSA-exaggerates-claims-about-2008-incident-at-OIA/-/1637132/8820472/-/f1k71tz/-/>

TSA exaggerates claims about 2008 incident at OIA

Man said to have 'explosives' in luggage actually had none, FBI lab report found

Author: [Tony Pipitone WKMG-Local 6 News](#), Problem Solver,
tpipitone@clickorlando.com

Published On: Feb 21 2012 08:11:07 PM EST Updated On: Feb 21 2012 09:18:59 PM EST

Close

Top of Form

SEND TO A FRIEND

URL

From Email:

To Email:

Comment:

SubmitCancel

Bottom of Form

ORLANDO, Fla. -

Federal officials exaggerated and misstated facts surrounding an aviation terrorism scare at Orlando International Airport, as they attempted to defend and expand an expensive anti-terrorism program that has yet to find a confirmed terrorist, a Local 6 investigation has found.

The Transportation Security Administration has repeatedly cited the 2008 arrest of a man carrying "all of the components for an explosive device" at OIA as an example of the effectiveness of its \$250-million-a-year behavior detection program.

The agency claims its behavior detection officers (BDOs) were able to intercept Kevin Christopher Brown on April 1, 2008 through careful examination of his involuntary behavior – subtle cues of deception exhibited by possible terrorists that BDOs are specially trained to recognize.

But a Local 6 investigation raises doubts about both claims, which TSA has repeated to the public and Congress as it tries to justify its employment of more than 3,000 BDOs in a nearly five-year-old program that has never nabbed a real terrorist.

Most glaringly, it turns out there were "no initiators, explosives or exploding devices" in Brown's luggage, according to an August 8, 2008 FBI laboratory report.

Yet the TSA in 2010 continued to claim its behavior detection officers in Orlando "spotted an individual who was discovered to have explosive components."

That comment, reported by the Associated Press, came as the agency defended itself from a critical Government Accountability Office report. It found no evidence the program did better at identifying lawbreakers in airports than would a random selection of people passing through terminals.

The government's own explosives experts had by then determined the two bottles of model rocket fuel, pipes, end caps and batteries in Brown's luggage were not explosives and could not have been assembled into an explosive device.

While the diluted fuel was flammable, it was not explosive-grade material and there was no initiator, such as a blasting cap, among the materials, which is a necessary component to an explosive device, according to FBI experts.

Moreover, the FBI lab concluded, the pipes and end caps "would serve no useful role in the construction of an improvised incendiary device" in conjunction with the other materials in the luggage.

Local 6 found the misstatements of fact by government officials reached the highest level of the Department of Homeland Security, which includes TSA.

In April 2008, then-Homeland Security Secretary Michael Chertoff told Congress behavioral detection officers in Orlando found "all of the components for an explosive device" after searching Brown's bag – a bag, the FBI later confirmed, contained neither explosives nor the initiator needed to create an explosion.

Chertoff also testified the TSA officers detected Brown "behaving in a suspicious way."

But any suggestion it took trained TSA professionals to detect Brown's strange behavior is refuted by witnesses who say symptoms of his mental illness were obvious to anyone who saw him at the airport that day.

Brown had been involuntarily committed to a mental health unit two months earlier, after repeated threats and at least one attempt to commit suicide, according to court records. He was also prescribed medication for mental illness.

Passengers waiting with Brown to check in to Air Jamaica Flight 80 to Montego Bay noticed his strange behavior and, according to Brown's attorney, alerted airline staff.

"A passenger at some point had talked to the counter persons and expressed concern about his demeanor," said attorney Wayne Golding.

"He looked rather crazy, actually," one of the passengers told Local 6 the day of the incident. "He was rocking left to right, almost up and sound, you know, kind of wacko."

A TSA employee, who asked not to be identified, confirmed Brown was acting out emotionally for all to see.

"Kind of back and forth, looking around, sweating when it really wasn't that hot, just acting real weird," the TSA employee said. "So you don't have to actually have any type of particular training for that. Anyone can pretty much see that."

TSA's trumpeting of the Brown case bothers U.S. Rep. John Mica (R-Winter Park), a frequent critic of the agency.

"Using a failure or purporting to do something they haven't done is inappropriate," Mica told Local 6. He said the GAO report found the TSA program has never resulted in the detention of a terrorist, even though 16 of them at some point passed through airports where the officers were deployed.

"Terrorists continue to target the aviation sector. TSA won't say whether we've caught actual terrorists," a TSA spokeswoman said. "Many of the cases that resulted in arrests remain under active investigation by law enforcement. We may not know if the people (the program) caught in the country illegally, using fake passports or IDs or smuggling money or drugs were doing so to assist with a larger plot. But it's clearly an effective means of identifying people engaged in activity that may threaten the security of the passengers and the airports and has become a very effective intelligence tool, enabling law enforcement to bust larger operations and track any trends in nefarious activity."

TSA declined to provide to Local 6 specifics about when it detected Brown or when it may have been contacted by passengers or airport employees about his strange behavior.

Golding said his client is "a poster child, but a poster child for the wrong reasons ... They're spending a lot of money that has to be justified and this was a perfect example for them to say, look, it's working, we found a terrorist."

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-227-(b)(6)

From: [Rossides, Gale](#)
To: [Soule, Greg](#); [Pistole, John](#); (b)(6); [Nicholson, David](#); (b)(6); [Goldman, Howard](#) <TSA Exec Ofc>; [Callahan, Heather](#) <FSD>; [Houston, Scott](#); [Dolan, Mark](#); [Kittel, Ed](#); [Dean, Lynn](#); [Fletcher, Kenneth](#); [Kair, Lee R](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [Burns, Curtis \(Bob\)](#); [Koshetz, Sari](#)
Subject: Re: TSA exaggerates claims about 2008 incident at OIA
Date: Thursday, February 23, 2012 5:44:02 PM

Lee Kair was FSD at the time-pls reach out to him.
Gale

From: Soule, Greg <(b)(6)>
To: Pistole, John; (b)(6); Nicholson, David ; <Chris.Mclaughlin@dhs.gov>; Goldman, Howard <TSA Exec Ofc>; Callahan, Heather <FSD>; Houston, Scott; Dolan, Mark; Kittel, Ed; Dean, Lynn; Fletcher, Kenneth
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Burns, Curtis (Bob); Threatt, Martha; Koshetz, Sari
Sent: Thu Feb 23 17:39:06 2012
Subject: TSA exaggerates claims about 2008 incident at OIA

Please see below. Do we have info that we can use to push back on the assertion that we exaggerated what this passenger had?

<http://www.clickorlando.com/news/TSA-exaggerates-claims-about-2008-incident-at-OIA/-/1637132/8820472/-/f1k71tz/-/>

TSA exaggerates claims about 2008 incident at OIA

Man said to have 'explosives' in luggage actually had none, FBI lab report found

Author: [Tony Pipitone WKMG-Local 6 News](#), Problem Solver, tpipitone@clickorlando.com

Published On: Feb 21 2012 08:11:07 PM EST Updated On: Feb 21 2012 09:18:59 PM EST

ORLANDO, Fla. -

Federal officials exaggerated and misstated facts surrounding an aviation terrorism scare at Orlando International Airport, as they attempted to defend and expand an expensive anti-terrorism program that has yet to find a confirmed terrorist, a Local 6 investigation has found.

The Transportation Security Administration has repeatedly cited the 2008 arrest of a man carrying "all of the components for an explosive device" at OIA as an example of the effectiveness of its \$250-million-a-year behavior detection program.

The agency claims its behavior detection officers (BDOs) were able to intercept Kevin Christopher Brown on April 1, 2008 through careful examination of his involuntary behavior – subtle cues of deception exhibited by possible terrorists that BDOs are specially trained to recognize.

But a Local 6 investigation raises doubts about both claims, which TSA has repeated to the public and Congress as it tries to justify its employment of more than 3,000 BDOs in a nearly five-year-old program that has never nabbed a real terrorist.

Most glaringly, it turns out there were "no initiators, explosives or exploding devices" in Brown's luggage, according to an August 8, 2008 FBI laboratory report.

Yet the TSA in 2010 continued to claim its behavior detection officers in Orlando "spotted an individual who was discovered to have explosive components."

That comment, reported by the Associated Press, came as the agency defended itself from a critical Government Accountability Office report. It found no evidence the program did better at identifying lawbreakers in airports than would a random selection of people passing through terminals.

The government's own explosives experts had by then determined the two bottles of model rocket fuel, pipes, end caps and batteries in Brown's luggage were not explosives and could not have been assembled into an explosive device.

While the diluted fuel was flammable, it was not explosive-grade material and there was no initiator, such as a blasting cap, among the materials, which is a necessary component to an explosive device, according to FBI experts.

Moreover, the FBI lab concluded, the pipes and end caps "would serve no useful role in the construction of an improvised incendiary device" in conjunction with the other materials in the luggage.

Local 6 found the misstatements of fact by government officials reached the highest level of the Department of Homeland Security, which includes TSA.

In April 2008, then-Homeland Security Secretary Michael Chertoff told Congress behavioral detection officers in Orlando found "all of the components for an explosive device" after searching Brown's bag – a bag, the FBI later confirmed, contained neither explosives nor the initiator needed to create an explosion.

Chertoff also testified the TSA officers detected Brown "behaving in a suspicious

way."

But any suggestion it took trained TSA professionals to detect Brown's strange behavior is refuted by witnesses who say symptoms of his mental illness were obvious to anyone who saw him at the airport that day.

Brown had been involuntarily committed to a mental health unit two months earlier, after repeated threats and at least one attempt to commit suicide, according to court records. He was also prescribed medication for mental illness.

Passengers waiting with Brown to check in to Air Jamaica Flight 80 to Montego Bay noticed his strange behavior and, according to Brown's attorney, alerted airline staff.

"A passenger at some point had talked to the counter persons and expressed concern about his demeanor," said attorney Wayne Golding.

"He looked rather crazy, actually," one of the passengers told Local 6 the day of the incident. "He was rocking left to right, almost up and down, you know, kind of wacko."

A TSA employee, who asked not to be identified, confirmed Brown was acting out emotionally for all to see.

"Kind of back and forth, looking around, sweating when it really wasn't that hot, just acting real weird," the TSA employee said. "So you don't have to actually have any type of particular training for that. Anyone can pretty much see that."

TSA's trumpeting of the Brown case bothers U.S. Rep. John Mica (R-Winter Park), a frequent critic of the agency.

"Using a failure or purporting to do something they haven't done is inappropriate," Mica told Local 6. He said the GAO report found the TSA program has never resulted in the detention of a terrorist, even though 16 of them at some point passed through airports where the officers were deployed.

"Terrorists continue to target the aviation sector. TSA won't say whether we've caught actual terrorists," a TSA spokeswoman said. "Many of the cases that resulted in arrests remain under active investigation by law enforcement. We may not know if the people (the program) caught in the country illegally, using fake passports or IDs or smuggling money or drugs were doing so to assist with a larger plot. But it's clearly an effective means of identifying people engaged in activity that may threaten the security of the passengers and the airports and has become a very effective

intelligence tool, enabling law enforcement to bust larger operations and track any trends in nefarious activity.”

TSA declined to provide to Local 6 specifics about when it detected Brown or when it may have been contacted by passengers or airport employees about his strange behavior.

Golding said his client is "a poster child, but a poster child for the wrong reasons ... They're spending a lot of money that has to be justified and this was a perfect example for them to say, look, it's working, we found a terrorist."

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-227-

From: [Hearding, Peter](#)
To: [Pistole, John](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Subject: OLA Update, 2/23/12
Date: Thursday, February 23, 2012 4:00:13 PM

Sir –

A few things -

Veterans Committee Hearing

As I mentioned at Direct Reports, we've received an invitation to testify at a Veterans Committee (subcommittee on Econ Opportunity) legislative hearing on the USERRA bill. In discussing w Nelson and DHS OLA, we're preparing to move ahead with submitting a written statement – but not providing a witness. This is in keeping with our jurisdictional position – as well as other executive branch entities in dealing w this committee at legislative hearings. The committee has had 7 legislative hearings and the only executive witnesses to appear have been from VA; both Labor and DOD have provided written statements in lieu of witnesses. More to follow on this.

SPP Update

Rep. Mica's staff - through House Homeland – have requested a telecon update on how TSA intends to implement the SPP language from the FAA bill. The House Homeland staffers aren't pushing too hard just yet, but are hoping we can provide some update late next week. There was an internal meeting today on the matter and discussion to continue. Happy to discuss further.

Cargo Briefing for House Homeland Security Committee Members

Next week, on Tuesday the 28th, we'll be briefing the committee members on international inbound cargo screening. In addition to John Sammon and Doug Brittin, there will be a number of industry folks, who are listed just below. SPIE is coordinating their participation and we don't expect this to be controversial.

Best,
Pete

Neel Shah

Senior Vice President and Chief Cargo Officer

Delta Air Lines, Inc.

Dave Brooks

President, American Airlines Cargo

Robbie Anderson

President, United Cargo

Vice President, United Airlines

Paul C. Arnold

Director of Aviation Security

United Parcel Service Co.

Don Woods

Director, Customs & Trade Compliance

United Parcel Service Co.

Robby Beau

Managing Director, U.S. Global Trade Services

FedEx Express

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Subject: Re: OLA Update, 2/15/12
Date: Wednesday, February 15, 2012 5:40:41 PM

Ok, tks Pete.....
John S. Pistole
Administrator,
TSA

From: Hearinging, Peter
To: Pistole, John
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Sent: Wed Feb 15 16:44:44 2012
Subject: OLA Update, 2/15/12

Sir –

A few items for today -

DFW Warehouse Tour

OLA's Dave Rosenbaum is in Dallas today to accompany House Oversight (Issa/Chaffetz/Mica) staffers as they did a tour of DFW operations and the technology warehouses. Staff questions were predicable – allegations of female pax being singled out for screening on the basis of appearance at DFW and the value of technology equipment/cost to store it. Happy to provide further details tomorrow.

Budget Hearings

S1 had both her House Appropriations and House Homeland Budget hearings today. Among the notable TSA issues raised were

- Approps Chairman Hal Rogers (R-KY) expressing strong opposition to the passenger fee increase
- Rep. Nita Lowey (D-NY) asking about the status of collective bargaining implementation, reiterating her desire for TSOs to be afforded Title 5 bargaining rights
- A number of other House Homeland members expressed concerns over the fee increase as well, including Reps Joe Walsh (R-IL) and Blake Farenthold (R-TX)
- Rep. Cravaack (R-MN) expressing strong concern over the proposed cuts to the

FFDO program and cited his personal experiences in the program

- Ranking Member Thompson (D-MS) asked a number of questions on TWIC, focusing on the card mailing issue and deployment of card readers
- Rep Sheila Jackson Lee (D-TX) expressing her dissatisfaction with the SPP language in the FAA bill and noting that SPP generally costs more than federal operations.

Markup Postponed

The House Homeland markup of the two bills I mentioned the other day (one on assigning TSA intel officers to fusion centers, the other on expanding TSGP allowable expenses) was postponed today due to the budget hearing and has not yet been rescheduled.

Best,
Pete

Peter Hearing

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-(b)(6)

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Subject: Re: Tuesday's Wrap
Date: Wednesday, February 15, 2012 12:40:03 AM

Sounds good Gale, tks...
John S. Pistole
Administrator,
TSA

----- Original Message -----
From: Rossides, Gale
To: Pistole, John
Cc: Rossides, Gale
Sent: Tue Feb 14 22:16:01 2012
Subject: Tuesday's Wrap

#Lots to discuss on call w/ Ivan; we will provide written comments to his draft paper by COB tmr and can go over w/ you on Thursday;
interviewed second candidate for AA for Acquisition- still not clear choice; will do some reference checks next;
#ADIB quiet;
#Holmes had opening engagement conf w/ IG Audit (Ann Richards' grp) on Mica directed audit of TSA's Ofc of Inspection's covert testing; per Dave, Ann's team intends to do very deep dive;
#Met w/ Interpol DC Ofc Director- Tim Williams about detailee to Interpol; they picked a DEA guy to head up the Drug Division but were so impressed w/ person we sent over that they'd like him on a 2yr detail anyway-to work in their ops grp- I'll discuss w/ Bob and Dave H;
#Bob Ball and Ken Fletcher attended the CB training that OHC is giving to all of the OSO supervisors-- said it was quite good;

(b)(5)

#Lynn Dean was featured in Washington Post's Federal page by the Partnership for Public Service as a Federal employee behind the scenes-great article about her and TSA!!

#i have a long list to discuss during our synch up on Thursday;

(b)(6)

(b)(6)

Gale

Safe trip home-- happy Valentine's Day to you and

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [Bray, Robert S.](#); [Done, Ryan K.](#); [Wasowicz, John <TSA OCC>](#); [Sammon, John](#); [Nicholson, David](#); [Halinski, John W.](#); [Hoggan, Kelly \(TSA\)](#); [Garrison-Alexander, Emma](#); [Rice, Stephen](#); [Holmes, David <Assistant Administrator>](#); [Johns, Jeff](#); [Novak, Michael R <FAM>](#); [Kane, Robin E](#); [McLaughlin, Chris](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Castor, Stephanie L](#); [Bash, Chadwick](#); [Penn, Joy](#); [Salvator, Joseph](#); [Webb, Matthew <TSA OCC>](#); [Naugle, Kip](#); [Davis, Dianna](#); [Wheeler, Brian <TSA-CFO>](#); [Merritt, Marianna](#); [Voorhies, Gerald](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#); [Newhouse, Victoria](#); [Schmidt, Chris](#); [Fletcher, Kenneth](#); [Sanders, John P <TSA OST>](#); [Pease, Kevin](#); [TSA-OI RFI](#); [Halfacre, Christine](#); [Book, Heather <TSA OPR>](#); [Hasman, Susan](#); [King, Chas](#); [DiRocco, Marie](#)
Cc: [Pringle, Veronica](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Ross, Mark](#); [Mullen, Corie](#); [Curtis, Stephanie](#); [Williams, Stephanie](#)
Subject: Daily Incoming Mail and Tasker Report - Friday, February 10, 2012
Date: Friday, February 10, 2012 5:15:31 PM
Attachments: TSA-120210-006_I1.pdf
TSA-120210-005_I1.pdf
TSA-120210-003_I1.pdf
TSA-120210-002_I1.pdf
DHS Tasking_ Environmental Justice Strategy -- Clearance Needed for ESEC Workflow # 936695 (Contact 936695) (Intranet Quorum IMA003331676).msg
E-Blue.pdf

Daily Incoming Mail and Tasker Report – Friday, February 10, 2012

We received 7 new pieces of incoming correspondence today; four rise to the level of needing front office attention.

1. Rep. Cummings wrote on behalf of a TSA employee, who wishes to remain anonymous, on a number of issues including TSA screening trainer's collecting money to submit fraudulent training test for TSOs at the Philadelphia International Airport (PHL). OOI to draft response for Administrator's signature, due to Exec Sec COB, 2/27.
2. House Committee on Oversight and Government Reform Members Issa, Chaffetz, and Mica wrote to request information relating to the warehousing of aviation security equipment at the Transportation Logistics Center in Dallas, Texas and a copy of the TSA's most recent "Quarterly Warehouse Inventory Report." Response completed today.
3. Sen. Rand Paul wrote with questions and concerns regarding TSA's secondary security screening procedures. OSO to draft response for Administrator's signature, due to Exec Sec COB, 2/27.
4. Congressman West wrote with concerns regarding Advanced Imaging Technology AIT equipment and secondary security screening measures. OSC to draft response for Administrator's signature, due to Exec Sec COB, 2/27.

We received 2 new DHS taskers today.

DHS Request for Information: Environmental Justice Strategy. OFA, OCC, OLE, and OCRL to review and provide comments/clearance to Exec Sec by 1:30pm, Monday, 2/13.

DHS REQUEST FOR INFORMATION: E-Blue Retention Memo to S1 - OSPIE/I&A to review and

provide edits/comments in tracked changes to US-VISIT by 2 pm on 2/17.

Thanks and have a good weekend.

Tracey St. Pierre

Director, Office of the Executive Secretariat

Transportation Security Administration

phone: 571-227-(b)(6)

e-mail: (b)(6)

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Subject: Re: OLA Update, 2/9/12
Date: Thursday, February 09, 2012 7:15:30 PM

Interesting, tks Pete....
John S. Pistole
Administrator,
TSA

From: Hearinging, Peter
To: Pistole, John
Cc: 'Rossides, Gale (b)(6)'; Goldman, Howard <TSA Exec Ofc>; Nicholson, David ; Beck, Carol
Sent: Thu Feb 09 17:04:04 2012
Subject: OLA Update, 2/9/12

Sir –

We're continuing our TSA Pre✓™ Outreach on yesterday's announcement and continue to receive overwhelmingly positive feedback; about 15 more offices have inquired today about including their Members in the program as a result of DCA being included in the announcement. We'll continue to engage the local delegations as the various airports come online and constituent interest in the program grows.

Additionally, I've included below a couple of news clips from today; the first covers the SPP legislation and includes some quotes from Chairman Peter King. The second is regarding Florida elections. As a result of redistricting, Rep. John Mica will be running again, but in a new district and against incumbent GOP Rep. Sandy Adams.

Best,
Pete

Peter Hearinging

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227 (b)(6)

More private security guards called for at airports

New York Daily News - Joseph Straw and Corky Siemaszko

Private security companies like those that failed to stop the 9/11 hijackers could be manning more airport checkpoints under a new bill heading for [President Obama](#)'s desk.

[Rep. Pete King \(R-L.I.\)](#), who wrote the provision and whose district lost 150 people in the attacks, said it was a compromise aimed at saving the Transportation Security Administration from Tea Party types who want to destroy the agency altogether.

“Some people wanted to completely emasculate the TSA. I did it to protect the TSA — this way, security ultimately remains with the TSA,” King told the Daily News.

King, who heads the House Homeland Security Committee, insisted security will not be compromised — and that the TSA will still call the shots in airports that hire private screeners.

“It doesn’t hurt to have competition,” he said. “It can put some pressure on TSA to do a better job.”

But King’s bill is drawing howls from critics who say we’ve learned nothing from 9/11.

“How quickly we forget,” [Sen. Joseph Lieberman \(I-Conn.\)](#) said in a letter urging Obama to veto the measure. “We have already tried an aviation security system run by private contractors. It very tragically did not work.”

Incredulous Democrats also ripped the bill.

[Rep. Jerry Costello \(D-Ill.\)](#), a former cop, said, “I think if we’re going to start contracting out the security of the flying public, then why don’t we contract out the FBI or DEA or Secret Service or Capitol Hill police?”

The TSA was created after the Sept. 11 attacks and took over the task of screening passengers and luggage from the private firms hired by the airlines.

In recent years, however, the TSA has been hit with harsh criticism for intrusive searches and by Tea Party politicians who say it costs too much — especially now that the screeners are unionizing.

[Sen. Rand Paul \(R-Ky.\)](#) recently unleashed a broadside at the TSA after he refused to submit to a patdown and was blocked from boarding a plane.

Under pressure from the right in Congress,

King drafted a bill last year requiring the Homeland Security Department to allow contract

screeners unless it finds the change would hurt security.

The bill languished for months, but was dropped into unrelated Federal Aviation Administration legislation passed by the House and Senate this month.

Currently, there are private screeners at just 16 airports, the largest of which is San Francisco International Airport.

Many fliers at Kennedy Airport said they don't want rent-a-cops manning security checkpoints.

"After what happened to us on 9/11, I don't mind [that\] the TSA scanners are there," said [Angela Franklin](#), 65, of Freeport, L.I. "I think it should stay that way. I had a son who survived 9/11."

John Mica says he'll run against Sandy Adams

February 08, 2012 | By Mark K. Matthews, Washington Bureau

WASHINGTON -- After weeks of silence, U.S. Rep. John Mica of Winter Park said Wednesday that he plans to run for re-election in a redrawn congressional district centered on Seminole County — setting up a potentially bruising primary with fellow Republican Sandy Adams of Orlando.

Mica's decision comes as the state Legislature nears the end of the once-a-decade process of redrawing congressional lines, a process that inevitably leads to jockeying among incumbents seeking the best districts to defend.



Adams took the first step last month when she announced she would run for re-election in a District 7 seat that runs north from Winter Park to Orange City and includes large chunks of Seminole county, including much of the District 24 she represents now.

A Tea Party favorite elected in 2010, Adams said she made that call after speaking with Mica last month. In a brief interview, Adams said he told her "not to worry" -- a phrase she took to mean that it would be OK for her to seek the new District 7 seat.

In turn, she said, Mica would run in the neighboring District 6, which includes Volusia, Flagler, St. Johns and Putnam counties – much of which he represents in his current District 7.

But Mica disputed Adams' account.

"I said that we both could win in either district," said Mica, who lives in Winter Park and has represented most of the new district during his 20-year congressional career.

"My home is there. This is a decision I made with my wife, my family and my supporters," he said.

If neither budes, a Mica-Adams primary could be a rough-and-tumble affair. Mica chairs the House Transportation Committee and would bring to bear all the weapons of an old bull Republican – well-heeled connections groomed by two decades on Capitol Hill.

And as of the end of 2011, Mica had about three times as much campaign money – about \$860,000 to her \$313,000.

Adams, though, can count on the backing of the Tea Party caucus and could cast the race as a battle for the soul of the Republican Party. Differences in their attitudes toward federal spending likely would be central to that effort.

That would leave businessman Craig Miller the only announced candidate for the District 6 seat. The former CEO of Ruth's Chris Steakhouse, Miller dropped his U.S. Senate bid to run there on the same day Adams said she's running for District 7.

Adams, for now, is sticking to her guns.

"The congresswoman has declared where she is running and what her intentions are, and I think that statement speaks for itself right now," said Charlie Keller, her chief of staff.

From: [Schmidt, Chris](#)
To: [\(b\)\(6\)](#); [Pistole, John](#)
Cc: [Goldman, Howard <TSA Exec Ofc>](#); [Dean, Lynn](#)
Subject: Fw: Global Entry Update
Date: Thursday, February 09, 2012 6:24:57 PM

Fyi.

From: Perry, Anthony
To: Kane, Robin E; Leyh, Paul; Payne, Sterling; Newhouse, Victoria; Schmidt, Chris; Cotton, Brent; Koehler, Jerry; Harvey, Melanie; Dolan, Mark; Jordan-Smith, Kriste; Otey, Leigh <CTR>; Parsons, Steven; Novak, Michael R; Thaxton, Scot; Patty, Karen
Sent: Thu Feb 09 17:27:12 2012
Subject: Global Entry Update

Here is a quick update on Global Entry progress:

- Following TSA's announcement yesterday, GE saw a spike in applications. They normally receive 400-500 per day and received over 1900 yesterday. We'll continue to track this closely with them and will report out how this trends over the next week.
- The GE final rule was published last week. This allows GE to expand beyond its current 20 sites. They will be rolling out MSP, Charlotte, Denver, and Phoenix in March, approximately 1 per week.
- We shared the PDP disqualifiers draft with them and they are considering removals, especially for the very serious explosive/major weapons type violations. For the others, they may want us to handle the removals (e.g. just make them ineligible for Pre> but not kick them out of the program)
- United will offer to sign up approx 600k elite flyers into GE starting at the end of March. Not all travelers will take advantage of this, but GE expects a big spike.
- CBP is open to TSA putting the card image and more instructions on how to find the GE number to address the confusion around the PASS ID (right #) and card number (wrong #). Sterling is coordinating with GE input.

Anthony Perry

TSA Risk Based Security

Mobile [\(b\)\(6\)](#)

[\(b\)\(6\)](#)

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Subject: Re: AP: 28 more airports will test lower-hassle screening
Date: Wednesday, February 08, 2012 2:56:12 PM

Good idea....
John S. Pistole
Administrator,
TSA

----- Original Message -----

From: Rossides, Gale
To: Pistole, John
Sent: Wed Feb 08 13:57:46 2012
Subject: Fw: AP: 28 more airports will test lower-hassle screening

I mentioned to Robin that we should do an event here in Hqs w/ all SLT members signing up for Global Entry-and do a minor media piece around it.....hint/hint: maybe S2 could then get all other DHS leadership depts to do same- promotes joint effort of CBP/TSA.
Gale

----- Original Message -----

From: Lee, Kristin (b)(6)
To: Pistole, John (b)(6); Nicholson, David ; Kane, Robin E;
Hearding, Peter; McLaughlin, Chris; Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Soule, Greg; Brand, Hilary; Gaches, Lauren; Simons, Michael
Sent: Wed Feb 08 13:53:47 2012
Subject: AP: 28 more airports will test lower-hassle screening

We are seeing very positive coverage of the TPC announcement, including the AP story below. We are compiling a full clips package that we'll send later today or tomorrow. We are also monitoring to ensure they have the airport #s right.

28 more airports will test lower-hassle screening
EILEEN SULLIVAN, Associated Press

WASHINGTON (AP) - A new passenger screening program to make check-in more convenient for certain travelers is being expanded to 28 more major U.S. airports, the government said Wednesday. There will be no cost to eligible passengers, who would no longer have to remove their shoes and belts before they board flights.

The airports include the three used by hijackers to launch the terror attacks in September 2001: Washington Dulles International Airport, Newark Liberty International Airport in New Jersey and Boston's Logan International Airport.

The Transportation Security Administration's program, already in a test phase in seven other airports, is the Obama administration's first attempt at a passenger screening program responsive to frequent complaints that the government is not using common sense when it screens all passengers at airports in the same way. Under the new program, eligible travelers have the option to volunteer more personal information about themselves so that the government can vet them for security purposes before they arrive at airport checkpoints.

"Good, thoughtful, sensible security by its very nature facilitates lawful travel and legitimate commerce," Homeland Security Secretary Janet Napolitano said.

The program works this way: Participating travelers will walk through a dedicated lane at airport security checkpoints. They will provide the TSA officer with a specially marked boarding pass. A machine will read

the barcode, and travelers deemed "low-risk," will likely be allowed to keep on belts, shoes and jackets and leave laptops and liquids in bags when being screened.

Not everyone is eligible to participate in the program, which is already being tested at airports in Atlanta, Dallas, Detroit, Miami, Las Vegas, Los Angeles and Minneapolis-St. Paul. Eligible travelers are some of those who participate in American and Delta airlines' frequent flier programs, as well as travelers in three other trusted traveler programs, which do charge fees to participate. About 336,000 passengers have been screened through the program since the testing began last year, according to the Transportation Security Administration.

By the end of 2012, the government expects select passengers in frequent flier programs for US Airways, United and Alaska Airlines to be eligible to participate. The program is expected to be operating in Reagan National Airport near Washington, Salt Lake City International Airport, John F. Kennedy International Airport in New York and Chicago's O'Hare International Airport by the end of March.

"We are pleased to expand this important effort, in collaboration with our airline and airport partners, as we move away from a one-size-fits-all approach to a more intelligence-driven, risk-based transportation security system," said TSA chief John Pistole.

Pistole has said he hopes to eventually test the program at all airports and with all airlines around the country, but that might take years.

The program is expected to be operating in these airports by the end of 2012: Baltimore-Washington International Thurgood Marshall Airport, Charlotte Douglas International Airport, Cincinnati/Northern Kentucky International Airport, Denver International Airport, Fort Lauderdale-Hollywood International Airport, Houston's George Bush Intercontinental Airport, Honolulu International Airport, New York's LaGuardia Airport, Lambert-St. Louis International Airport, Louis Armstrong New Orleans International Airport, Puerto Rico's Luis Munoz Marin International Airport, Orlando International Airport, Philadelphia International Airport, Phoenix Sky Harbor International Airport, Pittsburgh International Airport, Oregon's Portland International Airport, San Francisco International Airport, Seattle-Tacoma International Airport, Florida's Tampa International Airport and Alaska's Ted Stevens Anchorage International Airport.

From: [Pistole, John](#)
To: [Heyman, David](#)
Subject: Re: TSA PRE™ PILOT TO EXPAND TO BUSIEST US AIRPORTS
Date: Wednesday, February 08, 2012 11:19:25 AM

Appreciate it David...progress. Hope you're doing well.

John
John S. Pistole
Administrator,
TSA

From: Heyman, David (b)(6)
To: Pistole, John
Sent: Wed Feb 08 10:34:31 2012
Subject: Fw: TSA PRE™ PILOT TO EXPAND TO BUSIEST US AIRPORTS

Great stuff, John. Congratulations.

David

From: DHS Press Office
Sent: Wednesday, February 08, 2012 10:29 AM
To: DHS Press Office
Subject: TSA PRE™ PILOT TO EXPAND TO BUSIEST US AIRPORTS

Press Office
U.S. Department of Homeland Security

Press Release

Feb. 8, 2012
Contact: DHS Press Office, (202) 282-8010

TSA Pre✓™ PILOT TO EXPAND TO BUSIEST US AIRPORTS

WASHINGTON – Department of Homeland Security (DHS) Secretary Janet Napolitano and Transportation Security Administration (TSA) Administrator John S. Pistole today announced the expansion of TSA Pre✓™, a passenger pre-screening initiative, to additional airports across the country following the program's success at seven pilot locations.

With more than 336,000 passengers screened to date through TSA Pre✓™ lanes, this screening concept enhances security by enabling TSA to focus its efforts on passengers the agency knows less about while providing expedited screening for travelers who volunteer information about themselves prior to flying.

“Good, thoughtful, sensible security by its very nature facilitates lawful travel and legitimate commerce,” said Secretary Janet Napolitano. “The expansion of TSA Pre✓™ to the nation’s busiest airports will increase our security capabilities and expedite the screening process for

travelers we consider our trusted partners.”

“TSA Pre✓™ moves us closer to our goal of delivering the most effective and efficient screening by recognizing that most passengers do not pose a threat to security,” said TSA Administrator John S. Pistole. “We are pleased to expand this important effort, in collaboration with our airline and airport partners, as we move away from a one-size-fits-all approach to a more intelligence-driven, risk-based transportation security system.”

TSA Pre✓™ is currently operating with American Airlines at airports in Dallas, Miami, Las Vegas, Minneapolis and Los Angeles, and with Delta Air Lines at airports in Atlanta, Detroit, Las Vegas, and Minneapolis. US Airways, United Airlines and Alaska Airlines are all opting in new passengers and will begin operations later this year.

As part of the initiative’s expansion, TSA Pre✓™ will be implemented at the following airport locations throughout 2012:

- Baltimore/Washington International Thurgood Marshall Airport (BWI)
- Boston Logan International Airport (BOS)
- Charlotte Douglas International Airport (CLT)
- Cincinnati/Northern Kentucky International Airport (CVG)
- Denver International Airport (DEN)
- Fort Lauderdale-Hollywood International Airport (FLL)
- George Bush Intercontinental Airport (IAH)
- Honolulu International Airport (HNL)
- Indianapolis International Airport (IND)
- John F. Kennedy International Airport (JFK)
- LaGuardia Airport (LGA)
- Lambert-St. Louis International Airport (STL)
- Louis Armstrong New Orleans International Airport (MSY)
- Luis Muñoz Marín International Airport (SJU)
- Newark Liberty International Airport (EWR)
- O’Hare International Airport (ORD)
- Orlando International Airport (MCO)
- Philadelphia International Airport (PHL)
- Phoenix Sky Harbor International Airport (PHX)
- Pittsburgh International Airport (PIT)
- Portland International Airport (PDX)
- Ronald Reagan Washington National Airport (DCA)
- Salt Lake City International Airport (SLC)
- San Francisco International Airport (SFO)
- Seattle-Tacoma International Airport (SEA)
- Tampa International Airport (TPA)
- Ted Stevens Anchorage International Airport (ANC)
- Washington Dulles International Airport (IAD)

TSA will continue expanding TSA Pre✓™ to additional airlines and airports once they are operationally ready.

Eligible participants include certain frequent flyers from participating airlines as well as members of Customs and Border Protection's (CBP) Trusted Traveler programs (Global Entry, SENTRI, and NEXUS) who are U.S. citizens and fly on a participating airline. Individuals interested in participating in the pilot can apply via Global Entry at <http://www.globalentry.gov/>.

If TSA determines a passenger is eligible for expedited screening following the TSA Pre✓™ vetting process, information will be embedded in the barcode of the passenger's boarding pass. TSA will read the barcode at the security checkpoint and then may refer the passenger to a TSA Pre✓™ lane, where they will undergo expedited screening, which could include no longer removing the following items:

- Shoes
- 3-1-1 compliant bag from carry-on
- Laptop from bag
- Light outerwear/jacket
- Belt

TSA will always incorporate random and unpredictable security measures throughout the airport and no individual will be guaranteed expedited screening. As part of the agency's risk-based security initiative, TSA is currently testing several other screening initiatives, including initiatives designed to provide positive ID verification for airline pilots and the use of expanded behavior detection techniques.

For more information about TSA's risk-based security initiatives, visit www.tsa.gov.

###

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [Bray, Robert S.](#); [Done, Ryan K.](#); [Wasowicz, John <TSA OCC>](#); [Sammon, John](#); [Nicholson, David](#); [Halinski, John W.](#); [Hoggan, Kelly \(TSA\)](#); [Garrison-Alexander, Emma](#); [Rice, Stephen](#); [Holmes, David <Assistant Administrator>](#); [Johns, Jeff](#); [Novak, Michael R <FAM>](#); [Kane, Robin E](#); [Lenihan, John](#); [McLaughlin, Chris](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Castor, Stephanie L](#); [Bash, Chadwick](#); [Penn, Joy](#); [Salvator, Joseph](#); [Webb, Matthew <TSA OCC>](#); [Naugle, Kip](#); [Davis, Dianna](#); [Wheeler, Brian <TSA-CFO>](#); [Merritt, Marianna](#); [Voorhies, Gerald](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#); [Newhouse, Victoria](#); [Schmidt, Chris](#); [Fletcher, Kenneth](#); [Sanders, John P <TSA OST>](#); [Pease, Kevin](#); [TSA-OI RFI](#); [Halfacre, Christine](#); [Book, Heather <TSA OPR>](#); [Hasman, Susan](#); [King, Chas](#); [DiRocco, Marie](#)
Cc: [Pringle, Veronica](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Ross, Mark](#); [Mullen, Corie](#); [Curtis, Stephanie](#); [Williams, Stephanie](#)
Subject: Daily Incoming Mail and Tasker Report - Tuesday, February 7, 2012
Date: Tuesday, February 07, 2012 5:53:52 PM
Attachments: TSA-120207-008_I1.pdf
Aviation Equipment.pdf
Intel Services.pdf
National Discounts.pdf
Enterprise.pdf
Force Facilities.pdf
Regional Contracts.pdf
Software Licenses.pdf
Mail Systems.pdf
Private Sector.pdf
Pre Check Press Conference.pdf

Daily Incoming Mail and Tasker Report – Tuesday, February 7, 2012

We received 13 new pieces of incoming correspondence today; one rises to the level of needing front office attention.

Chairman Issa, Committee on Oversight and Government Reform, along with Subcommittee Chair Chaffetz and Rep. Mica wrote to request visits to the TSA operations at the Dallas/Fort Worth International Airport and TSA's inventory warehouses near Dallas Texas on February 14 -15th, 2012. OLA to draft response for Administrator's signature, due to Exec Sec COB, 2/22.

We received 10 new DHS taskers today.

1. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Aviation Equipment. OFA stated TSA has no equities in this tasker.
2. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Intelligence Services. OFA to review and provide requested information to Exec Sec by noon on 2/17.
3. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on National Discounts. OFA to review and provide requested information to Exec Sec by noon on 2/17.
4. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Enterprise Record Disposition. OFA to review and provide requested information to Exec Sec by noon on 2/17.

5. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Use of Force Facilities. OFA to review and provide requested information to Exec Sec by noon on 2/17.
6. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Regional Contracts. OFA to review and provide requested information to Exec Sec by noon on 2/17.
7. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Software Licenses. OFA to review and provide requested information to Exec Sec by noon on 2/17.
8. DHS REQUEST FOR INFORMATION: Efficiency Review Tasking - Action Directive on Mail Systems. OFA to review and provide requested information to Exec Sec by noon on 2/17.
9. DHS REQUEST FOR INFORMATION: PLCY/PSO requests component updates to Private Sector Resources Catalog. OSPIE to provide info directly to PLCY/PSO by 5 pm on 3/2.
10. DHS TK: Press Conference on Pre-Check. OST coordinated with SCPA and provided briefing on 2/7.

Thanks and have a good evening.

Tracey St. Pierre
Director, Office of the Executive Secretariat
Transportation Security Administration
phone: 571-227-(b)(6)
e-mail: (b)(6)

From: Pistole, John
To: Soule, Greg (b)(6); Nicholson, David (b)(6); Kane, Robin E;
Goldman, Howard <TSA Exec Ofc>
Cc: Lee, Kristin
Subject: Re: Andrea's HuffPo Article
Date: Friday, February 03, 2012 6:39:38 PM

Tks....
John S. Pistole
Administrator,
TSA

From: Soule, Greg
To: Pistole, John (b)(6); Nicholson, David ;
(b)(6); Kane, Robin E; Goldman, Howard <TSA Exec
Ofc>
Cc: Lee, Kristin
Sent: Fri Feb 03 17:57:14 2012
Subject: Andrea's HuffPo Article

http://www.huffingtonpost.com/2011/10/29/john-mica-tsa_n_1064438.html

John Mica Has No Legal Power Over TSA, But Pushes The Jurisdictional Boundaries

WASHINGTON -- The powerful chairman of a key congressional committee is expected to release another scathing report on the federal agency that protects the nation's airports as early as this week.

The only problem is that Rep. John Mica (R-Fla.) doesn't have any legal jurisdiction over the Transportation Security Administration. As he often notes, he did help create his "[little bastard child](#)" -- but the committee he now heads, the House Transportation and Infrastructure Committee (T&I), is no longer the boss of the TSA.

The T&I committee had sway over the TSA when it was [formed soon after the Sept. 11, 2001, terrorist attacks](#). But when the TSA and all or part of 21 other departments were [melded into a new Department of Homeland Security](#), decision-making authority was transferred to the House Committee on Homeland Security.

Mica is a member of a subcommittee of the House Oversight and Government Reform Committee responsible for homeland defense, which includes TSA. Yet his argument last June for privatizing the agency, "TSA Ignores More Cost-Effective Screening Model," came out as a "[T&I committee oversight and investigations staff report](#)."

The [webpage](#) of Republicans' T&I committee lists TSA "oversight" among its "current issues," noting the committee "is monitoring the programs and performance" of the agency as well as "working to reform and reduce the size of this massive bureaucracy."

Most committee chairmen on Capitol Hill are fiercely protective of their turf while eager to expand their territory, but "Mica stands out" in the 112th Congress, said Norman Ornstein, a congressional expert at the conservative think tank American Enterprise Institute.

While some have suggested that Mica's crusade to privatize the TSA may be [related to campaign contributions](#) from security companies that would stand to profit, Ornstein is willing to give him the benefit of the doubt.

"Ego is the first word to mention with John Mica," he said. "This is somebody who has reveled in his role as chairman of the committee who doesn't want to recognize any jurisdictional boundaries."

And that has enraged the lawmakers who really do have TSA oversight -- though they have been more diplomatic than Mica, who last week called a TSA pilot program "[idiotic](#)."

"The fact is that the Committee on Homeland Security has sole jurisdiction over all TSA security matters," said Chairman Peter King (R-N.Y.) and Transportation Security Subcommittee Chairman Mike Rogers (R-Ala.) in a joint statement to The Huffington Post. Noting that their committee recently passed [TSA's authorization bill](#), the congressmen said, "In conducting our oversight of TSA, we welcome input from all members of the public, as well as members of Congress, Chairman Mica included."

And Mica gives input, often to the chagrin of colleagues. In June, he attached a last-minute amendment to a House Homeland Security bill that would cut funding for security screeners. The measure passed, but without the votes of King, Rogers or Rep. Robert Aderholt, the Alabama Republican who chairs the House Appropriations Subcommittee on Homeland Security.

Mica has also [shown up at other committees' hearings](#), in particular where TSA Administrator John Pistole or other agency officials are testifying, and has annoyed colleagues by giving speeches and otherwise shanghaiing the sessions.

Not that the congressman hasn't tried to drag DHS and TSA officials before his own committee. It's just that they won't come.

In a letter to Mica last spring that was obtained by HuffPost, a TSA official explained why the agency would not be sending a representative to testify at a hearing on biometric identification cards for pilots.

"As outlined in the Rules of the House of Representatives, TSA is specifically excluded from certain jurisdiction and oversight by the House Committee on Transportation and Infrastructure," wrote LaVita LeGrys, TSA assistant administrator for legislative affairs.

"TSA respectfully declines to testify before the Transportation and Infrastructure Committee on a matter that is outside of the Committee's jurisdiction and oversight," LeGrys concluded.

Mica defiantly left an empty chair for Pistole at the hearing.

When two members of a T&I subcommittee asked this August for a classified briefing from the TSA on aviation threats, Peter Harding, the agency's legislative director, replied with the same identical boilerplate to each. His letter, sent last month, helpfully adds: "TSA provides regular threat briefings to the House Committee on Homeland Security (CHS), TSA's committee of jurisdiction in the House of Representatives. I would encourage you to work with CHS to be invited to their future threat briefings."

Mica's spokesman, Justin Harclerode, confirmed that TSA and DHS officials have denied requests to appear before his committee and provide briefings. "Frankly, I think he's a bit surprised by this administration's arrogance in not responding to requests by members of Congress. But he's not deterred," Harclerode said. "As long as he is in Congress, on the Transportation Committee, and on the Oversight and Government Reform Committee, he will exercise his duty to improve the effectiveness of this agency."

And there is a good chance he will get away with it given the chaos on Capitol Hill when it comes to oversight of security and intelligence. More than 100 committees and subcommittees [claim to have some jurisdiction](#) over homeland security matters. The [9/11 Commission recommended](#) streamlining Congress' fragmented oversight to eliminate redundancies, and King has made reorganizing the lower chamber [a priority](#). Yet little has changed.

The House Committee on Homeland Security is a legislative "eunuch," Ornstein said, that was "almost set up to fail."

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-227-(b)(6)

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Subject: Re: OLA Update, 2/1/12
Date: Wednesday, February 01, 2012 6:34:40 PM

Tks Pete...
John S. Pistole
Administrator,
TSA

From: Hearinging, Peter
To: Pistole, John
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#); [Beck, Carol](#)
Sent: Wed Feb 01 17:29:30 2012
Subject: OLA Update, 2/1/12

Sir –

Here's our update for today...

SPP Notifications/Language

As noted in your prep session earlier, we have what appears to be final conference language from the FAA bill on SPP provisions, which would require you to approve or deny any new SPP applications within 120 days, and to report to both the airport and to Congress any denials with recommendations for reapplication. We understand from staff that Senator Rockefeller (D-WV) permitted the language as a concession to Rep. John Mica (R-FL) over labor language (see the below from Congressional Quarterly as reference). Nelson is aware and may mention it to the Secretary during a regularly scheduled meeting today, but has not expressed a significant amount of concern given that the language still permits some flexibility to the agency. Senator Lieberman's (I-CT) staff also indicated they will discuss the language with him to see if it will change his vote on final passage of the bill.

The House Rules Committee announced late this afternoon that the rule and conference report will be considered on the House floor tomorrow and Friday.

Additionally, OLA made notifications concurrent with OSO's airport notifications this morning at 11 a.m. We received little to no feedback from staff, other than that staffers from HSGAC and Commerce were concerned about the timing of the announcement given their work on the FAA bill. A brief readout of personal office notifications follows:

Sen. Max Baucus (D-MT): Staffer was unavailable, followed up with voice mail & TSA statement.

Sen. John Tester (D-MT): Staffer had little knowledge of the program and was neutral on the decision.

Rep. Denny Rehberg (R-MT): Staffer had little knowledge of the program, and was neutral on the decision.

Sen. Nelson (D-FL) - Staffer was unavailable, followed up with voice mail & TSA statement.

Sen. Rubio (R-FL) - Staffer was unavailable, followed up with voice mail & TSA statement.

Rep. Mica (R-FL) - spoke with staffer who had never heard of SPP; he was receptive.

Followed up by e-mail with TSA statement.

Rep. Corrine Brown (D-FL) - spoke with LA who was receptive, emailed statement.

Rep. Webster (R-FL) - Staffer was unavailable, followed up with voice mail & TSA statement.

We will keep you updated on any followup details on the subject.

Mica/Chaffetz/Issa Letter

As discussed earlier, the House Committee on Oversight and Government Reform sent TSA a letter requesting documentation on warehoused equipment in Texas, to include a copy of the quarterly warehouse inventory report. A copy of the letter is attached. Rep. Cravaack (R-MN) and Rep. Farenthold (R-TX) have also historically expressed interest in this issue, to include a letter from Rep. Farenthold and a series of questions from Rep. Cravaack at Robin's most recent technology hearing before the CHS Transportation Security Subcommittee. Committee staff have been briefed on this as well. Your visit to the warehouse should provide some additional context for future inquiries from the Hill and/or the media. It looks like the Chaffetz/Mica staffers tour will occur the week of 2/20.

Collins AIT Safety

OLA's Dave Rosenbaum followed up with Senator Collins' (R-ME) staff to talk about the bill and reiterate your availability for a discussion. DHS OGC is circulating the legislation Department-wide for comment among the various affected components.

CQ TODAY ONLINE NEWS – TRANSPORTATION & INFRASTRUCTURE

Jan. 30, 2012 – 3:15 p.m.

Work on Long-Term FAA [Authorization](#) Nearly Complete

By Nathan Hurst, CQ Staff

Conferees are scheduled to meet Tuesday to settle remaining differences on a Federal Aviation Administration authorization, signaling that final action on the long-delayed legislation is close at hand.

The Senate Commerce, Science and Transportation Committee announced that a conference with

the House on the «FAA» bill ([HR 658](#)) will convene Tuesday. The office of House Majority Leader [Eric Cantor](#), R-Va., announced that a motion to go to conference on the four-year bill is expected Tuesday, and Senate Commerce Chairman [John D. Rockefeller IV](#), D-W.Va., said Monday he expects to have a signed conference report no later than Wednesday.

The recent compromise on rules governing airline and railway worker union certification elections resolved the biggest obstacle to moving forward with the bill. **The Senate had resisted language in the House bill that would roll back a National Mediation Board rule that makes it easier for airline workers to unionize.**

Under the compromise, the House would agree to drop the language nullifying that rule, but the Senate would accept language that would make it tougher to petition for a union certification election in the first place.

Other differences between the House and Senate bills — over such questions as adding long-distance landing and takeoff slots at Ronald Reagan Washington National Airport, reducing subsidies for rural passenger service under the Essential Air Service and changing the regulations for transporting lithium batteries by air — were negotiated at the staff level after Thanksgiving. Conferees are expected to sign off on the staff agreements with little controversy.

Several labor unions — including the influential Service Employees International Union — object to the deal on the National Mediation Board provision, and sent a letter to Senate Democrats asking them not to support the negotiated compromise.

The unions said the deal would unnecessarily amend the 1926 Railway Labor Act ([PL 69-257](#)) and complained that lawmakers and staff did not discuss the change with them.

“The proposed Railway Labor Act changes would drastically rewrite a statute that was crafted by labor-management cooperation and has not been changed for over 75 years without the agreement of both employer and employee representatives,” the letter said. “Airline and rail workers would suffer significant losses as contracts are jettisoned, collective bargaining rights are cut and legal hurdles will be placed in the way of gaining a voice at work.”

Last week, Congress cleared for the president’s signature a short extension of the «FAA authorization ([HR 3800](#)), which would run through Feb. 17. It is the 23rd extension since the last multi-year reauthorization ([PL 108-176](#)) expired at the end of fiscal 2007.

From: [Goldman, Howard <TSA Exec Ofc>](#)
To: [Hearding, Peter](#); [Pistole, John](#)
Cc: (b)(6); [Nicholson, David](#); [Beck, Carol](#)
Subject: RE: OLA Update, 2/1/12
Date: Wednesday, February 01, 2012 5:50:20 PM

(b)(5)

Pete – re your note about Mica's staffer on SPP. Really??? Obviously you didn't speak with Holly. ☺

Howard

Howard Goldman
Senior Counselor and Director,
Office of Policy Coordination and Intergovernmental Affairs
Office of the Administrator
Transportation Security Administration
571-227-(b)(6) (O)
(b)(6) (C)
571-227-1398 (Fax)

From: Hearing, Peter
Sent: Wednesday, February 01, 2012 5:30 PM
To: Pistole, John
Cc: (b)(6); Goldman, Howard <TSA Exec Ofc>; Nicholson, David ; Beck, Carol
Subject: OLA Update, 2/1/12

Sir –

Here's our update for today...

SPP Notifications/Language

As noted in your prep session earlier, we have what appears to be final conference language from the FAA bill on SPP provisions, which would require you to approve or deny any new SPP applications within 120 days, and to report to both the airport and to Congress any denials with recommendations for reapplication. We understand from staff that Senator Rockefeller (D-WV) permitted the language as a concession to Rep. John Mica (R-FL) over labor language (see the below from Congressional Quarterly as reference). Nelson is aware and may mention it to the Secretary during a regularly scheduled meeting today, but has not expressed a significant amount of concern given that the language still permits some flexibility to the agency. Senator Lieberman's (I-CT) staff also indicated they will discuss the language with him to see if it will change his vote on final passage of the bill.

The House Rules Committee announced late this afternoon that the rule and conference report will be considered on the House floor tomorrow and Friday.

Additionally, OLA made notifications concurrent with OSO's airport notifications this morning at 11 a.m. We received little to no feedback from staff, other than that staffers from HSGAC and Commerce were concerned about the timing of the announcement given their work on the FAA bill. A brief readout of personal office notifications follows:

Sen. Max Baucus (D-MT): Staffer was unavailable, followed up with voice mail & TSA statement.

Sen. John Tester (D-MT): Staffer had little knowledge of the program and was neutral on the decision.

Rep. Denny Rehberg (R-MT): Staffer had little knowledge of the program, and was neutral on the decision.

Sen. Nelson (D-FL) - Staffer was unavailable, followed up with voice mail & TSA statement.

Sen. Rubio (R-FL) - Staffer was unavailable, followed up with voice mail & TSA statement.

Rep. Mica (R-FL) - spoke with staffer who had never heard of SPP; he was receptive.

Followed up by e-mail with TSA statement.

Rep. Corrine Brown (D-FL) - spoke with LA who was receptive, emailed statement.

Rep. Webster (R-FL) - Staffer was unavailable, followed up with voice mail & TSA statement.

We will keep you updated on any followup details on the subject.

Mica/Chaffetz/Issa Letter

As discussed earlier, the House Committee on Oversight and Government Reform sent TSA a letter requesting documentation on warehoused equipment in Texas, to include a copy of the quarterly warehouse inventory report. A copy of the letter is attached. Rep. Cravaack (R-MN) and Rep. Farenthold (R-TX) have also historically expressed interest in this issue, to include a letter from Rep. Farenthold and a series of questions from Rep. Cravaack at Robin's most recent technology hearing before the CHS Transportation Security Subcommittee. Committee staff have been briefed on this as well. Your visit to the warehouse should provide some additional context for future inquiries from the Hill and/or the media. It looks like the Chaffetz/Mica staffers tour will occur the week of 2/20.

Collins AIT Safety

OLA's Dave Rosenbaum followed up with Senator Collins' (R-ME) staff to talk about the bill and reiterate your availability for a discussion. DHS OGC is circulating the legislation Department-wide for comment among the various affected components.

Jan. 30, 2012 – 3:15 p.m.

Work on Long-Term FAA [»](#) Authorization Nearly Complete

By Nathan Hurst, CQ Staff

Conferees are scheduled to meet Tuesday to settle remaining differences on a Federal Aviation Administration authorization, signaling that final action on the long-delayed legislation is close at hand.

The Senate Commerce, Science and Transportation Committee announced that a conference with the House on the [«FAA»](#) bill ([HR 658](#)) will convene Tuesday. The office of House Majority Leader [Eric Cantor](#), R-Va., announced that a motion to go to conference on the four-year bill is expected Tuesday, and Senate Commerce Chairman [John D. Rockefeller IV](#), D-W.Va., said Monday he expects to have a signed conference report no later than Wednesday.

The recent compromise on rules governing airline and railway worker union certification elections resolved the biggest obstacle to moving forward with the bill. **The Senate had resisted language in the House bill that would roll back a National Mediation Board rule that makes it easier for airline workers to unionize.**

Under the compromise, the House would agree to drop the language nullifying that rule, but the Senate would accept language that would make it tougher to petition for a union certification election in the first place.

Other differences between the House and Senate bills — over such questions as adding long-distance landing and takeoff slots at Ronald Reagan Washington National Airport, reducing subsidies for rural passenger service under the Essential Air Service and changing the regulations for transporting lithium batteries by air — were negotiated at the staff level after Thanksgiving. Conferees are expected to sign off on the staff agreements with little controversy.

Several labor unions — including the influential Service Employees International Union — object to the deal on the National Mediation Board provision, and sent a letter to Senate Democrats asking them not to support the negotiated compromise.

The unions said the deal would unnecessarily amend the 1926 Railway Labor Act ([PL 69-257](#)) and complained that lawmakers and staff did not discuss the change with them.

“The proposed Railway Labor Act changes would drastically rewrite a statute that was crafted by labor-management cooperation and has not been changed for over 75 years without the agreement of both employer and employee representatives,” the letter said. “Airline and rail workers would suffer significant losses as contracts are jettisoned, collective bargaining rights are cut and legal hurdles will be placed in the way of gaining a voice at work.”

Last week, Congress cleared for the president’s signature a short extension of the [«FAA](#)

authorization ([HR 3800](#)), which would run through Feb. 17. It is the 23rd extension since the last multi-year reauthorization ([PL 108-176](#)) expired at the end of fiscal 2007.

Subject: OLA Update, 1/31/12

Sir –

Here's today's update...

SPP

2 item on SPP – there appears to be movement towards closure on the FAA authorization bill so we're running the traps with our committee staffers regarding the SPP language it contains. Nelson and DHS OLA are up to speed. More details on this as we have them – though most of the staffers involved are currently in conference discussions.

Secondly, we are lined up with OSO and OPA regarding notifications on the 3 SPP applications. At 11 am, OSO will contact the affected airports and OLA will notify committees and local congressional delegations. As you'll recall, Orlando Sanford is located in Rep. John Mica's district and so tomorrow's announcement will certainly generate some interest. Your meeting with Rep. Mike Rogers is at 1145 and we'll make sure his staff is apprised before we arrive there. On a related note, we have scheduled a short phone call between you and Rep. Sheila Jackson Lee on Thursday pm at 315. You'll be at the airport and will have a few minutes to speak with her prior to departure.

Collins/AIT

As discussed earlier, Sen. Collins introduced her bill today that would instruct S&T to conduct a study on the safety or backscatter technology and would impose certain AIT signage requirements on TSA.

Oversight Committee staff in Dallas

Staffers for Reps. Jason Chaffetz and John Mica have requested to visit DFW and the warehouses in which TSA stores technology equipment next week. We are coordinating on this now.

Rep. Thompson Letter on HNL and BDO

The response to Rep. Bennie Thompson was delivered to the committee today, thereby closing out all committee correspondence in advance of next week's hearing.

Best,
Pete

Peter Hearinging

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-(b)(6)

From: [Hearding, Peter](#)
To: [Nicholson, David](#); [Brand, Hilary](#); [LeBoeuf, Jon](#)
Cc: [Beck, Carol](#)
Subject: Fw: Issa/Chaffetz/Mica Letter to Pistole
Date: Wednesday, February 01, 2012 12:24:04 PM
Attachments: 2012-02-01 DEIChaffetzMica to Pistole-TSA - Quarterly Warehouse Inventory Report due 2-8.pdf

Here the Chaffetz/warehouse letter we just received.

From: Kominsky, Mitchell (b)(6)
To: Stroud, Michael; Harding, Peter
Cc: Alexander, Thomas (b)(6); McMaster, Sean
(b)(6); Uriarte, Carlos
(b)(6); Rosenbaum, David
Sent: Wed Feb 01 12:22:24 2012
Subject: Issa/Chaffetz/Mica Letter to Pistole

Good afternoon, Michael and Pete:

Please find attached a letter from Chairman Issa, Subcommittee Chairman Chaffetz, and Committee Member Rep. Mica to Administrator Pistole requesting information and documents relating to TSA's most recent quarterly warehouse inventory report.

Also attached, in the same document, is guidance for responding to Committee letters. Please let me know if you have any questions. Thanks.

Best regards,

(b)(6)

Counsel
Committee on Oversight and Government Reform
Chairman Darrell Issa
(202) 225- (b)(6)

(b)(6)

From: [Pistole, John](#)
To: [Nicholson, David](#) (b)(6)
Cc: [Wheeler, Brian <TSA-CFO>](#); [Goldman, Howard <TSA Exec Ofc>](#)
Subject: Re: SPP Press Release
Date: Wednesday, February 01, 2012 12:22:00 PM

Went fine w/ Chairman R...
John S. Pistole
Administrator,
TSA

From: Nicholson, David
To: Pistole, John; 'Rossides, Gale' (b)(6)
Cc: Wheeler, Brian <TSA-CFO>; Goldman, Howard <TSA Exec Ofc>
Sent: Wed Feb 01 11:46:51 2012
Subject: FW: SPP Press Release

From: Hutchinson, Kimberly
Sent: Wednesday, February 01, 2012 11:34 AM
To: Goldman, Howard <TSA Exec Ofc>; Harmon, Carrie
Cc: Nicholson, David ; Dolan, Mark; Payne, Sterling; Soule, Greg; Webb, Randy ; Houston, Scott; Hearing, Peter; Blackwell, Tomeika; Daly, John J. ; Schear, James; McLaughlin, Chris
Subject: RE: SPP Press Release

Sanford and Butte have been notified. We have not been able to reach West Yellowstone but will keep trying.

Butte intends to re-apply and has a new airport manager; the original application was submitted by his predecessor. He quoted the efficiency of SPP vs. Federal and the SFO/LAX comparison. He also mentioned that Butte just got EAS status and if that would impact the decision (all the MT 7 are EAS airports – but this would not likely impact the decision).

Sanford doesn't agree with our decision and was not surprised. Larry Dale mentioned that Mica's staffers have been calling to see if he's been notified of a decision. He didn't mention re-applying.

FSDs and RDs have been briefed on the decision. Any OPA inquiries will be directed to local OPA.

Please let me know if you have other further questions.

Thanks,
Kim
571-227-(b)(6)

From: Goldman, Howard <TSA Exec Ofc>
Sent: Wednesday, February 01, 2012 10:04 AM
To: Harmon, Carrie; Hutchinson, Kimberly

Cc: Nicholson, David ; Dolan, Mark; Payne, Sterling; Soule, Greg; Webb, Randy ; Houston, Scott; Hearing, Peter
Subject: Re: SPP Press Release

Also, can OSO pls let all know when the notifications are made to the arpt directors and MT DOT?
Thx.

Howard

Howard Goldman
Senior Counselor, TSA
571-227-(b)(6)

From: Goldman, Howard <TSA Exec Ofc>
To: Harmon, Carrie; Hutchinson, Kimberly
Cc: Nicholson, David ; Dolan, Mark; Payne, Sterling; Soule, Greg; Webb, Randy ; Houston, Scott
Sent: Wed Feb 01 10:00:39 2012
Subject: Re: SPP Press Release

One suggested tweak on 1st Q&A -

(b)(5)

Howard

Howard Goldman
Senior Counselor, TSA
571-227-(b)(5)

From: Harmon, Carrie
To: Hutchinson, Kimberly; Goldman, Howard <TSA Exec Ofc>
Cc: Nicholson, David ; Dolan, Mark; Payne, Sterling; Soule, Greg; Webb, Randy ; Houston, Scott
Sent: Wed Feb 01 09:55:01 2012
Subject: RE: SPP Press Release

Two more suggested Qs&As for review/approval.

(b)(5)

From: Hutchinson, Kimberly
Sent: Tuesday, January 31, 2012 6:21 PM
To: Harmon, Carrie; Goldman, Howard <TSA Exec Ofc>
Cc: Nicholson, David ; Dolan, Mark; Payne, Sterling; Soule, Greg; Webb, Randy ; Lee, Kristin
Subject: Re: SPP Press Release

Carrie - will have some edits for your in the morning. Too much for bberry tonite. Thanks

Kim Hutchinson
Office of Security Operations
571-227-(b)(6)

(b)(6)

From: Harmon, Carrie
To: Goldman, Howard <TSA Exec Ofc>
Cc: Nicholson, David ; Hutchinson, Kimberly; Dolan, Mark; Payne, Sterling; Soule, Greg; Webb, Randy ; Lee, Kristin
Sent: Tue Jan 31 16:54:39 2012
Subject: RE: SPP Press Release

Revised PAG for edits/approval. Items in red are new.

From: Goldman, Howard <TSA Exec Ofc>
Sent: Tuesday, January 31, 2012 11:20 AM
To: Webb, Randy ; Harmon, Carrie; Lee, Kristin
Cc: Williams, Ray; Nicholson, David ; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Gaches, Lauren; Payne, Sterling; Soule, Greg
Subject: RE: SPP Press Release

Ok from me as well.

Would appreciate your sending around the draft PAG for everyone to review.

Thx.

Howard

Howard Goldman
Senior Counselor and Director,
Office of Policy Coordination and Intergovernmental Affairs
Office of the Administrator
Transportation Security Administration
571-227-(b)(6) (O)
(b)(6) (C)
571-227-1398 (Fax)

From: Webb, Randy
Sent: Tuesday, January 31, 2012 1:19 PM
To: Harmon, Carrie; Lee, Kristin
Cc: Williams, Ray; Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Gaches, Lauren; Payne, Sterling; Soule, Greg
Subject: RE: SPP Press Release

The SPP PMO has no objections to the revised below. Thank you Carrie.

From: Harmon, Carrie
Sent: Tuesday, January 31, 2012 1:15 PM
To: Webb, Randy ; Lee, Kristin
Cc: Williams, Ray; Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Gaches, Lauren; Payne, Sterling; Soule, Greg
Subject: RE: SPP Press Release

DRAFT



From: Webb, Randy
Sent: Tuesday, January 31, 2012 11:09 AM
To: Harmon, Carrie; Lee, Kristin
Cc: Williams, Ray; Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Gaches, Lauren; Payne, Sterling; Soule, Greg; Farbstein, Lisa; Soule, Greg
Subject: RE: SPP Press Release

Carrie,



(b)(5)

Thanks,
Randy

From: Harmon, Carrie
Sent: Tuesday, January 31, 2012 12:18 PM
To: Lee, Kristin; Webb, Randy
Cc: Williams, Ray; Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Gaches, Lauren; Payne, Sterling; Soule, Greg; Farbstein, Lisa; Soule, Greg
Subject: RE: SPP Press Release

Here is the draft statement for use in response to media inquiries.

(b)(5)

DRAFT

(b)(5)

From: Lee, Kristin
Sent: Tuesday, January 31, 2012 10:01 AM
To: Webb, Randy ; Harmon, Carrie
Cc: Williams, Ray; Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Gaches, Lauren; Payne, Sterling; Soule, Greg; Farbstein, Lisa
Subject: Re: SPP Press Release

Hi Randy - We plan to have one statement for all three, not individual releases. Carrie will circulate it our draft. Please let us know when the meeting is slated for and we will ensure someone is there (I

have not seen traffic on it). Also, is there a proposed tick-tock on this?

Thank you.

From: Webb, Randy
To: Harmon, Carrie
Cc: Williams, Ray; Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; Houston, Scott; Hutchinson, Kimberly; Hourigan1, Brendan; Hearing, Peter; Blackwell, Tomeika; Schedler, Kara; Stoddard, Christina; Dolan, Mark; Lee, Kristin
Sent: Tue Jan 31 11:51:38 2012
Subject: SPP Press Release

Carrie,

Apologize for the short notice, but it was just decided that the on-going SPP decisions will be announced tomorrow before Mr. P meets with Congressman Rogers. We tried to get some of the public affairs team involved in the meeting, but all appear to be tied up at the FSD Conference in Reston. Accordingly, we need ASAP a draft press release for OLA / OSO / CofS / Howard review today announcing the following:

- the SPP application for the Yellowstone Airport (WYS), West Yellowstone, MT has been approved
- the SPP application for the Bert Mooney Airport (BTM), Butte, MT has been denied
- the SPP application for the Orlando Sanford Airport (SFB), Sanford, FL has been denied

Mr. P meets with Rogers at 1145 tomorrow. It was agreed in the meeting that the PAG for the above, as well as courtesy Congressional notifications (OLA), will occur at 1100, before the two meet. OSO will handle notifying regional directors and FSDs responsible for each airport later today or first thing tomorrow morning. OSO will also handle calls to the two airports denied, also at 1100.

Questions, give me a shout.

Thanks,
R

Randy Webb
Office of Security Operations, TSA
(571) 227-

From: [Nicholson, David](#)
To: [Brand, Hilary](#); [LeBoeuf, Jon](#)
Subject: FW: OLA Update, 1/31/12
Date: Wednesday, February 01, 2012 9:59:48 AM
Attachments: OGR Committee Brief - August 2011.pptx
Warehouse Hill Brief - December 2011.pptx
TSA-111130-014 - Cong Mike Rogers and R. Blake Farenthold - INCOMING.PDF
TSA-111130-014 - Congressmen Rogers and Farenthold - FINAL 1-13-2012.pdf

This is the good stuff for his background. Just add the letter request that Peter H mentioned he got from Mica and Chaffetz and that should cover it.

From: Halfacre, Christine
Sent: Wednesday, February 01, 2012 9:31 AM
To: Nicholson, David; White, George; Shelton Waters, Karen; Brand, Hilary; LeBoeuf, Jon; Tate, Caryn; (b)(6)
(b)(6) Ettenger, Kurt; Senger, Joseph
Cc: StPierre, Tracey; Gray1, Sarah; Hearing, Peter; Beck, Carol; Schamberger, Steven; Damstetter, Donald
Subject: RE: OLA Update, 1/31/12

Attached are recent briefs and a letter regarding the warehouses. Please let me know if you need additional information.

Acquisition and Disposition of TSA Equipment Briefing (OSC – Keith Goll and George White)

House Oversight and Government Reform Committee staff
August 9, 2011

TSA Warehouse Briefing (OSC – Robin Kane)
Congressman Rogers and Congressman Farenthold
December 15, 2011

Incoming Letter, November 30, 2011
Response Letter, January 13, 2012
Congressman Rogers and Congressman Farenthold

Thanks,
Christine M. Halfacre
Chief of Staff
Office of Security Capabilities
Transportation Security Administration
571-22-(b)(6)

From: Nicholson, David
Sent: Wednesday, February 01, 2012 8:21 AM
To: White, George; Shelton Waters, Karen; Brand, Hilary; LeBoeuf, Jon; Tate, Caryn; MacNeil, Paula; (b)(6)
Ettenger, Kurt; Senger, Joseph
Cc: Halfacre, Christine; StPierre, Tracey; Gray1, Sarah; Hearing, Peter; Beck, Carol; Schamberger, Steven; Damstetter, Donald
Subject: RE: OLA Update, 1/31/12

I'm going to ask Jon to coord with Caryn re schedule on the ground. If we need to slide things like maybe cx the MSC or start a little early etc, then please look at that as I know his ime on the ground is very scripted.

I think we have Kurt, Joe and or maybe Paula on the ground there now just by coincidence and held them there rather than return last eve, so they can help with what you may want to do. The

(b)(5)
(b)(5)
(b)(5)

These types of things may come up in hearings, so he wants to be able to say that he has good insight and has visited so he can visualize what we have and what our plans are, and be able to say he has seen what they have as some desire or will visit. Really looking for short time and if 1 is still the largest op then we may need to do that and very quick looks at other 2 if time. George will you be there?

Will let all know of the time slot assigned, as soon as we have it.

Christine, Tracey, Steve, others??, can you please get the recent letters and responses and recent Audit/response on this subject. thanks.

From: White, George
Sent: Wednesday, February 01, 2012 7:47 AM
To: Nicholson, David ; Shelton Waters, Karen; Brand, Hilary; LeBoeuf, Jon; Tate, Caryn; MacNeil, Paula;
(b)(6)
Ettenger, Kurt
Subject: RE: OLA Update, 1/31/12

Which warehouse? If Mr. Pistole is visiting the MSC, then TLC2 / TLC3 are right up the street. TLC1 is about 10 minutes away.

George G. White

Manager, Integrated Logistics Support

TSA Security Capabilities

571-227 (b)(6)

(b)(6)

From: Nicholson, David
Sent: Tuesday, January 31, 2012 7:52 PM
To: Shelton Waters, Karen; Brand, Hilary; LeBoeuf, Jon; Tate, Caryn; MacNeil, Paula; White, George;
(b)(6)
Ettenger, Kurt
Subject: Re: OLA Update, 1/31/12

Ok thx to all for flexibility. We are not solid on sched yet and will be short visit. Will pass more context tomorrow.

From: Shelton Waters, Karen
To: Nicholson, David ; Brand, Hilary; LeBoeuf, Jon; Tate, Caryn; MacNeil, Paula; White, George;

(b)(6)

Ettenger, Kurt

Sent: Tue Jan 31 19:44:11 2012

Subject: Re: OLA Update, 1/31/12

Joe Senger will fly down for OPM and be there for Mr. Pistole's warehouse visit Thursday. Is the schedule for that day available yet?

Karen

Sent from my blackberry

From: Nicholson, David

To: Brand, Hilary; LeBoeuf, Jon; Tate, Caryn; Shelton Waters, Karen; MacNeil, Paula; White, George;

(b)(6)

Ettenger, Kurt

Sent: Tue Jan 31 18:17:25 2012

Subject: Fw: OLA Update, 1/31/12

All Mr. P leaves for a DFW trip tomorrow aft and back thurs eve I think. Given the letters and past letters from other members and audit comments. Would be good to have right couple of people on short notice to highlight key issues to Mr P as the subject could come up at hearings this spring. Sorry for short notice. Will try to have best sched fit in the morn.

From: Pistole, John

To: Nicholson, David

Sent: Tue Jan 31 17:57:52 2012

Subject: Re: OLA Update, 1/31/12

Good idea...

John S. Pistole

Administrator,

TSA

From: Nicholson, David

To: Pistole, John

Cc: (b)(6) Goldman, Howard <TSA Exec Ofc>;

(b)(6)

Sent: Tue Jan 31 17:43:30 2012

Subject: Re: OLA Update, 1/31/12

With the Mica Chaffetz interest in the warehouse, it might be good for you to do a short stop there as part of DFW visit.

From: Hearing, Peter

To: Pistole, John

Cc: (b)(6) Goldman, Howard <TSA Exec Ofc>; Nicholson,

David ; Beck, Carol; Beck, Carol

Sent: Tue Jan 31 16:52:37 2012

Subject: OLA Update, 1/31/12

Sir –

Here's today's update...

SPP

2 item on SPP – there appears to be movement towards closure on the FAA authorization bill so we're running the traps with our committee staffers regarding the SPP language it contains. Nelson and DHS OLA are up to speed. More details on this as we have them – though most of the staffers involved are currently in conference discussions.

Secondly, we are lined up with OSO and OPA regarding notifications on the 3 SPP applications. At 11 am, OSO will contact the affected airports and OLA will notify committees and local congressional delegations. As you'll recall, Orlando Sanford is located in Rep. John Mica's district and so tomorrow's announcement will certainly generate some interest. Your meeting with Rep. Mike Rogers is at 1145 and we'll make sure his staff is apprised before we arrive there. On a related note, we have scheduled a short phone call between you and Rep. Sheila Jackson Lee on Thursday pm at 315. You'll be at the airport and will have a few minutes to speak with her prior to departure.

Collins/AIT

As discussed earlier, Sen. Collins introduced her bill today that would instruct S&T to conduct a study on the safety or backscatter technology and would impose certain AIT signage requirements on TSA.

Oversight Committee staff in Dallas

Staffers for Reps. Jason Chaffetz and John Mica have requested to visit DFW and the warehouses in which TSA stores technology equipment next week. We are coordinating on this now.

Rep. Thompson Letter on HNL and BDO

The response to Rep. Bennie Thompson was delivered to the committee today, thereby closing out all committee correspondence in advance of next week's hearing.

Best,
Pete

Peter Hearing

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Subject: Re: OLA Update, 1/25/12
Date: Wednesday, January 25, 2012 6:24:52 PM

Ok, tks.....
John S. Pistole
Administrator,
TSA

From: Hearinging, Peter
To: Pistole, John
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Sent: Wed Jan 25 18:21:33 2012
Subject: Re: OLA Update, 1/25/12

Attached is the Collins bill.

From: Hearinging, Peter
To: [Pistole, John](#)
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Sent: Wed Jan 25 16:42:33 2012
Subject: OLA Update, 1/25/12

Sir –

A few odds and ends...

SPP Hearing

We've scheduled your courtesy meeting w Rep Mike Rogers (R-AL) for Feb 1st at 1145am. The Sheila Jackson Lee (D-TX) meeting is still being scheduled; we'll make sure there is hard stop for that one.

Rockefeller OpEd

We've been working w Sen Jay Rockefeller's (D-WV) staff as they prepare an OpEd for the Senator in response to Sen Rand Paul's (R-KY) editorial. We've been providing info and talkers on RBS, AIT, wait times, etc.

King/Thompson Letter on Jurisdiction

Partially in response to the commentary by Rep. John Mica (R-FL) yesterday on MSNBC over covert testing results, Chairman Peter King (R-NY) and Bennie Thompson (D-MS) wrote the attached letter to speaker John Boehner (R-OH) expressing their interests in further consolidating jurisdiction over DHS through House rules.

Collin AIT

We're hearing that Sen Susan Collins (R-ME) is seeking to introduce legislation requiring another study of AIT health/safety. We're working to get ahold of the draft language now.

Best,
Pete

Peter Hearing
Deputy Assistant Administrator
Office of Legislative Affairs
Transportation Security Administration
(571) 227-(b)(6)

From: [Hearding, Peter](#)
To: [Pistole, John](#); [Holmes, David <Assistant Administrator>](#); [Rossides, Gale](#)
Cc: [Nicholson, David](#); [Walton, Kimberly](#)
Subject: RE: IG Covert Test Audit
Date: Friday, January 20, 2012 2:30:01 PM

Will do.

From: Pistole, John
Sent: Friday, January 20, 2012 2:25 PM
To: Holmes, David <Assistant Administrator>; Rossides, Gale; Harding, Peter
Cc: Nicholson, David ; Walton, Kimberly
Subject: Re: IG Covert Test Audit

Pete, pls ensure Nelson is aware to deal w/ jurisdictional issues. Tks...

From: Holmes, David <Assistant Administrator>
To: Rossides, Gale; Pistole, John
Cc: Nicholson, David ; Walton, Kimberly
Sent: Fri Jan 20 13:47:56 2012
Subject: IG Covert Test Audit

Congressman Mica has requested that DHS/OIG for Audits conduct a review/audit of TSA OOI covert test program. Engagement letter TBD. You will recall that GAO conducted a similar comprehensive review of TSA covert testing program a few years ago.

D

From: [Pistole, John](#)
To: [Fujimura, Paul](#)
Cc: [Rossides, Gale](#); [Nicholson, David](#); [Halinski, John W](#)
Subject: Re: OGS "Wrap-Up" for Wednesday, January 18, 2012
Date: Wednesday, January 18, 2012 8:31:34 PM

Good wrap Paul, tks....

From: Fujimura, Paul
To: Pistole, John
Cc: Rossides, Gale; Nicholson, David ; Halinski, John W
Sent: Wed Jan 18 18:07:57 2012
Subject: OGS "Wrap-Up" for Wednesday, January 18, 2012

Sir,

John probably already provided a brief overview, but his discussions with the European Commission have been very productive in the areas of air cargo; liquids, aerosols, and gels; staff screening; and one-stop security. We are fortunate that Ms. Jager is eager to work with us on these issues. It is clear that our TSAR to the EU has established good relationships with his counterparts, resulting in productive and collegial discussions on all fronts. Tomorrow, John will brief the EU Member States in order to help advance our position.

For your awareness, Erin O’Gorman, the Director General for Aviation Security/Transport Canada, will meet with Congressman Mica at his request on January 24th. We have advised Legislative Affairs and will obtain a back brief following the meeting for situational awareness. We expect that the topics of discussion will be air cargo, pre-clearance, and re-screening of connecting bags. Ms. O’Gorman will also meet with TSA on Monday to discuss several of our ongoing workstreams to include air cargo and re-screening of connecting bags.

Lastly, as a follow up from our discussion earlier today, I verified that Raymond Benjamin was born in Egypt, but is also a French citizen (dual national).

V/R,
Paul

From: [Brand, Hilary](#)
To: [Pistole, John](#)
Subject: RE: Friday 1/13 schedule
Date: Thursday, January 12, 2012 3:39:25 PM

Update: TSO letter will be in Intel Book that TSOC will provide to you.

From: Pistole, John
Sent: Thursday, January 12, 2012 3:37 PM
To: Brand, Hilary
Subject: Re: Friday 1/13 schedule

Tks much H...

From: Brand, Hilary
To: Pistole, John
Cc: Brand, Hilary
Sent: Thu Jan 12 15:15:24 2012
Subject: Friday 1/13 schedule

Thanks, sir, will do – on 1/18, I'll try to split the 2:45-3:45 time between Fong & Bersin if they are both available. The rest of the time will be committed to S2 (including one-on-one time with you + her component heads meeting). Summary of your Friday TSOC schedule is as follows: 7:30-8:00 Greg Soulé on stand-by for call from you if you have questions re your 10:00 a.m. Business Travel News phone interview (Patrick printed you the read-aheads, and I'll also put copies in your book that Stan will bring you)

8:00-8:30 Ivan Fong – you will call him on (b)(6) or (b)(6) to reach EA) – copy of recently-signed Ground Rules will be in your book.

8:30 ADIB

9:00 Updates from Gale/Dave/AA's on the following:

- 1) Latest on where we are with Fayetteville
- 2) Employee Engagement Preps for S1 meeting – (Reco sending the below tasking/info to AAs as a read ahead)
- 3) Results of AA mtg re reorg.
- 4) TWIC interaction with CG
- 5) Air Cargo meeting with S1
- 6) Surface Grants – status on resource availability and budget amount
- 7) Resolution on Performance Goal
- 8) SPP hearing House Homeland status, Ch Landrieu interest in hearing re contact lines and resolution of public questions/complaints

New add would be the TSO letter to Mica (to be included in your book)

10:00 Business Travel News phone interview (Greg Soulé to conference you in through us; Greg will be on the call with you)

10:15 depart TSOC for residence :^)

Continued safe travels to you... H.

From: Pistole, John
Sent: Thursday, January 12, 2012 2:49 PM
To: Brand, Hilary
Subject: Re: For Deputy Secretary Lute

Tks H, yes, book both times w/ S2 pls (if she concurs), and then w/ Ivan in between if he's available (or w/ Alan Bersin at 4 if he's available). Tks....

From: Brand, Hilary
To: Pistole, John
Sent: Thu Jan 12 14:21:31 2012
Subject: RE: For Deputy Secretary Lute

:^) I had already reached out to S2's scheduler based on this e-mail, hoping for time between your 1/18 meetings at NAC: 2:00-2:45 is S1/Raymond Benjamin, and 4:00 pm is S2's component heads mtg. Unfortunately S2 is only available 3:45-4:00, and then 5:00-5:30 – question (1): shall I book both of those time slots w/S2? Question (2): Would you like me to see if you could have time with Ivan Fong between 2:45-3:45 that day? (Or do you prefer to wait and see what's happening next week?) Thx, H.

From: Pistole, John
Sent: Thursday, January 12, 2012 2:17 PM
To: JHL
Cc: Brand, Hilary
Subject: Re: For Deputy Secretary Lute

Thanks much...I'll get on your schedule!

From: JHL <(b)(6)>
To: Pistole, John <(b)(6)>
Sent: Thu Jan 12 11:41:45 2012
Subject: FW: For Deputy Secretary Lute

John:

As promised....happy to talk whenever you like.

From: [McKay, James](#)
To: [Nicholson, David](#); [Soule, Greg](#); [Pistole, John](#); (b)(6); [Wheeler, Brian <TSA-CFO>](#); [Hearding, Peter](#); [Beck, Carol](#); [Blackwell, Tomeika](#); (b)(6); [Callahan, Heather <FSD>](#); [Dolan, Mark](#); [Houston, Scott](#); [Goldman, Howard <TSA Exec Ofc>](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [McCarthy2, Michael](#); [StPierre, Tracey](#); [Davis, Dianna](#); [Bobich, Jeffrey](#); [Bartug, Monina S](#); [Berard, Michael](#); [Park, Haemi](#)
Subject: RE: For Awareness - Loose change numbers by airport
Date: Wednesday, January 11, 2012 6:27:15 PM

We have it for action...will verify

-----Original Message-----

From: Nicholson, David
Sent: Wednesday, January 11, 2012 4:16 PM
To: Soule, Greg; Pistole, John; (b)(6); [Wheeler, Brian <TSA-CFO>](#); [Hearding, Peter](#); [Beck, Carol](#); [Blackwell, Tomeika](#); (b)(6); [Callahan, Heather <FSD>](#); [Dolan, Mark](#); [Houston, Scott](#); [Goldman, Howard <TSA Exec Ofc>](#)
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; McCarthy2, Michael; StPierre, Tracey; Davis, Dianna; Bobich, Jeffrey; McKay, James
Subject: RE: For Awareness - Loose change numbers by airport

This is an annual report required under prior year Approps Act. Jeff Bobich coords in Financial Management with inputs from airports, his office will verify.

-----Original Message-----

From: Soule, Greg
Sent: Wednesday, January 11, 2012 3:11 PM
To: Pistole, John; (b)(6); Nicholson, David; [Wheeler, Brian <TSA-CFO>](#); [Hearding, Peter](#); [Beck, Carol](#); [Blackwell, Tomeika](#); (b)(6); [Callahan, Heather <FSD>](#); [Dolan, Mark](#); [Houston, Scott](#); [Goldman, Howard <TSA Exec Ofc>](#)
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; McCarthy2, Michael
Subject: For Awareness - Loose change numbers by airport

For awareness, Gannett is going to report what individual airports collected in loose change based on a report that went to Congress. Please see below.

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-227- (b)(6)

-----Original Message-----

From: King, Ledge (b)(6)
Sent: Wednesday, January 11, 2012 2:38 PM
To: Soule, Greg
Subject: Loose change numbers

Greg:

I got the following breakdown of what the TSA collected from 119 airports in FY 2010. Can you confirm that these are the right numbers. This came from Rep. Jeff Miller's office who got it from TSA legislative affairs. I wouldn't attribute to you but I do want to make sure the numbers are correct.

Thanks,

Ledge

Fy 2010 breakdown

Dan

Airport Code

Hub Airport Amount

ABE

Lehigh Valley International Airport \$ 54.10

ABQ

Albuquerque International Sunport Airport \$ 1,953.04

ACY

Atlantic City International Airport \$ 207.96

ALB

Albany International Airport \$ 1,032.79

ANC

Ted Stevens Anchorage International Airport \$ 1,400.83

ATL

Hartsfield Atlanta International Airport \$ 16,523.83

AUS

Austin-Bergstrom International

\$ 2,333.79

BDL

Hartford-Bradley International Airport \$ 1,246.92

BHM

Birmingham International Airport \$ 1,012.27

BIL

Billings Logan International Airport \$ 707.85

BIS

Bismarck Airport \$ 263.47

BNA

Nashville International Airport \$ 3,233.56

BOI

Boise Air Terminal/Gowen Field \$ 458.03

BOS

Logan International Airport \$ 5,357.00

BTR

Baton Rouge Metropolitan Airport \$ 429.05

BTV

Burlington International Airport \$ 146.01

BUF

Buffalo Niagara International Airport \$ 1,083.25

BUR

Burbank-Glendale-Pasadena Airport \$ 1,252.28

BWI

Baltimore-Washington International Airport \$ 3,989.70

CAE

Columbia Airport \$ 410.01

CHS

Charleston International Airport/AFB

\$ 1,029.42

CLE

Cleveland-Hopkins International

\$ 1,947.98

CLT

Charlotte Douglas International Airport \$ 4,438.88

CMH

Port Columbus International Airport \$ 1,213.21

COS

Colorado Springs Municipal \$ 823.72

CPR

Natrona County International Airport \$ 1,272.20

CRW

Yeager Airport \$ 131.73

CVG

Cincinnati/Northern Kentucky International Airport \$ 1,319.94

DAL

Dallas Love Field

\$ 3,024.18

DAY

James M. Cox Dayton Intl Airport \$ 460.84

DCA

Reagan Washington National Airport \$ 2,502.83

DEN

Denver International Airport \$ 3,066.22

DFW

Dallas/Fort Worth International Airport

\$ 14,048.71

DSM

Des Moines International Airport \$ 718.67

DTW

Detroit Metro Wayne County Airport \$ 5,208.04

ELP

El Paso International Airport \$ 654.32

EWR

Newark International Airport \$ 3,895.41

FAI

Fairbanks International Airport \$ 73.60

FAT

Fresno Yosemite International Airport \$ 410.79

FLL

Fort Lauderdale-Hollywood International Airport \$ 4,640.02

FSD

Sioux Falls Airport \$ 208.92

GEG

Spokane International Airport \$ 479.74

GJT

Walker Field Airport \$ 299.78

GRB

Austin Straubel International Airport \$ 181.73

GRR

Gerald Ford Airport \$ 236.62

GSN

Saipan

\$ 30.02

GSO

Piedmont Triad International Airport \$ 444.45

GUM

Guam-Antonio B Won Pat International Airport \$ 34.37

HNL

Honolulu International Airport \$ 2,892.72

HOU

Houston-Hobby Airport \$ 993.47

IAD

Washington Dulles International Airport \$ 13,945.18

IAH

George Bush Intercontinental Airport

\$ 8,493.53

ICT

Wichita Mid-Continent Airport \$ 85.41

IND

Indianapolis International Airport \$ 1,430.27

JAN

Jackson Evers International Airport \$ 2,726.08

JAX

Jacksonville International Airport \$ 3,042.55

JFK

John F. Kennedy International Airport \$ 46,918.06

JNU

Juneau International Airport \$ 483.79

KOA

Kona Hawaii Airport \$ 754.76

LAN

Capital City Airport \$ 296.41

LAS

McCarran International Airport \$ 14,027.19

LAX

Los Angeles International Airport \$ 19,110.83

LBB

Lubbock International Airport \$ 644.83

LGA

LaGuardia Airport \$ 11,204.84

LGB

Long Beach Airport \$ 1,024.06

LIH

Lihue Airport \$ 784.41

LIT

Little Rock National Airport \$ 1,113.18

MCI

Kansas City International Airport \$ 3,315.50

MCO

Orlando International Airport \$ 6,165.50

MDT

Harrisburg International Airport \$ 266.77

MDW

Chicago Midway Airport \$ 3,186.80

MEM

Memphis International Airport \$ 630.34

MIA

Miami International Airport \$ 15,844.83

MKE

General Mitchell International Airport \$ 1,414.93

MLI

Moline-Quad City International Airport \$ 724.67

MOB

Mobile Regional Airport \$ 227.70

MSN

Dane County/Madison

\$ 249.45

MSP

Minneapolis-St. Paul International Airport \$ 3,876.71

MSY

New Orleans International Airport \$ 1,876.75

OAK

Metropolitan Oakland International Airport \$ 2,992.76

OGG

Kahului Airport \$ 1,533.50

OKC

Will Rogers World Airport

\$ 594.22

OMA

Omaha-Eppley Airfield

\$ 1,166.25

ONT

Ontario International Airport \$ 2,434.67

ORD

O'Hare International Airport

\$ 15,231.40

ORF

Norfolk International Airport \$ 1,450.66

PBI

Palm Beach International Airport \$ 1,771.50

PDX

Portland International Airport \$ 2,358.94

PHL

Philadelphia International Airport \$ 6,144.54

PHX

Phoenix Sky Harbor International Airport \$ 7,513.62

PIT

Pittsburgh International Airport \$ 1,196.86

PNS

Pensacola Airport \$ 2,110.86

PPG

Pago Pago International Airport \$ 5.51

PVD

T. F. Green State Airport \$ 727.85

PWM

Portland International Jetport \$ 443.11

RDU

Raleigh-Durham International Airport \$ 2,921.69

RIC

Richmond International Airport \$ 6,703.21

RNO

Reno/Tahoe International Airport

\$ 1,308.42

RSW

Southwest Florida International Airport \$ 2,126.86

SAN

San Diego International Airport, Lindbergh \$ 5,128.79

SAT

San Antonio International Airport \$ 4,157.96

SAV

Savannah International Airport \$ 512.91

SBA

Santa Barbara Municipal Airport \$ 97.29

SDF

Louisville International Airport \$ 1,238.32

SEA

Seattle-Tacoma International Airport \$ 4,951.42

SFO

San Francisco International Airport \$ 15,908.02

SJC

San Jose International Airport \$ 1,427.06

SLC

Salt Lake City International Airport \$ 3,817.32

SMF

Sacramento International Airport \$ 1,922.39

SNA

John Wayne Airport \$ 2,976.58

STL

Lambert St Louis International Airport \$ 3,647.12

STT

Cyril E. King International Airport \$ 745.04

SYR

Syracuse-Hancock International Airport \$ 321.69

TLH

Tallahassee Regional Airport \$ 160.50

TPA

Tampa International Airport \$ 2,906.29

TUL

Tulsa International Airport \$ 1,094.00

TUS

Tucson International Airport \$ 544.65

TVC

Cherry Capital Airport \$ 112.92

TYS

Knoxville-McGhee Tyson Airport \$ 430.09

Subtotal – U.S. Currency

\$ 376,480.39

All

Foreign Currency

\$ 32,605.17

Grand Total

\$ 409,085.56

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Subject: Re:
Date: Wednesday, January 11, 2012 4:39:06 PM

Ok, tks Pete....

From: Hearing, Peter
To: Pistole, John
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Sent: Wed Jan 11 16:21:12 2012
Subject:

Sir –

Here's our update for today...

SPP Hearing

We continue to work this w staff; they seem intent on moving ahead with the 2/7 date. They're unwilling to move it back because they are planning to reschedule the FAMS hearing for that week (Feb 13-17).

Reno Checkpoint

Robin has a telecon w Harry Reid's staff tomorrow at noon. Will provide a readout asap.

EWR TSO Letter to Congressmen Mica, Chaffetz and Issa

A female EWR TSO sent a letter to these members voicing complaints about the use and efficacy of AIT/ATR as well as the work environment at EWR. Out of concern that some of the information in the letter may be SSI, I have not attached it here.

EWR TSO Returning Lost Money

We've reached out to NJ offices – notably Sen. Lautenberg - to push the story in this morning's clips about Supervisory TSO (b)(6) turning in \$5k dollars that were lost on the floor of the airport.

Best,
Pete

Peter Hearing

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-(b)(6)

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Subject: Re: OLA Update 1/10/12
Date: Tuesday, January 10, 2012 6:55:48 PM

Ok, tks Pete....

From: Hearing, Peter
To: Pistole, John
Cc: (b)(6); [Nicholson, David](#); [Goldman, Howard <TSA Exec Ofc>](#); [Beck, Carol](#)
Sent: Tue Jan 10 16:50:14 2012
Subject: OLA Update 1/10/12

Sir –

A few things for today -

Midland/C4 Issue

- Today we received the attached incoming from Rep. John Mica (R-FL) regarding the issue.
- We've got some questions from Senate Homeland Staff (Lieberman/Collins) about the timeline of events; we've scheduled a telecon with them on Friday afternoon.

Surface Inspector Briefing at BWI

The House Homeland staffers (Rogers/Jackson Lee) will have a tour/demo with some surface inspectors

Ft. Lauderdale/AIT Radiation Issue

As you may recall, Broward County sent us a letter requesting information on AIT health and safety and inquiring about the implications of the EU ceasing to use them. We've been in touch with the local Congressional delegation folks with background information on the issue and have received no substantive feedback as of yet.

SPP Hearing

We continue to work this; we're checking in w DHS OLA and the committee re: concerns about proximity to the budget release Dave sagely pointed out yesterday. More on this as we have it.

Best,
Pete

Peter Hearing
Deputy Assistant Administrator
Office of Legislative Affairs
Transportation Security Administration
(571) 227-(b)(6)

From: [Mullen, Corie](#)
To: [StPierre, Tracey](#); [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [Bray, Robert S.](#); [Done, Ryan K.](#); [Wasowicz, John <TSA OCC>](#); [Sammon, John](#); [Nicholson, David](#); [Halinski, John W.](#); [Hoggan, Kelly \(TSA\)](#); [Garrison-Alexander, Emma](#); [Rice, Stephen](#); [Holmes, David <Assistant Administrator>](#); [Johns, Jeff](#); [Novak, Michael R <FAM>](#); [Kane, Robin E](#); [Lenihan, John](#); [McLaughlin, Chris](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Castor, Stephanie L](#); [Bash, Chadwick](#); [Penn, Joy](#); [Salvator, Joseph](#); [Webb, Matthew <TSA OCC>](#); [Naugle, Kip](#); [Davis, Dianna](#); [Wheeler, Brian <TSA-CFO>](#); [Merritt, Marianna](#); [Voorhies, Gerald](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#); [Newhouse, Victoria](#); [Schmidt, Chris](#); [Fletcher, Kenneth](#); [Sanders, John P <TSA OST>](#); [Pease, Kevin](#); [TSA-OI RFI](#); [Halfacre, Christine](#); [Book, Heather <TSA OPR>](#)
Cc: [Pringle, Veronica](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Ross, Mark](#); [Curtis, Stephanie](#)
Subject: Daily Incoming Mail and Tasker Report - Tuesday, January 10, 2011
Date: Tuesday, January 10, 2012 4:42:14 PM
Attachments: TSA-120110-003_I.pdf
TSA-120109-006_I1.pdf
TSA-120110-018 - DHS TK.pdf
FW_URGENT___MGMT Workflow # 932108 - Comment request for Quarterly Program Accountability Report (QPAR).msg
FW_ White House Actions Tasking - NSS - Paper DC on the National Strategy for Global Supply Chain Security.msg
FW_SOC from January 6 Meeting, Agenda for January 17 Meeting, and Review of National Health Security Strategy.msg

Daily Incoming Mail and Tasker Report – Tuesday, January 10, 2011

Today, we received 17 new pieces of incoming correspondence; two rise to the level of needing front office attention.

1. Rep. Mica wrote with concerns regarding the arrest of a Ft. Bragg soldier who was trying to carry military grade explosives on a flight from Texas to North Carolina. OSO to draft response for Administrator's signature, due to Exec Sec COB, 1/13.
2. Senator Whitehouse recommends a candidate for a position with TSA. OHC to draft response for Administrator's signature, due to Exec Sec COB, 1/24.

In addition, we received 3 new DHS taskers today.

1. DHS TK DHS Tasker - S1 BB - 01.27.12 - Follow-Up Meeting re: CBP/TSA Joint Air Cargo Info Memos – Sent to TSNM to coordinate with OGC (John Wasowicz and Ines Cuneo), PLCY, MGMT, CBP, I&A, and OLA, and provide to Exec Sec by 5:00pm, 1/19/2012.
2. DHS Request for Information - Quarterly Program Accountability Report (QPAR) 1QFY 2012 – Sent to ACQ to provide clearance/comments to Exec Sec by 12:00pm, 1/16/2012.
3. DHS Request for Information - White House Actions Tasking - NSS - Paper DC on the National Strategy for Global Supply Chain Security - Sent to OSO, OSC, OGS, and TSNM to review and provide clearance/comments to Exec Sec by 12:00pm, 1/11/2012.
4. DHS Request for Information - SOC from January 6 Meeting, Agenda for January 17 Meeting, and Review of National Health Security Strategy - Sent to TSNM/OLE to provide clearance/comments to Exec Sec by 5:00pm, 1/11/2012.

Thanks and have a good evening.

Corie Mullen
Office of the Executive Secretary
Transportation Security Administration

(b)(6)

(571) 227 (b)(6)

From: [Nicholson, David](#)
To: [Pistole, John](#); [Rossides, Gale](#)
Subject: FW: FYA - New Mica letter re: Atwater
Date: Tuesday, January 10, 2012 9:04:14 AM
Attachments: Mica to Pistole re C4 explosives 1-9-12.pdf

Awareness.

From: Hearing, Peter
Sent: Tuesday, January 10, 2012 8:54 AM
To: 'StPierre, Tracey'
Cc: Nicholson, David ; Goldman, Howard <TSA Exec Ofc>; McLaughlin, Chris; Dolan, Mark; Houston, Scott; Callahan, Heather <FSD>; Kane, Robin E; Beck, Carol; Blackwell, Tomeika; Rosenbaum, David; Lee, Kristin; Payne, Sterling; Soule, Greg
Subject: FYA - New Mica letter re: Atwater

Tracey –

Please see the attached incoming from Rep. John Mica (R-FL) regarding (b)(6)

Best,
Pete

From: (b)(6)
Sent: Tuesday, January 10, 2012 8:00 AM
To: Hearing, Peter
Cc: (b)(6)
Subject: FW: Mica letter

Happy New Year Peter. The attached letter was mailed yesterday. Thanks!

(b)(6)

(b)(6)

Republican Staff Director and Senior Counsel
Subcommittee on Aviation
2251 Rayburn House Office Building
Washington, D.C. 20515

(b)(6)

Fax: (202) 225-4629

From: [Kane, Robin E](#)
To: [Rossides, Gale](#); [Pistole, John](#)
Cc: [Halinski, John W](#); [Nicholson, David](#); [Halfacre, Christine](#)
Subject: RE: SC Daily Wrap
Date: Friday, January 06, 2012 8:19:07 AM

There has been no correspondence on this. (b)(5)

Well before that, Kryss had been telling us she expected TSA to fund part of her new checkpoint.

v/r
rk

From: Rossides, Gale
Sent: Friday, January 06, 2012 7:34 AM
To: Kane, Robin E; Pistole, John
Cc: Halinski, John W; Nicholson, David ; Halfacre, Christine
Subject: Re: SC Daily Wrap

Robin, I thought there was correspondence on this matter that set out the TSA view clearly.
Gale

From: Kane, Robin E
To: Pistole, John
Cc: Rossides, Gale; Halinski, John W; Nicholson, David ; Halfacre, Christine
Sent: Thu Jan 05 17:47:53 2012
Subject: SC Daily Wrap

Sir,

I had a call today with the Reno airport director. It didn't go well. She is of the impression that I promised \$3 million to contribute to relocating/constructing a new checkpoint in RNO. We have been talking w/ them about potentially funding a portion that would be uniquely related to using the checkpoint as a testbed for such capabilities as remote image review, etc. This started a couple years ago when we were trying to get AIT in the airport. Her position is the only reason she is constructing a new checkpoint is for security and we should pay at least \$3M. We're trying to determine whether they will work with us on a further breakdown of the costs that would allow some support. We did tell the Hill when we started w/ AIT deployment that we would give more latitude to airports for construction costs and even had a line in the budget for it. But it has to be something that can withstand scrutiny. She said she would talk to Reid, Mica and as many others as possible saying I went back on the commitment. DHS Leg & Pete H aware and trying to sked a call w/ Reid's staff to get our side out there also.

RBS update tomorrow.

v/r

rk

From: [Pistole, John](#)
To: [Goldman, Howard <TSA Exec Ofc>](#)
Cc: [Nicholson, David](#); [Halinski, John W](#); [Hearding, Peter](#); [Kerner, Francine](#); [Bray, Bob](#); [Berumen, Paul](#); [Fletcher, Kenneth](#); [Nykamp, Nancy](#); [Done, Ryan K.](#); [Bajwa, Neeta](#); [King, Chas](#)
Subject: Re: FFDO / Arming Pilots Against Terrorism - background
Date: Tuesday, January 03, 2012 3:41:14 PM

Interesting, tks Howard....

From: Goldman, Howard <TSA Exec Ofc>
To: Pistole, John
Cc: Nicholson, David ; Halinski, John W; Hearing, Peter; Kerner, Francine; Bray, Bob ; Berumen, Paul; Fletcher, Kenneth; Nykamp, Nancy; Done, Ryan K.; Bajwa, Neeta; King, Chas
Sent: Tue Jan 03 14:49:20 2012
Subject: FFDO / Arming Pilots Against Terrorism - background

As further info to our discussion during Direct Reports, here is some background on the FFDO program, which was formally known as the Arming Pilots Against Terrorism Act (APATA).

It was introduced in the House in May 2002 by then T&I Chairman Don Young (R-AK) on behalf of then Aviation Subcommittee Chairman Mica. It had 56 co-sponsors which bespeaks its popularity. It was reported out of T&I in early July 2002 and referred to and discharged by House Judiciary the next day. The following day, July 10, 2002 it passed the House by a vote of 310-113 and was referred to the Senate. A similar bill was introduced in the Senate by then Senator Smith (R-NH) with 27 sponsors and referred to Senate Commerce. The bill didn't separately come up in the Senate for a vote as it was incorporated into what eventually became the Homeland Security Act of 2002.

On the House vote it had broad support by many who are in current leadership positions concerning TSA, e.g. Speaker Boehner, Majority Leader Cantor, Chairman King, Chairman Aderholt, Chairman Hal Rogers, RM Thompson, Chairman Issa, Chairman Mica, to name a few. Opposing the bill included Minority Leader Pelosi, RM Jackson-Lee;

As an interesting factoid, Secretary LaHood was in the House at the time and voted in favor.

Also, there are a significant number of current sitting Senators who were then in the House and voted in favor. These include Senators Thune, Isakson, DeMint, Graham, Moran, Portman, Udall, Vitter, and Toomey.

On the Senate side many of the Members who sponsored the Senate bill are no longer serving, but among those who are include Senators Boxer and Collins. As I mentioned during Direct Reports, Senator Boxer was among the most ardent supporters of the bill and has more recently supported bills that would have further expanded the FFDO program, although none were adopted.

As Francine mentioned, former US Magaw (as well as Secretary Mineta) originally opposed the program. Several months later, after the Secretary asked then US Loy to take a fresh look at the program, and Congress seemed intent on including it in the Homeland Security Act, the opposition softened as the sausage got made, with some of the discussion then focusing on the costs, with the Administration seeking to have the air carriers pay the costs. That was swept away in the eventual enacted bill.

I hope this helps.

Howard

Howard Goldman
Senior Counselor and Director,
Office of Policy Coordination and Intergovernmental Affairs
Office of the Administrator
Transportation Security Administration

571-227-(b)(6) (O)

(b)(6) (C)

571-227-1398 (Fax)

From: [Hearding, Peter](#)
To: [Pistole, John](#)
Cc: (b)(6); [Goldman, Howard <TSA Exec Ofc>](#); [Nicholson, David](#) (b)(6)
[Beck, Carol](#)
Subject: OLA Update 12/22/11
Date: Thursday, December 22, 2011 3:23:35 PM

Sir –

Here's our update for today...

TSACares Announcement

We shared the press release with our Congressional partners shortly before it went public; we've received no feedback (though nearly all our contacts are out of town) – and still no followup from Sen. Chuck Schumer's (D-NY) staff. Schumer has not issued a statement on the matter as of this afternoon.

Harrisburg EDS Reimbursement

OLA's Dave Rosenbaum spoke with Congressman Tim Holden's (D-PA) staff about an ongoing lawsuit between the Harrisburg International Airport and TSA over a 2005 EDS project. As with other EDS cases, there is a disagreement over what exactly is reimbursable. When the project was begun in 2005, Holden issued a press release in support of the project.

Rep. Holden recently became aware of an October 2011 deposition at which a former TSA employee, who was involved in the EDS project, said that he and other TSA employees were "laughing about the idiots who were prematurely releasing something that they couldn't defend." It is unclear from the transcript whether the former employee was referring to the TSA or the Congressman's press release about the EDS project. In either event, the Congressman believes that he has been insulted and would like to meet with TSA to discuss our perspective on the lawsuit as well as to receive an "apology" for the former employee's comments. During the conversation with Holden's staff this morning, Dave apologized for the comments and emphasized the importance that TSA places on its relationship with Congress. We can discuss this further before re-engaging Holden's office; however I think it is important to note that the former employee was separated from TSA at the time of the deposition.

Military Screening Bill

The bill has still not been signed; will keep you posted.

AIT Followup

As mentioned yesterday, there will be no transcript kept of the closed 12/8/11 hearing; additionally, I would draw your attention to this comment in today's ProPublica piece:

*And recently, Mica and other members of Congress were briefed by the GAO on the full findings of its covert tests. The results, Mica told ProPublica, are "embarrassing." **Other lawmakers who have also been briefed declined to comment.***

I think this is a positive and provides good perspective on Member commentary during the closed hearing.

Finally, I will be out of the office tomorrow and next week (though still in Alexandria if needed). Carol will be acting.

Happy Holidays and Merry Christmas to all-

Best,
Pete

Peter Hearing

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-(b)(6)

From: [Soule, Greg](#)
To: [Rossides, Gale](#); [Pistole, John](#); (b)(6); [Nicholson, David](#); [Kane, Robin E](#); [Goldman, Howard](#) <TSA_Exec_Ofc>; [Hearding, Peter](#); [Halinski, John W](#); [Berumen, Paul](#); [Sadler, Stephen](#); [Payne, Sterling](#); (b)(6); [Halfacre, Christine](#); (b)(6); [Houston, Scott](#); [Johnson, Scott T](#); [Callahan, Heather](#) <FSD>; [Dolan, Mark](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [McCarthy2, Michael](#)
Subject: RE: ProPublica Inquiry re: AIT ATR detection
Date: Thursday, December 22, 2011 11:00:19 AM
Attachments: image001.png
image002.png

Just How Good Are the TSA's Body Scanners?

:

It was the end of a four-hour congressional hearing, and Florida Rep. John Mica was fuming at Transportation Security Administration officials.

The TSA had begun deploying hundreds of [body scanners](#) [1] to prevent suicide bombers from smuggling explosives onto planes. But Mica, the Republican chairman of the House Transportation Committee, had asked the Government Accountability Office to test the machines. The results, he said, showed the equipment is "badly flawed" and "can be subverted."

"I've had it tested, and to me it's not acceptable," Mica said at the hearing earlier this year. "If we could reveal the failure rate, the American public would be outraged."

Mica's comments received almost no press coverage. But his outrage, together with other reports by government inspectors and outside researchers, raise the disturbing possibility that body scanners are performing far less well than the TSA contends.

The issue is difficult to assess since the government classifies the detection rates of the devices, saying it doesn't want to give terrorists a sense of their chances of beating the system.

But the evidence is mounting.

Just last week, Department of Homeland Security investigators reported that they had "[identified vulnerabilities](#) [2]" in the scanners' detection capability, though the specifics remain classified. Previous research cast doubt on whether the scanners, which are designed to see underneath clothing, would detect a carefully concealed plastic explosive like the one used by the underwear bomber on Christmas Day 2009. One study suggests the \$170,000 scanners would likely miss some explosives that could be found during a pat-down.

And recently, Mica and other members of Congress were briefed by the GAO on the full findings of its covert tests. The results, Mica told ProPublica, are "embarrassing."

Other lawmakers who have also been briefed declined to comment.

How effective the machines are at thwarting terrorism is critical for evaluating whether the TSA is making airline passengers more secure or wasting taxpayers' money -- and possibly jeopardizing their safety. Research shows that one type of scanner, which uses X-rays, could slightly increase the number of

[cancer cases](#) [3]. The other scanner, using millimeter waves, has been hampered by [false alarms](#) [4] caused by folds in clothing and even sweat.

The TSA says the body scanners are the best technology available and an improvement by leaps and bounds over the metal detectors, which cannot detect explosives or other nonmetallic weapons.

The agency says its body scanners have found more than 300 dangerous or illicit items -- everything from a loaded [.380-caliber Ruger handgun](#) [5] to [exotic snakes](#) [6] that a man tried to smuggle inside his pants.

Last month, TSA administrator John Pistole boasted to Congress that a scanner had picked up a piece of [Nicorette gum](#) [7]. And in Buffalo recently, a passenger who was caught with a [ceramic knife](#) [8] after a pat-down admitted that he had opted out of the scanner because he figured it would find the knife.

Although the TSA's machines have yet to find an explosive, screeners frequently come across bottles of alcohol and drugs, which could easily have been a powder or liquid explosive, spokesman Greg Soule said.

Two homeland security officials, who asked not be identified speaking about vulnerabilities, said recent intelligence that terrorists are considering [implanting explosives](#) [9] inside their bodies shows that the scanners are forcing would-be suicide bombers to adapt their methods. The body scanners see only underneath clothing, not inside the body. Carrying out an attack with an implanted weapon, the officials said, would be technically more difficult than if an attacker had a bomb strapped to their chest.

The GAO [reported](#) [10] in 2010, however, that it was "unclear" if the scanners would have caught the explosive PETN that underwear bomber Umar Farouk Abdulmutallab tried to detonate on a Northwest Airlines flight over Detroit.

After the failed attempt, the TSA ramped up its deployment of [two types of body scanners](#) [11] -- one using backscatter X-rays and another using low-powered electromagnetic waves, known as millimeter waves. The TSA says both are highly effective, but a small number of studies that have been released publicly raise questions about each machine's ability to detect explosives.

Last year, Leon Kaufman and Joe Carlson, two physicists at the University of California, San Francisco, simulated what the backscatter X-ray scanners might see if a passenger carefully molded explosives to blend in with the human body. The machines were effective for seeing metal objects hidden on the human body and could detect the hard edges of organic materials, such as a brick of explosives, according to the [study published last year in the Journal of Transportation Security](#) [12].

But a thin, irregularly-shaped pancake taped to the abdomen would be invisible in images because it would be easily confused with normal anatomy, Kaufman and Carlson wrote. "Thus, a third of a kilo of PETN, easily picked up in a competent pat-down, would be missed by backscatter 'high technology,'" they concluded.

"The amount of contrast between an explosive and tissue is very, very low and not in the range where someone viewing the images could discriminate it by eye," Carlson said in an interview.

Peter Kant of Rapiscan Systems, which makes the backscatter machine, declined to comment on the researchers' study but said the scanner "has exceeded all aviation security detection testing globally."

No recent study of the millimeter-wave machine, manufactured by L-3 Communications, could be found. But initial tests at Seattle-Tacoma International Airport in 1996 showed a detection rate of 73 percent.

Bulk plastic explosives were the hardest threat to detect, according to the study by researchers at the Pacific Northwest National Laboratory. Screeners who were new to the machine found nearly all the Glock pistols in the images, but they were able to identify the bulk explosives only 56 percent of the time.

Another study a few years later tested a primitive version of the privacy software now used in airports in which detection is performed by a computer, not a person. The detection rate was comparable, the researchers concluded, but the test did not break down the results by type of threat.

"Certain objects are tougher to find than others," said Tom Ripp, president of L-3's security and detection division. "I would think that both technologies have the capability to find these threats. Is it easy to find these threats? I would not say it's easy to find these threats. But they can be detected."

Prompted by an outcry over the graphic images the body scanners produce, the TSA began installing [privacy software](#) [13] on all of its millimeter-wave machines this summer. Instead of creating an image of the passenger's body, the machines now display a generic outline of a human body with potential threats highlighted by yellow boxes.

"The TSA has said that automated detection had to be as good as or better than the required detection by an operator," said Bill Frain, a senior vice president at L-3. "Right now, we're on par."

The X-ray body scanner, however, still produces images of passengers' bodies, which are examined by TSA screeners in a separate room. Rapiscan has developed an automated system, but it is undergoing tests in TSA research labs.

Before such software was developed, many security and imaging experts believed the backscatter X-ray machine produced sharper images than the millimeter-wave machine. Millimeter waves have longer wavelengths than X-rays, resulting in a lower resolution.

But with automated detection software, the machines would no longer produce images, and the ability of the machines to detect threats is more dependent on the algorithms used in the software.

The TSA has spent more than \$100 million on the body scanners and plans to spend hundreds of millions of dollars more as it outfits nearly every airport security lane with a scanner by 2014.

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-227-(b)(6)

From: Soule, Greg
Sent: Thursday, December 22, 2011 9:50 AM
To: Rossides, Gale; Pistole, John; (b)(6) Nicholson, David ; Kane, Robin E; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Halinski, John W; Berumen, Paul; Sadler, Stephen; Payne, Sterling; (b)(6); Halfacre, Christine; (b)(6) Houston, Scott; Johnson, Scott T; Callahan, Heather <FSD>; Dolan, Mark
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; McCarthy2, Michael
Subject: ProPublica Inquiry re: AIT ATR detection

For awareness – as a follow-up to the “AIT false alarm” piece below, ProPublica is going to run an “AIT detection capabilities” piece today or in the coming days.

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs

Desk: 571-227-2631

From: Soule, Greg

Sent: Monday, December 19, 2011 11:35 AM

To: Rossides, Gale; Pistole, John; [b] [redacted] Nicholson, David ; Kane, Robin E; Goldman, Howard <TSA Exec Ofc>; Hearding, Peter; Halinski, John W; Berumen, Paul; Sadler, Stephen; Payne, Sterling; [b] [redacted] Halfacre, Christine

Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; McCarthy2, Michael

Subject: RE: ProPublica Inquiry re: AIT ATR detection

Sweating Bullets: Body Scanners Can See Perspiration as a Potential Weapon

ProPublica – Michael Grabell & Christian Salewski

While X-ray body scanners used in airports face concerns about [potentially increasing cancer cases](#) [1], a safer type of scanner has been plagued by another problem: a high rate of false alarms.

The scanner, known as the millimeter-wave machine, uses low-level electromagnetic waves that, unlike X-rays, have not been linked to cancer. The Transportation Security Administration already uses the millimeter-wave machine and says both types of scanners are highly effective at detecting explosives hidden under clothing.

But two of Europe's largest countries, France and Germany, have decided to forgo the millimeter-wave scanners because of false alarms triggered by folds in clothing, buttons and even sweat.

In Germany, the false positive rate was 54 percent, meaning that every other person who went through the scanner had to undergo at least a limited pat-down that found nothing. Jan Korte, a German parliament member who focuses on homeland security, called the millimeter-wave scanner "a defective product."

While it's difficult to know for sure if the millimeter-wave machine has a worse false-alarm rate than the X-ray machine, recent tests suggests that it does. The TSA wouldn't release its results, citing national security. But a British study found the X-ray machine had a false-alarm rate of just 5 percent.

For the millimeter-wave machines, a complicating factor is [new privacy software](#) [2] that was installed in many countries after a public outcry over the scanners' graphic images. The software automates detection and no longer creates an image of a passenger's body. While false alarms were reported before automation when human screeners interpreted images, the software appears to have made the problem worse.

The privacy safeguards are also an obstacle to lowering the false-alarm rate, researchers say. The machines do not save images or data, which could be used to teach the software how to distinguish real threats from false ones.

The problem of false alarms comes down to fundamental physics. Millimeter waves penetrate clothing and reflect off objects. But because of their frequency, millimeter waves also reflect off water, which can cause the scanner to mistake sweat for a potentially dangerous object, said [Doug McMakin](#) [3], the lead researcher who developed the millimeter-wave scanner at the Pacific Northwest National Laboratory. (X-rays, which operate at a higher frequency, pass through water more easily.)

In addition, millimeter waves penetrate clothing materials differently, and layers of clothing can create a barrier, triggering a false alarm.

"These are known as clutter issues in the imaging," McMakin said.

The manufacturer, L-3 Communications, said that in the United States the scanners have not experienced a high rate of false alarms caused by either clothing or sweat. L-3 executives noted that the millimeter-wave machine is installed in airports in some of America's most humid cities, including Houston, New Orleans and Miami.

But as late as last November, the head of the TSA told Congress that false alarms were too frequent to deploy the privacy software. The TSA said the rate has improved since then and now meets its standards, which it would not disclose.

"As with many types of technology, there will be an anticipated amount of false alarms that are considered acceptable, and we continue to work with industry vendors to improve both the detection and operational capabilities for all of our technology," spokesman Greg Soule said.

But results from other countries, as well as tests conducted in the United States before 9/11, show false alarms occurred between about a quarter and half of the time. Moreover, dozens of U.S. travelers told ProPublica they had to get a pat-down despite passing through the body scanners.

Only one report of the false alarm rate for the X-ray body scanners could be found. At Manchester Airport in the United Kingdom, where 13 machines have been tested on more than 2.5 million people, the rate has been less than 5 percent -- and that includes passengers who left items such as keys in their pockets, said airport spokesman John Greenway.

Referring to the false alarm rate, Peter Kant of the manufacturer, Rapiscan Systems, said, "Our numbers internally are in the very low single digits." The company, as well as several physicists, said sweat does not cause false alarms with the X-ray scanners.

In an effort to close a gaping hole in its ability to catch explosives, the TSA in 2009 began installing body scanners alongside metal detectors for routine screening. The deployment ramped up quickly after a Nigerian man tried to blow up a plane that Christmas with explosives hidden in his underwear.

The TSA purchased [both types of scanners](#) [4] with plans to deploy them at nearly every security lane by 2014. In hubs, such as Atlanta and Dallas-Fort Worth, it installed millimeter-wave machines, which look like round glass booths and emit low-powered electromagnetic waves similar to those found in police radar guns.

In other major airports, such as Los Angeles and Chicago O'Hare, it installed X-ray machines, also known as backscatters, which look like two large blue boxes and emit extremely low levels of ionizing radiation, a form of energy that strips electrons from atoms and damages DNA, potentially leading to cancer.

The possible health risk of the X-ray scanners, while small, has prompted several prominent radiation experts to ask why the TSA doesn't just use the millimeter-wave machine. The agency has said keeping both technologies in play encourages the contractors to improve their detection capabilities and lowers

the cost for taxpayers.

The United States is almost alone in deploying the X-ray body scanners for airport security: Nigeria has installed them, and the United Kingdom is testing them for random screening and to check passengers who have set off the metal detector. Last month, the [European Union prohibited the X-ray machines](#) [5], effectively leaving the millimeter-wave scanner as the only option in Europe.

The United Kingdom will have to stop using the machines once its test is completed, according to the European Commission. But the commission has also asked one of its scientific committees for a health study that could change its position on the backscatters.

Guns, Sweat and Privacy Fears

During a [Republican presidential debate in 1988](#) [6], George H.W. Bush, pulled out a .22-caliber miniature revolver made with only a small amount of metal to dramatize the new types of guns that could pass through airport metal detectors.

"That weapon at this point cannot be detected," he said. "That weapon can kill the pilot of an airplane."

The comments, along with concerns over a new Glock pistol made of plastic, spurred the Federal Aviation Administration, which was then in charge of security, to fund research into a millimeter-wave imaging system at the Pacific Northwest National Laboratory.

After 9/11, the lab licensed the technology to a startup company, which was acquired by L-3 in 2006.

When the scanners debuted, TSA officials boasted that they were so good at detection, that screeners could literally see the sweat on someone's back.

At that time, human operators viewed the image. Although sweat might appear similar to a threat, trained officers learned to recognize normal sweat patterns, said Kip Hawley, TSA administrator from 2005 to 2009. In fact, sweat could help officers detect a sheet explosive, he said, because something taped or glued to the body changes the natural sweat pattern.

"It never popped up where we said, 'Oh God, we're getting killed with false positives,'" Hawley said. "I think it's a training issue, training the officers on interpreting the images."

But because of the uproar over agents seeing passengers' bodies -- what critics decried as a "virtual strip search" -- other countries began installing automated detection software last year, and the TSA followed suit in July.

Now, instead of displaying an image of a particular passenger's body, the machine shows a generic, unisex outline that's reminiscent of the cartoon character Gumby. Any potential threat is indicated by a yellow box that shows up roughly where the software detected it -- on the right ankle, for example, or the left elbow.

"It looks for abnormalities," said Tom Ripp, president of L-3's security and detection division. "It looks for objects that are not supposed to be there."

The advantage, L-3 officials said, is that screeners can focus their checks on the highlighted area instead of patting down a passenger's entire body.

"If you go out to an airport like D.C., Reagan, you'll see how easily the process works," said senior vice president Bill Frain. "Usually somebody left something in their pocket. We sat there and watched for 20 minutes. The duration between an alarm and a check -- they were just putting people through. It was a very quick check."

The European Experience

That wasn't the case in Germany.

The German interior ministry tested two L-3 body scanners with the automated detection software at Hamburg Airport, screening 809,000 airline passengers from September 2010 through July 2011. Despite the high rate of detection, the delays caused by frequent false alarms were so unbearable that Germany decided that the technology was not ready for everyday use.

Nearly seven out of 10 passengers had to be stopped for further screening. Although some passengers had forgotten coins or tissues in their pockets, 54 percent of all passengers who went through the scanners triggered true false alarms -- meaning that no hidden objects were found on those people, a ministry spokesperson said.

The vast majority of false alarms, affecting 39 percent of all passengers, were attributed to sweat, buttons or folds in clothing. Another 10 percent resulted from passengers moving during the scan, while 5 percent couldn't be explained at all.

Ripp from L-3 said the high alarm rate comes down to how diligent the screeners are about asking passengers to take off belts and boots, remove bulky sweaters and assume the proper stance with their hands over their heads. In the United States, the stance has become routine, he said.

"That was not the case in these trials in Hamburg," Ripp said.

The German interior ministry, however, dismissed the idea that it hadn't followed the manufacturer's protocol. Officials there provided ProPublica with a [flier](#) [7] that was handed out to passengers before the screening that specifically tells them how to stand and to remove sweaters, belts and boots.

"Prior to the field test, the security personnel was specially trained to deal with body scanners and has adhered to the control procedure," the spokesperson said via email. "The passengers were asked to take off the named items."

Germany wasn't the only country to have problems with false alarms.

France tested the scanners with and without the privacy software on more than 8,000 passengers flying out of Paris's Charles de Gaulle Airport to New York from February to May 2010. But the government decided not to deploy them because there were too many false alarms, said Eric Heraud, a spokesman for the French civil aviation authority.

Heraud wouldn't release specific figures but said the false alarm rate was higher with the automated

detection than when officers interpreted the images. France plans to conduct a new test of the millimeter-wave scanners in 2012.

In Italy, the rate of false alarms was 23 percent, said Giuseppe Daniele Carrabba, head of the airports coordination department for the Italian civil aviation authority.

Italy tested two L-3 scanners with the automated detection software at the airports in Rome and Milan. The test ended in September, and officials are awaiting a final decision on whether to deploy the machines later this month. Carrabba said he thinks Italy will use them, and that the false positive rate will improve with more training and better preparation of the passengers for screening.

L-3 attributed the variations in experiences to the different settings that countries choose for what to detect and what to ignore.

Other countries that have deployed millimeter-wave scanners -- Canada with 51 machines and the Netherlands with 60 -- said they had not experienced problems with false alarms. They declined to disclose their false-positive rates.

The American Experience

In the United States, the TSA has deployed more than 250 millimeter-wave machines and plans to install 300 more by next spring.

The TSA declined to answer detailed questions. Instead, the agency released a statement saying that it had tested the automated detection software rigorously.

"Once it met the same high standards as the technology currently in use, TSA successfully tested the software in airports to determine whether it was a viable option for deployment," the statement said. "While there are no silver bullet technologies, advanced imaging technology with this new software is effective at detecting both metallic and non-metallic threats."

Shortly after the machines were developed, preliminary tests at Seattle-Tacoma International Airport in 1996 resulted in a false alarm rate of 31 percent, according to a research paper presented at a conference the following year. During the tests, screeners who were new to the machine viewed images of people carrying various weapons, explosives and innocuous objects and had up to 27 seconds to identify them. According to the paper, researchers did test the results with layered clothing.

In 2000, those same images were run through a primitive model of the automated detection and privacy software. The false alarm rate increased to 38.5 percent when the machine was set on high sensitivity but decreased to 17 percent when set on low sensitivity, according to another study by the same researchers at the Pacific Northwest National Laboratory.

"Overall, these results show comparable performance" between the software and the human screeners, the researchers concluded.

The TSA ran additional tests over several years before deploying the scanners, but late last year, administrator John Pistole told Congress the tests were still showing a high rate of false alarms with the software. Officials said the false alarm rate improved, and the agency began installing the software over

the summer.

Still, American travelers frequently complain about false positives similar to those experienced in Europe.

Lynne Goldstein, an archaeologist at Michigan State University, said she generally prefers the scanners because, with two knee replacements, she always sets off the metal detectors and has to undergo a pat-down.

But, she said, a cotton shirt she frequently wears while traveling set off the millimeter-wave machine several times while flying out of Detroit. TSA agents told her it was the shirt's "kangaroo pocket" similar to those found on sweatshirts that triggered the alarm.

"The last time, they did a full pat-down," Goldstein said. "The thing that's ironic to me: I actually like the machine."

Many travelers, however, also reported false alarms with the X-ray body scanner.

Jason Ritchie, an associate chemistry professor at the University of Mississippi, said he was flying out of Memphis on his way to a conference in August when the operator of the X-ray machine spotted something that required further checking.

The suspicious item: The pockets of his cargo pants, he was told.

"It kind of annoys me when I have to go through the X-ray system because I don't like to be irradiated unnecessarily," Ritchie said. "To have to go through that and then be told I also had to get a pat-down was frustrating."

ProPublica tried to get a handle on the false alarm rate in the United States by commissioning a poll by Harris Interactive. The poll of 2,198 people was conducted online to ensure that those who responded could view images of the machines in addition to reading a description.

Of the 581 people who said they had taken a flight in the past six months, nearly two-thirds, or 367, reported going through a body scanner.

About 11 percent of those scanned said they were patted down anyway despite having nothing on them - the equivalent of a false alarm.

Among this group, the rate of false alarms was slightly higher for the millimeter-wave machine over the X-ray scanner. But Harris Interactive cautioned that because the sample size of people reporting this experience was small, the result cannot be generalized to the population at large.

Possible Solutions

Improving the technology to increase detection but limit false alarms is extremely challenging because of the great variety of body shapes and clothing, said McMakin of the Pacific Northwest National Laboratory.

The machine can be taught to recognize patterns in clothing such as a left breast pocket in men's dress

shirts, he said. But whereas screeners could generally see the outline of an abnormal pocket or buttons in an image, the privacy software eliminates such human discretion.

One option is to combine the millimeter-wave scan with an optical camera to weed out those issues, McMakin said. For example, software could compare the millimeter-wave scan with the photograph to determine if a button or a zipper was causing the alarm. Developers could also increase or decrease the frequency of the waves or improve the shape and location information in the algorithm, he added.

"We're just at the beginning of where this technology can go," McMakin said.

Ripp from L-3 said it all comes down to "machine learning."

Getting the information of what's normal in order to improve the technology requires many thousands of scans. But because of the privacy outcry, the machines used in airports do not save the images or data from the scans. Without that real-world data, developers have to find other ways to teach the software to distinguish real threats from false ones.

Christian Salewski, a former fellow at ProPublica and a staff writer for the Financial Times Deutschland, reported from Hamburg.

From: Soule, Greg

Sent: Thursday, December 15, 2011 4:38 PM

To: Rossides, Gale; Lee, Kristin; Pistole, John; [REDACTED]; Nicholson, David ; Kane, Robin E; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Halinski, John W; Berumen, Paul; Sadler, Stephen

Cc: Payne, Sterling; Gaches, Lauren; [REDACTED] McCarthy2, Michael

Subject: RE: ProPublica Inquiry re: AIT ATR detection

We chatted and this piece is scheduled to run online tomorrow or earlier next week. He also talked to other countries and "former TSA employees" who provided their viewpoints. I believe some of our points will be represented, but given his recent pieces, expect the overall tone will be negative.

Greg Soule

Transportation Security Administration

U.S. Department of Homeland Security

Public Affairs

Desk: 571-227 [REDACTED]

From: Soule, Greg

To: Rossides, Gale; Lee, Kristin; Pistole, John; [REDACTED]; Nicholson, David ; Kane, Robin E; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Halinski, John W; Berumen, Paul; Sadler, Stephen

Cc: Payne, Sterling; Gaches, Lauren; (b)(6)
Sent: Thu Dec 15 13:24:42 2011
Subject: RE: ProPublica Inquiry re: AIT ATR detection

Hi Gale, below are the talking point approved by OSC that I would like to use in my conversation with the reporter. We have already told him multiple times that we will not discuss our detection or false alarm rates. Much of this is reiterating what we have said in the past. Thank you

(b)(6)



Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-227 (b)(6)

From: Rossides, Gale
Sent: Thursday, December 15, 2011 5:53 AM
To: Lee, Kristin; Pistole, John; (b)(6) Nicholson, David ; Kane, Robin E; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Hainski, John W; Berumen, Paul; Sadler, Stephen
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren; (b)(6)
Subject: Re: ProPublica Inquiry re: AIT ATR detection

I would like to see the answers to these questions before they are released. Robin- feel free to call me before drafting to discuss. Copying Francine because of all pending issues re: SSI.
Gale

From: Lee, Kristin (b)(6)
To: Pistole, John; Gale (b)(6); Nicholson, David ; Kane, Robin E; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Halinski, John W; Berumen, Paul; Sadler, Stephen
Cc: Payne, Sterling; Soule, Greg; Gaches, Lauren
Sent: Wed Dec 14 19:28:40 2011
Subject: ProPublica Inquiry re: AIT ATR detection

We wanted to flag an inquiry that we received from the investigative news outlet ProPublica for a story they are working on regarding AIT ATR detection. While the origin of his questions appear to be international testing of ATR, he mentioned Mica's public comments about detection in passing. He is requesting an interview with TSA. Greg is going to reach out to him and circle back with this group offline. Note: This is the same reporter that wrote recently on AIT health and safety working with PBS. Here are his basic questions:

1. In September, Germany decided that the L-3 millimeter-wave scanner was not ready for regular use because it had a 54% false alarm rate for things like sweat, buttons and folds in clothing. France also decided not to deploy them because of a high false alarm rate. In Italy, the rate was 23%. Netherlands and Canada said they have not experienced a problem with false alarms. What is the false alarm rate in the United States?
2. If you can't release it, can you at least say whether or not TSA has experienced an issue with false alarms? Also, I need to include an explanation if the false alarm rate is "classified" or rather "sensitive security information"?
3. If the TSA hasn't experienced this problem, can you explain why it would be different in the US?
4. During preliminary tests of the scanner by PNNL in the late 1990s and early 2000s, the tests showed a false alarm rate of 31% for the image and 38% for the automated detection. Can you say affirmatively that it has improved since then?
5. Other countries have reported an increase in false-alarm problems due to automated detection taking away discretion from the screener. Do you believe one method is better than another and is it something TSA is working on or are they exactly the same?
6. In the same vein, is the backscatter better, worse or the same as the millimeter-wave in terms of false alarm rate?
7. When TSA tested the millimeter-wave machine at TSL, TSIF and in airports, were false alarms one of the things that were looked at? Did TSA test them for things like sweat and bulky/layered clothing?

From: [Pistole, John](#)
To: [Schmidt, Chris](#); [Hearding, Peter](#)
Cc: (b)(6); (b)(6); [Nicholson, David](#)
Subject: Re: Sat in Middle seat on US Air Friday night.....next to Chairman Mica
Date: Tuesday, December 20, 2011 10:43:52 AM

Good to know Chris...tk.

----- Original Message -----

From: Schmidt, Chris (b)(6)
To: Harding, Peter
Cc: Pistole, John (b)(6); Nicholson, David
Sent: Tue Dec 20 10:34:49 2011
Subject: Sat in Middle seat on US Air Friday night.....next to Chairman Mica

We had a very spirited conversation including the following topics (I will just give you readers digest version this went on for two hours plus)

Charlotte:

Informed him that TSA leadership had uncovered the problem and took CORRECTIVE actionexplained that this behavior would not be tolerated

He used the Charlotte incident to talk about SPP. Reminded him that private sector security companies fire workers all the time. That there is no guarantee that if such a problem existed with a private company, Congress might not be aware of it. I used as case in point an incident at an airport in his district on super bowl Sunday where a private security company (which does business as an SPP provider) was responsible for a security incident that closed part of a checkpoint...then failed to disclose that they were responsible both during and after the incident. He admitted he was not aware of that I invited him to come to the Orlando airport on Friday January 6 for the Achievement Ceremony for TSOL's who have completed the TSA associates program and will be receiving certificates of achievement. He would see the quality and caliber of the individuals that are part of our team. Unfortunately, I don't think we need to save him a seat! I would write more but he did most of the talking! Did get some licks in!!!!!!!!!!

Chris Schmidt
Senior Advisor to the Deputy Administrator
Transportation Security Administration
601 S. 12th Street
Arlington, Va 20598
571 227 (b)(6)
(b)(6) cell

From: [Pistole, John](#)
To: [Schmidt, Chris](#); [Rossides, Gale](#)
Subject: Re: Just wrapped up a day of meetings in charlotte
Date: Monday, December 19, 2011 8:45:05 PM

Good to know Chris, tks...

----- Original Message -----

From: Schmidt, Chris
To: Rossides, Gale; Pistole, John
Sent: Mon Dec 19 20:18:14 2011
Subject: Just wrapped up a day of meetings in charlotte

Major employers chamber of commerce convention center and tourism bureau all have very impression of tsa only issues are very minor and will work with new leadership to resolve reaction from events of friday positive will share in person various quotes all good

From: [Pistole, John](#)
To: [McLaughlin, Chris](#)
Cc: [Rossides, Gale](#); [Nicholson, David](#)
Subject: Re: (b)(6)
Date: Friday, December 16, 2011 3:50:49 PM

Good, tks...

From: McLaughlin, Chris
To: Pistole, John
Cc: Rossides, Gale; Nicholson, David
Sent: Fri Dec 16 15:50:13 2011
Subject: Re: (b)(6)

Just called him. Shared with him that I appreciated his willingness to write in support of a colleague, that I couldn't share details about another employee's personal circumstances, but that I am 100% confident that the decision that was made was in the best interest of the individual and the Agency. Paul expressed appreciation for the call...

From: McLaughlin, Chris
To: Pistole, John
Cc: Rossides, Gale; Nicholson, David
Sent: Fri Dec 16 15:31:14 2011
Subject: Re: (b)(6)

Got it... Will give Paul a call rather than reply in e-mail...

From: Pistole, John
To: McLaughlin, Chris
Cc: Rossides, Gale; Nicholson, David
Sent: Fri Dec 16 15:28:13 2011
Subject: Fw: (b)(6)

Chris, defer to you on responding....

From: Armes, Paul
To: Pistole, John
Sent: Fri Dec 16 15:25:27 2011
Subject: (b)(6)

Administrator Pistole,

From my field perspectives, (b)(6) has provided the stewardship, commitment and integrity you've addressed in meeting the diversity of challenges of being an FSD at both Knoxville---and now Charlotte.

For unknown reasons to me, he was recently directed to relocate from (b)(6) (b)(6) With sufficient professional pride as to not want to take a step backward in his career responsibilities, he was provided with no other option but to

resign.

Having moved over 22 times as a career Marine and over 4 times in my slightly less than 10 years with TSA, I understand---and appreciate the mission requirements of relocating “for the good of the service”. However, in his case it provides an appearance of unfairness in view of recent optional reassignments provided others.

Very Respectfully,

Paul

Paul Armes

Federal Security Director

U.S. Department of Homeland Security - TSA

Nashville International Airport/Middle Tennessee

Office: 615-354-(b)(6)

Cell (b)(6)

Coordination Center: 615-354-6740

From: [Pistole, John](#)
To: [Nicholson, David](#); [Hearding, Peter](#)
Cc: (b)(6); (b)(6); (b)(6); [Beck, Carol](#)
Subject: Re: OLA Update 12/15/11
Date: Thursday, December 15, 2011 6:54:05 PM

Excellent, tks....

From: Nicholson, David
To: [Hearding, Peter](#); [Pistole, John](#)
Cc: (b)(6); (b)(6); Beck, Carol
Sent: Thu Dec 15 17:06:46 2011
Subject: RE: OLA Update 12/15/11

Robin may address separately. He went with Brian Wheeler today and they did an extensive brief to our majority & minority – joint House and Senate re AIT and all issues re GAO and IG Report. They were fine with all; they saw no surprises; and no follow-up on that matter. Best info we have says that the Bill Hal Rogers offered in the House has 250 AIT for FY12.

From: [Hearding, Peter](#)
Sent: Thursday, December 15, 2011 5:01 PM
To: [Pistole, John](#)
Cc: (b)(6); [Nicholson, David](#); (b)(6); (b)(6); Beck, Carol
Subject: OLA Update 12/15/11

Sir –

Here's our update for today...

CLT Notifications

We're reaching out to appropriate Congressional staff now regarding Charlotte Airport (CLT) personnel actions. We conducted a telecon this afternoon with Senate Commerce and Senate Homeland. (We invited House Homeland, but they were not able to join – we're following up with them offline) James Duncan, Scott Johnson and Heather Callahan were our briefers. The information was well-received; questions of note were focused on whether management officials would be implicated as they were in the Honolulu (HNL) case, and what efforts TSA is taking to develop a national capability to identify when similar situations might occur at other airports. We'll continue to reach out to staff tonight and early tomorrow am.

Sen. Susan Collins (R-ME)/AIT Health and Safety

Senator Collin's staff is finalizing a memo on AIT radiation that the Senator should receive this evening . In the memo, her staff explain the thorough process/review that was conducted to verify AIT safety standards and note that the DHS IG's report says TSA is adhering closely to these standards. In the memo they will recommend that the Senator consider a few options moving forward:

1. Having peer reviews of original safety standards.
2. Having outside groups evaluate original standards.
3. Ask FDA and other groups who set the standards to reevaluate the guidelines since almost two decades have passed since they were set (1993, I believe)

So we continue to make significant progress at the staff level – hopefully the staff can gain traction with the Senator. We'll continue to monitor this closely.

Warehoused Technology Equipment

The briefing for Reps. Mike Rogers (R-AL) and Blake Farenthold (R-TX) and House Homeland Security Committee staff was largely uneventful. The Members posed some questions over the amount of time it takes to deploy equipment once it is purchased and received by TSA, and whether TSA could employ more direct buy/deliver contracts. Farenthold recounted his experience running a computer company and explained how his vendors delivered products directly to the end-user. Robin explained - at length - TSA's requirement to test and verify that screening equipment is operating correctly prior to deployment.

Carol Beck Officially (Re-) Joining TSA OLA

I am very happy to report that Carol Beck will be officially returning to TSA OLA as Legislative Director. Her official "start" date is 1/28/12; however, she is physically here at TSA as of yesterday. (Building renovations at DHS OLA's 7th & D offices have displaced that office until late January). Nelson Peacock and DHS OLA are aware – everyone is in good shape.

Best,
Pete

Peter Hearinging

Deputy Assistant Administrator

Office of Legislative Affairs

Transportation Security Administration

(571) 227-(b) (6)

From: [Pistole, John](#)
To: [Hearding, Peter](#)
Cc: (b)(6); [Nicholson, David](#); (b)(6)
Subject: Re: Request for Call from Rep. Bennie Thompson
Date: Thursday, December 15, 2011 12:31:57 PM

Got it, tks Pete....

From: Hearinging, Peter
To: Pistole, John
Cc: (b)(6); (b)(6); Nicholson, David; (b)(6); (b)(6)
Sent: Thu Dec 15 11:38:27 2011
Subject: Re: Request for Call from Rep. Bennie Thompson

Sir -

In light of the events to take place at CLT tomorrow - and recent correspondence from the committee - I would recommend you raise the CLT issue with Mr Thompson during your call.

OLA is working on a telecon w committee and local delegation staff for late this afternoon (likely 4pm).

I would think just brief discussion of the matter, with the offer of follow up to his staff this afternoon would be sufficient.

For your awareness, below is a summary of CLT issues from James Duncan - which Nico also has handy and should be able to provide in hard copy if necessary.

Best,
Pete

- Proactive Management Uncovered the Problem: The FSD and DFSD at Charlotte Douglas International Airport (CLT) reviewed data indicating that the percentage of checked baggage that was cleared using the On-Screen Alarm Resolution Protocol (OSARP) was higher than the national average. They took proactive steps to review the images from the screening machines, and CCTV footage, and determined that many (approximately 80) bags in a 7-day period had been cleared with OSARP but should have been subject to a physical search to resolve the alarm item.
- Referral to OOI: The FSD referred the information to TSA's Office of Inspection, which conducted an investigation. The results of the investigation were provided to TSA's Office of Professional Responsibility (OPR) for review and adjudication.
- Clearances and Minor Discipline: Based on its review, OPR determined that twenty (21) persons, including all management figures at CLT, did not commit misconduct, and would get Letters of Closure. OPR determined that three (3) TSOs simply made a mistake, and they will get non-disciplinary Letters of Counseling. In addition, OPR determined in conjunction with OSO that eight (7) TSOs would receive relatively minor discipline, ranging from a Letter of Reprimand (3) to a 3-day suspension (4). It was determined that OSO officials unconnected with CLT would issue that discipline rather than OPR, to ensure that the TSOs would have the option to appeal the decision through Peer Review or through the standard grievance process.
- Removals: OPR determined that twelve employees (10 TSOs and 2 LTSOs) would be removed for

misconduct. Eleven (11) of those persons will be removed using TSA's new 1-step removal process for intentional serious security breaches. Each of those persons has admitted to intentionally violating the SOP governing OSARP. The remaining one person will be proposed for removal in a standard 2-step process (there was insufficient evidence of intentionality to support a 1-step process).

- Probationers: In addition, the evidence implicated four (4) TSOs who were still in their trial period. Two of the trial period employees resigned, and two were terminated (a term of art for trial period employees).

- Timing: The Letters of Closure and Letters of Counseling were served at CLT earlier this week. The Letters of Reprimand and short suspensions were also served earlier this week. The trial period employees resigned or were terminated earlier this week. The removals will be served on Friday, December 16, 2011. CAVEAT: the removals will be 1-step processes, but the employee will have a chance to respond to the Deciding official before the discipline is issued. The Deciding Official must consider any evidence/arguments an employee raises, so no final decision on any of those matters will be made until after the employee is heard. If the Deciding Official determines that the evidence still warrants action, that action will be imposed the same day.

- Coordination: This matter is being coordinated with OPR, OSO, OHC/ER, OCC, OPA, OLA, and PerSec (with a heads up to the Partnership Office).

- Presumptive numbers:

- o21 Letters of Closure
- o3 Letters of Counseling
- o3 Letters of Reprimand
- o4 suspensions of 3 days
- o2 resignations and 2 terminations of trial period employees
- o12 removals

From: Pistole, John

To: Hearinging, Peter

Cc: (b)(6) Nicholson, David ; (b)(6)

Sent: Wed Dec 14 16:40:40 2011

Subject: Re: Request for Call from Rep. Bennie Thompson

Glad to do it...

From: Hearinging, Peter

To: Pistole, John

Cc: (b)(6) Nicholson, David ; (b)(6)

Sent: Wed Dec 14 16:17:26 2011

Subject: Request for Call from Rep. Bennie Thompson

Sir –

We've received a request from Rep. Bennie Thompson (D-MS) to speak with you regarding the recent AIT audits.

He has asked to speak with you tomorrow, if possible. We've verified that there is a secure line

available at NPS, if you're willing to take the call and we can make it fit in your schedule. If not, we'll look at other options (ie, Gale/Robin speaking with him sooner, or you speaking with him at a later date).

Best,
Pete

From: (b)(6)
Sent: Wednesday, December 14, 2011 2:42 PM
To: Hearing, Peter; (b)(6)
Cc: Turbyfill, Brian
Subject: RE: Congressman Thompson

Hi Pete, I forgot to mention that if Administrator Pistole cannot come to the SCIF, the call will have to take place using a secure line. You can also give me a call when you get a moment to discuss further. Thank you.

(b)(6)
Transportation Security
Committee on Homeland Security

From: Hearing, Peter [mailto:(b)(6)]
Sent: Wednesday, December 14, 2011 2:16 PM
To: (b)(6)
Cc: Turbyfill, Brian
Subject: RE: Congressman Thompson

Hey Mari -

Mr Pistole is out of town for the next few days – but I will see when he might be able to schedule a call.

Any idea what's on Mr. Thompson's mind?

Be in touch shortly...

Pete

From: (b)(6)
Sent: Wednesday, December 14, 2011 1:58 PM
To: (b)(6)
Cc: Turbyfill, Brian
Subject: Congressman Thompson
Importance: High

Hey Pete, Mr. Thompson asked if Mr. Pistole can stop by our SCIF tomorrow for a meeting with him

before the Holidays. If his schedule does not allow for the meeting in person, Mr. Thompson is okay to schedule a call tomorrow.

Please let me know what blocks of time work for Mr. Pistole and I can find a time that works for both when I hear back from Mr. Thompson's scheduler.

Thank you.

(b)(6)

Senior Professional Staff | Committee on Homeland Security
Rep. Bennie G. Thompson (D-MS) | Ranking Member
H2-117 Ford House Office Building
Washington, DC 20515
202.226 (b)(6)
<http://chsdemocrats.house.gov> | [@HomelandDems](#)

From: [Soule, Greg](#)
To: [McLaughlin, Chris](#); [Johnson, Scott T](#); [Houston, Scott](#); [Callahan, Heather <FSD>](#); [Hearding, Peter](#); [Pistole, John](#); [\(b\)\(6\)](#); [Nicholson, David](#); [Sammon, John](#); [\(b\)\(6\)](#); [Bray, Bob](#)
Cc: [\(b\)\(6\)](#); [Payne, Sterling](#); [Farbstein, Lisa](#); [Thompson, Kimberley F. \(ASAC\)](#); [Allen, Jonathan](#); [Gaches, Lauren](#)
Subject: LA Times Charlotte VIPR
Date: Friday, December 09, 2011 9:31:31 AM

For awareness, an LA Times reporter will be shadowing a VIPR operation this weekend on Amtrak at the Charlotte and Raleigh Durham stations.

He will interview the local SAC for the piece.

Thank you,

Greg Soule
TSA Public Affairs

[\(b\)\(6\)](#)

Cell [\(b\)\(6\)](#)

From: Pistole, John
To: Hearing, Peter
Cc: (b)(6); (b)(6); nicholson, David; (b)(6)
Subject: Re: OLA Update 12/8/11
Date: Thursday, December 08, 2011 6:01:35 PM

Tks for the updates Pete...and great work by all on the S bill.

From: Hearing, Peter
To: Pistole, John
Cc: (b)(6); (b)(6); nicholson, David; (b)(6); (b)(6); (b)(6)
Sent: Thu Dec 08 17:59:41 2011
Subject: OLA Update 12/8/11

Sir -

Military Screening Bill (and related Transcript)

The bill continues to move around in the Senate. Attached (3rd document) is the draft being considered by Sens. Rockefeller (D-WV) and Hutchison (R-TX), which represents a dramatic improvement over the House bill because it only includes accompanying family members "to the extent possible" and incorporates any such changes into RBS (starting on page 2, line 21).

On a related note, the Senate and House Homeland Security Committees held a joint yesterday called "Homegrown Terrorism: The Threat to Military Communities inside the United States." (Attached, in 2 parts, is the transcript). As a result, the Lieberman staffers have worked with Commerce to add a line allowing the Administrator to impose additional screening on military members if intelligence of law enforcement determines it is necessary.

So, in sum, the Senate bill:

- allows for expedite screening of uniformed military members traveling on orders;
- includes traveling family members only *to the extent possible*
- provides the Administrator with the flexibility to impose additional screening if necessary, based on intelligence and/or law enforcement information.
- strikes House T&I from the Congressional reporting requirement
- requires Department of Defense input and involvement

This version of the bill represents a tremendous improvement over the House-passed version - due to the good work of OLA's David Rosenbaum, Alex Marston and Carol Beck.

This bill could be moved through the Senate by Unanimous Consent as early as tonight - but we've got a much better piece of legislation this time around.

Mica Response

The TSA OLA response to Mica's recent staff report has been cleared, signed out and delivered to our committees of jurisdiction.

TWIC Meeting Tomorrow

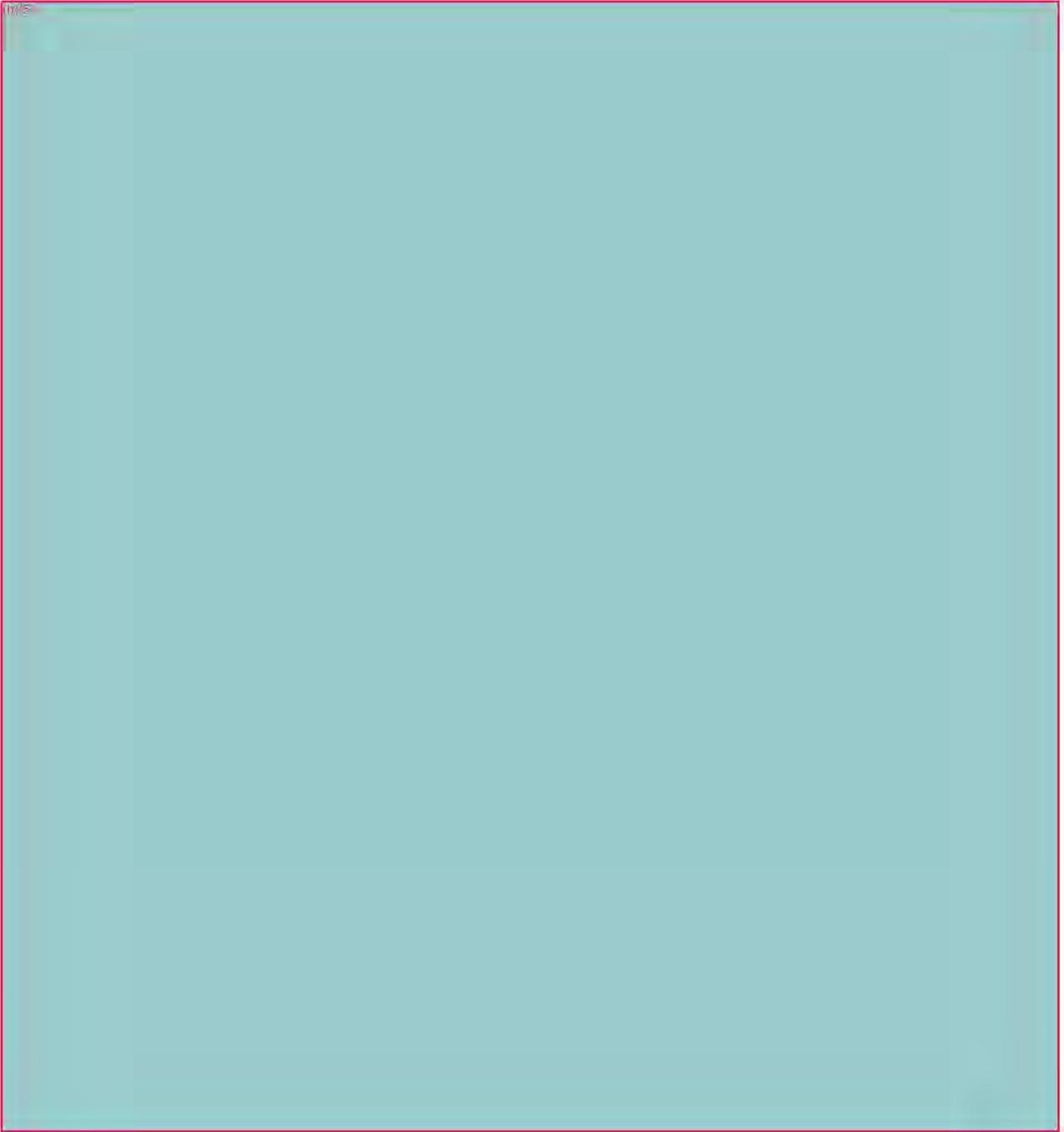
Attached below are some thoughts on the TWIC options meeting - I've shared them separately with Howard who can discuss this further in my absence tomorrow - I'll be out on leave, but just at home, so available via blackberry if needed. Should you need anything immediately, OLA's

Tomeika Blackwell will attend ADIB and Carol Beck will also be available – but physically at DHS.

For what it's worth, I thought you, Gale and Robin acquitted yourselves very well over a tough subject this afternoon.

Best,
Pete

m/s





From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [Bray, Robert S.](#); [Done, Ryan K.](#); [Wasowicz, John <TSA OCC>](#); [Sammon, John](#); [Nicholson, David](#); [Halinski, John W.](#); [Hoggan, Kelly \(TSA\)](#); [Garrison-Alexander, Emma](#); [Rice, Stephen](#); [Holmes, David <Assistant Administrator>](#); [Johns, Jeff](#); [Novak, Michael R <FAM>](#); [Kane, Robin E](#); [Lenihan, John](#); [McLaughlin, Chris](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Castor, Stephanie L](#); [Bash, Chadwick](#); [Penn, Joy](#); [Salvator, Joseph](#); [Webb, Matthew <TSA OCC>](#); [Naugle, Kip](#); [Davis, Dianna](#); [Wheeler, Brian <TSA-CFO>](#); [Merritt, Marianna](#); [Voorhies, Gerald](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#); [Newhouse, Victoria](#); [Schmidt, Chris](#); [Fletcher, Kenneth](#); [Sanders, John P <TSA OST>](#); [Pease, Kevin](#); [TSA-OI RFI](#); [Halfacre, Christine](#)
Cc: [Pringle, Veronica](#); [Mullen, Corie](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flipppo, Ian](#); [Bajwa, Neeta](#); [Flipppo, Ian](#); [Ross, Mark](#)
Subject: Daily Incoming Mail and Tasker Report - Friday, December 2, 2011
Date: Friday, December 02, 2011 5:20:01 PM
Attachments: TSA-111202-008_I1.pdf
TSA-111202-005_I1.pdf
NTWG.pdf
DHS - CAPAC.pdf
DHS - Air Domain - email.pdf
DHS - Air Domain.docx

Daily Incoming Mail and Tasker Report – Friday, December 2, 2011

Today, we received 10 new pieces of incoming correspondence; two rise to the level of needing front office attention.

1. Congressman Mica wrote concerning TSA's response to the "A Decade Later: A Call for TSA Reform" report. Front Office to determine whether response is warranted. (Kristen Lee also received the same letter from Rep. Mica.)
2. Reps. Thompson and Jackson Lee, House Homeland Security Committee, wrote regarding TSA's reorganization plan. Front Office to draft response by 12/16.

We received 3 new DHS taskers today.

1. DNDO's briefing materials for December 7 Nuclear Terrorism Working Group meeting. OLE, OST, and Intel to review documents and respond directly to DNDO Exec Sec by noon on 12/5.
2. DHS REQUEST FOR INFORMATION: PLCY Tasking -- Asian Pacific American Caucus Response Language (CAPAC)- Assigned to OGS to review and provide requested information to PLCY by 12/6.
3. DHS REQUEST FOR INFORMATION: PLCY Tasking -- Air Domain Awareness Operational Concept ADA OPS - Assigned to TSNM, Intel OSO, OLE, OGS, and OIT to review and provide Exec Sec with any comments by 12/8.

Thanks and have a good weekend.

Tracey St. Pierre

Director, Office of the Executive Secretariat
Transportation Security Administration
phone: 571-227-(b)(6)
e-mail: (b)(6)

From: [Hearding, Peter](#)
To: [Pistole, John](#)
Cc: (b)(6) [Nicholson, David](#)
Subject: OLA Update 12/2/11
Date: Friday, December 02, 2011 5:16:30 PM

Sir –

Here are the other items we're following this afternoon...

AIT Hearing

Following up from today's pre-brief, we'll work with DHS OLA on building out a timeline of notable events in the AIT procurement/deployment process and will nail down the order of witness statements with the committee. The response to the King/Rogers has been transmitted back to the committee.

-

TSA/OLA Response to Mica staff Report

Has been drafted and should be with the front office for your review. We'll provide it to committee of jurisdiction.

Military Screening Bill

We've heard from Senate Commerce staff that there is some interest on the Senate side on introducing the Rep. Chip Cravaack (R-MN) bill (HR 1801) as a stand alone measure (and not attached to the DOD Auth bill). We're sharing our concerns widely (including the usual committees and leadership) and are working with counsel on language to make the measure more palatable, should it continue to foster interest.

HNL BDO

We've heard from Ranking Member Bennie Thompson's (D-MS) staff about the article in today's regarding the Honolulu BDO program; they're asking for specifics on whether one of the individuals accused of profiling has been promoted. We're running down details with OSO now.

EWR Followup with Lautenberg

We're working with Sen. Frank Lautenberg's (D-NJ) staff to arrange his requested follow-up meeting with FSD Drummer to discuss TSA operations at Newark Liberty.

Best,
Pete

Peter Hearing
Transportation Security Administration
Office of Legislative Affairs
571-227 (b)(6)